

A QUEEN COMES BACK . . . Thirty tons of paint bring peacetime colors to the Queen Elizabeth, Cunard White Star liner, now being readied for the trans-Atlantic run.

QUEEN OF THE SEAS

Luxury Liner To Make Maiden Voyage Oct. 16

NEW YORK.—With the greatest reconditioning job in maritime history now nearing its final stages, the world's largest passenger liner, Cunard's 83,763-ton Queen Elizabeth, is being prepared to launch the career postponed by war for more than six years.

Transformed into a new ship, the Queen Elizabeth will make her maiden voyage starting regular service from Southampton to New York on October 16. The return voyage from New York is scheduled for October 25.

The gray war paint that shrouded the ship when she slipped across the Atlantic in March, 1940, on the first of many vital war missions, has been replaced by the colors of peace—shiny black hull, gleaming white superstructure, red and black funnels, colors of the Cunard line. Thirty tons of paint were required to cover the ship's million square feet of exterior surface.

Decks worn by the tramp of 811,000 pairs of military boots have been relaid. Blackout paint has been scraped off 2,000 portholes. Miles of temporary wiring and piping have been dismantled. The ship has been stripped of such military appurtenances as 10,000 stateroom berths, temporary sanitary facilities, bulkheads, storerooms and troop fittings.

The reconversion job began im-

mediately after the Queen Elizabeth completed her final voyage as a war transport last March 6.

Now a luxury ship, the Queen Elizabeth will be furnished with equipment and decorations ordered and delivered before the advent of war, then stored in the United States, Australia and other places throughout the world for the past six years.

Fittings include 21,000 pieces of furniture and equipment, 4,500 settees, 4,000 mattresses and pillows, 6,000 curtains and bedspreads, 2,000 carpets, 1,500 wardrobes and dressing tables and 10 miles of carpets.

As the final step in reconversion, the ship will enter the graving dock for examinations of the four propellers, each weighing 32 tons, the giant 140-ton rudder and other underwater parts.

One-way rates will start at \$165 for tourist class, ranging up to \$365 for first class.

One-man School Expands as Veterans Flock for Ratings

DENVER, COLO.—The traditional old one-man school has been put on a wholesale basis here, giving 2,318 veterans the equivalent of a high school diploma in the last 10 weeks.

Operator of the school is a gray-haired, scholarly little man, Dr. John C. Unger, whose main job is that of superintendent of secondary education for Colorado. His present task is to put into practical operation one of the primary guarantees of the G. I. Bill of Rights—the opportunity for each veteran to continue his education.

He has turned the senate chamber of the state house into a school room with men and women of an average age of 21 sitting at senatorial desks and doing harder thinking than most state senators ever do.

In co-operation with the Veterans' administration and armed forces institute, Dr. Unger interviews and tests veterans from all over the state to provide them with certificates showing they possess knowledge equal to a high school education.

With such certificates, the veterans go confidently to employers to apply for jobs or enroll in colleges to study anything from the ministry

to aeronautical engineering. The two-hour tests in grammar, mathematics, science, literature and social studies are not required of all applicants. Credits are allowed for training received in the service.

Oldest man to take the tests was a 47-year-old Trinidad naval veteran and the youngest was a 19-year-old Denver youth, who enlisted in the army when only 16.

Dr. Unger tests men still in the service who come in from such posts as Camp Carson at Colorado Springs and Lowry Field in Denver. He has visited Fitzsimmons General hospital several times to examine patients there. Those who can't pass are given friendly counsel on what they need to study to qualify for certificates.

Kansas Sun's Rays Ignite Glass on Bag

TOPEKA, KAN.—It's dangerous when the thermometer reads 105, Miss Ceora Lanham is ready to testify. As she stood waiting for a bus under the sweltering sun, her purse burst into flames. The sun's hot rays had passed through a glass handle on the bag.



BONE TO PICK . . . Two dogs, who have a bone to pick with Santa Monica city council over ordinance prohibiting them from doing anything more than sniffing on public sidewalks and in parks, picket city hall.

IN THESE UNITED STATES

Apathy of Parents Blamed For School System Faults

WNU Feature.

It's the parents of the United States who need education rather than their children. That's the opinion of a representative group of public school teachers from communities throughout the country who studied at Columbia university summer session. The teachers say that only when parents understand and are interested in the problems of educating their children will major flaws of the nation's educational system be fully corrected.

These flaws vary from section to section. In the Midwest, teachers blamed parents' failure to try to understand school problems as the greatest hindrance to more progressive teaching methods. The South's lack of facilities and equipment was traced by instructors to parental apathy. In the East, schools were said to be functioning at far below par only because parents weren't interested enough in seeing that necessary appropriations were made to assure adequate salaries and proper facilities.

Blame Parents' Groups.

Throughout the country, Parent-Teacher associations were fulfilling only a fraction of their theoretical duties and, the teachers say, these groups aren't as vigorous and as powerful as they should be only because parents fail to appear at regular meetings.

Paul Hafer of Alliance, Ohio, who has taught in many rural Ohio towns, said: "Farm people want good education, but aren't willing to pay for it. Sometimes, of course, they just can't afford to."

James Robertson, supervisor of music of the Springfield, Mo., public schools, said progressive methods have been in effect in Springfield schools for 12 years. "But before we can go further," he added, "we need greater public sympathy."

Aid to Delinquency.

In a big city such as Detroit, the parents' "I don't care" attitude was said to be the basis for growing juvenile delinquency. Miss Helen Gilmartin said: "Parents are apt to send their children off to school and then feel that their educational duties are through. Unfortunately they don't realize that education must continue in the home. Closer co-operation between parent and teacher is absolutely necessary."

In the South, teachers put the finger of blame for crowded schools and insufficient play and lunch facilities upon parents' apathy.

Miss Mary E. Evans, teacher in Booker T. Washington school in Richmond, Va., said that "teachers are progressive and willing to fight for some of the needed things, but parents aren't particularly interested."

Mrs. E. H. Ralls, principal of Thankful elementary school for Negro children in North Wilkesboro, N. C., said her institution was "far behind in recreation and equipment, partly because there were only 14 teachers to take care of more than 300 pupils."

Attitude of the eastern teacher was summed up by Robert K. Stuart, principal of La Motte Central academy, Hyde Park, Vt. Stuart asserted: "The worst drawback of education today is the lack of adequate compensation, which drives many good people right out of the profession into more lucrative fields."

Troubles Multiply For Farm Family

GREELEY, COLO.—Trouble runs in bunches for members of the Louis Andolsek family.

It all started when a son, Ed Andolsek, ran a haystacker into a 7,000-volt power line on their farm near here. He was pinned to the power line by the charge. The father ran to his aid and also was burned severely. Another brother, John, went to their rescue and he, too, was burned. Finally, a brother-in-law, John Adams, dragged the men to safety.

An hour after Ed Andolsek was taken to the hospital, Mrs. John Andolsek was stricken with an attack of acute appendicitis and rushed to the same hospital for an emergency operation.

All the Andolsek are reported recovering.

Line Is Short

GREAT FALLS, MONT.—One pair of nylons, one pair of rayons, three slips and six items loosely catalogued as "unmentionables" disappeared from a clothesline recently. A woman's footprints were found at the scene.

Town Still Claims No Night-time Fires

PAULS VALLEY, OKLA.—Night-time fires are a rarity in this little town. When the siren screeched at 1:45 a. m., volunteer firemen rushed the fire truck to the scene.

When they arrived, smoke was pouring out of a mattress factory. Firemen hooked up their hoses and dashed inside—to find a factory employee calmly smoking out mosquitoes.

"Off We Go" AVIATION NOTES

POSTWAR YEAR BUSY With the transition from war to peace accomplished with less trouble than even the most optimistic had anticipated, the aviation industry found the 12 months since V-J Day the busiest in the 40-odd years of flying.

Now the industry starts its second postwar year with more than a billion dollars worth of unfilled airplane orders, fairly well divided between civil and military, and its total personnel nearly four times that of prewar years.

Highlights of the first postwar year were the first official steps along the path to atomic-powered flight. In the course of the year, international aviation agreements took a place in the front line of national policy, making possible the world air routes now being flown.

Airlines doubled the number of planes in use and tripled the carrying capacity. The number of private planes also doubled—from 32,480 to more than 60,000. Return of flying personnel also accounted for a marked gain in the number of certificated civil airmen, from 112,000 to 342,000 during the 12 months, or more than 10 times the total before the war.

Aircraft manufacturers crossed the great divide between war and peace and found themselves intact despite abrupt cancellation of more than 20 billion dollars worth of military contracts.

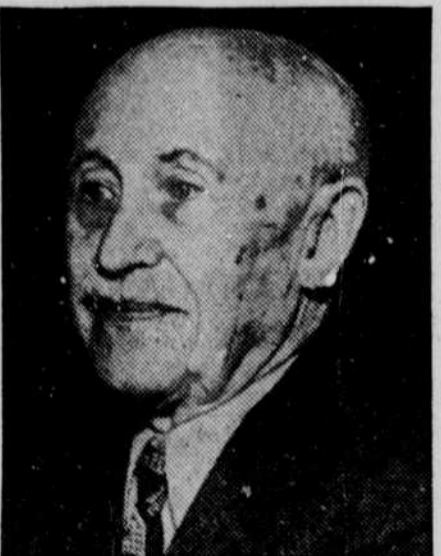
The change is shown graphically by the fact that in July the industry produced 67 military planes compared with the wartime peak of 9,100, while within the year production of civil aircraft rose from zero to more than 3,000 in July.

RURAL AVIATION GROWS

The average farmer is 33 1/2 per cent more eager to buy an airplane than his city brother. That's the conclusion of Civil Aeronautics administration after a survey of the uses for small planes. It estimates that a third more farmers are buying airplanes than city dwellers, in proportion to the percentage of the population that each group represents.

"For some rural owners, the airplane has become a farming tool like the automobile or telephone," the CAA said.

Common rural uses are to spray and dust crops, to spray mosquito-breeding spots, to patrol irrigation ditches or fences, to hunt coyotes, to herd wild horses, to locate lost cattle, and to scare away birds that feed on young plants, the CAA survey showed. Listed as "unusual chores" for farm planes are spreading fertilizers, spraying soil with oil solutions and stocking streams and lakes with fish.



STILL AIR-MINDED . . . When Orville Wright, co-inventor of the airplane, celebrated his 75th birthday anniversary recently, only felicitations from family and friends set the day apart from his usual routine of working in his laboratory seven days a week. Last time he was in the air was two years ago, when he piloted a Constellation.

NEW CLASSIFICATION

A new system for airport classification, rating them by the number of operations per hour, has been proposed by Air Transport association in a manual on selection and layout of airports. The manual is first of a series of six presenting viewpoints of scheduled airlines as to facilities they require. A second manual dealing with airport lighting facilities also is ready for distribution. The publications are part of the general ATA program to solve current operations problems.



New Hormone Weed Killer Effective

2, 4-D Will Not Kill All Troublesome Weeds

Farm losses from weeds exceed those from all other causes. With the development of 2,4-d, and organic acid (2,4-dichlorophenoxyacetic acid), by the USDA and the New York agricultural experiment station, farmers will be saved millions of dollars annually.

Working different from most herbicides, 2,4-D seems to affect the growth mechanism of the plant and



Kudzer responds to 2,4-D treatment.

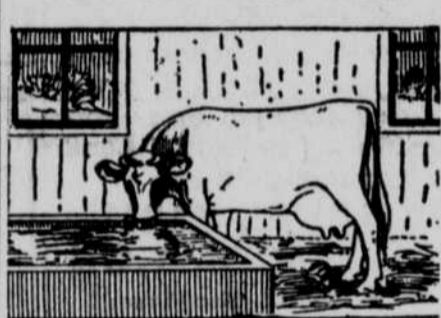
travels some distance through the plant to induce changes which cause death.

Recent experiments determined that solutions containing from .10 to .15 of 1 per cent were sufficient to kill dandelion, common plantain, buckhorn, chickweed and pennywort.

The cost has been reduced to such an extent that for from \$4 to \$6 it is possible to clean up an acre of land.

With some weeds like Canada thistle, 2,4-D has not proven effective in killing the roots. It has been successful with bitterweed, bindweed, wild mustard, wild radish, bull thistle, chickweed, ragweed, goldenrod, burdock and many others including such shrubs and vines as choke cherry, wild honeysuckle, wild grape, locust, Virginia creeper, sumac and poison ivy.

Take Off Water Chill



TAKE THE CHILL OFF

Many gallons of milk are lost by the average cow due to being forced to drink ice cold water. It is not too early to make plans for removing the chill from water. New type electric de-icers on the market have proven satisfactory. Local costs should determine the type to be used.

Barrel Chicken Coop

A serviceable brood coop is made by sawing a barrel of any kind in the middle, making the cut sloping, as shown in the illustration. When an entrance hole has been sawed out on one side of each half, two coops will be completed. When the half barrel is inverted, the top will slope sufficiently to turn water. The coop must be placed so that water will not drain into the coop.

LOOKING AHEAD BY LOUIS WOLFE

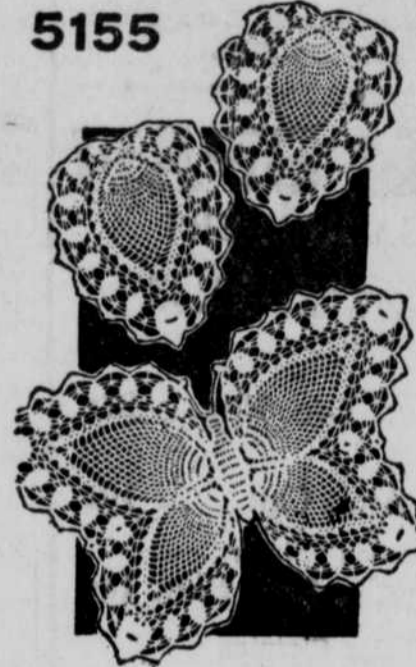


Kind of Protein for Poultry and Livestock

Different protein feeds contain different amina acids, and it is these acids that are important to livestock and poultry. That is why animals do better on one protein supplement than they do on another, according to A. R. Patton of the Colorado station. Research is finding out the specific amina acids needed by different classes of livestock and also what of these acids are contained in different feed.

NEEDLEWORK PATTERNS

Butterfly-Pineapple Chair Set



5155

a chair set which collectors of this motif will be eager to crochet.

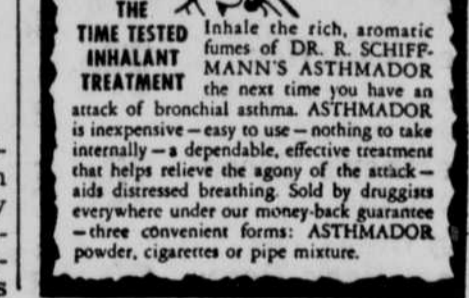
To obtain complete crocheting instructions for the Giant Butterfly Chair Set (Pattern No. 5155) enlarged photographic detail of pattern, send 20 cents in coin, your name, address and the pattern number.

SEWING CIRCLE NEEDLEWORK 530 South Wells St. Chicago 7, Ill. Enclose 20 cents for Pattern.

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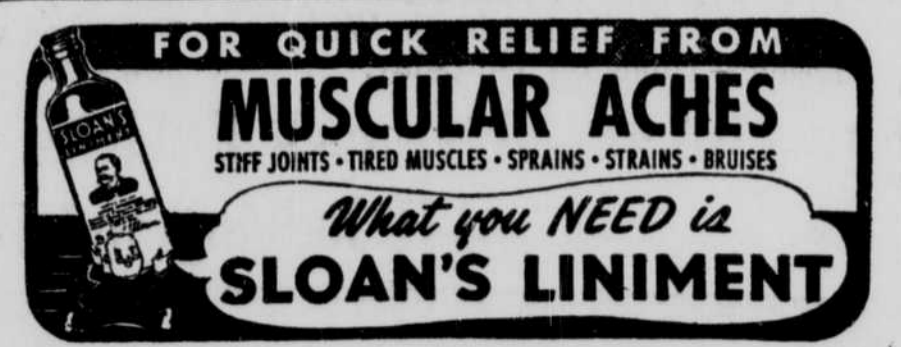


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FRESH! Post's CORN TOASTIES Tender-Crisp AND FRESH PROTECTED



Wedding Drinks Tip Most Britons Off Wagon

LONDON.—Why do people take to drink? Drinking toasts at weddings is the principal reason for tipping a person off the wagon, say Britons who like a quick one now and then. Teetotalers, however, say "not wishing to be different" is the hardest push off the wagon. Twelve hundred young people, including doctors, parlor maids, government clerks and miners, gave the answers to a questionnaire sent out by the British Temperance league. Tipplers gave these four main reasons for their weakness: Toasting at weddings, loneliness, not wishing to be different and enjoyment of the drinking fraternity's company. All the reasons were among 17 "possible causes" suggested by Herbert Jones, league secretary, who is a non-drinker.