

Repeal Asked of Hatch Act by Educators

Land Grant Institution Professors Decrie Law's Scope—Re-Phrasing Urged

MADISON, Wis. (UP)—Repeal of the Hatch law prohibiting political activity by federal employees because it "gagged" educators and land grant schools during the presidential campaign is favored by Howard Becker, University of Wisconsin sociologist.

He urged repeal of the "entire law" before the 1944 presidential election and said he was "willing to be an unwilling test case if someone has to decide the question." Wisconsin, like most state universities, is a federal land grant school.

The trouble with the Hatch law, Becker said, is its "failure to distinguish distinctly between academic and ordinary political freedom."

"I have a certain duty when I am before a class in the university," he explained. "No professor has a right to use a class as a sounding-board, to lend himself to influencing unduly those students who by tradition can't effectively talk back."

Wants Free Speech
Outside the classroom, however, Becker believes he should be allowed "to do and say exactly what I please."

Becker planned to seek support of other American sociologists for repeal of the Hatch act during their annual meeting at Chicago in December.

Another University of Wisconsin faculty member, Elizabeth Brandeis Raushenbush, lecturer in economics and daughter of the retired U. S. supreme court justice, Louis D. Brandeis, advocated a test to "determine just what the courts' interpretation of the bill is."

"I don't think any of us really knows what the act means," said Mrs. Raushenbush, conceding that the law should "draw the line between legal and illegal activity somewhere."

Dean Lloyd K. Garrison of the Wisconsin law school, first chairman of the national labor relations board, criticized the bill for absence of what he termed "clear-cut meaning."

Re-Phrasing Urged
"But then," he said, "I'm not sure it's possible to phrase any statute intelligently with regard to an educational institution—especially one

Surprise Meat Pie—and watch it keep 'em passing back for more!

by Dorothy Greig

GUESTS usually look politely baffled when this pie arrives on the table as the meat course. You see, the pie is not a deep dish affair filled with chunks of meat. It is a flat two-crust pie, like an apple pie. When cut into smoking hot



and fresh from the oven, each wedge shows brown and crumbly and glistening.

The secret of its flatness is ground meat. This is cannily seasoned with onion and condensed tomato soup, and topped by a crust rich, short and flaky as you can make it.

Cauliflower, broccoli, carrots or peas are suggested as suitable vegetables to serve with it.

The pie is put together this way:
4 tablespoons minced onion
1 pound ground beef
1 can condensed tomato soup
1/2 teaspoon salt
1/2 teaspoon pepper
1 tablespoon butter
Pie pastry for two-crust pie

Cook the onions in a little butter until soft. Add the ground beef and cook until barely brown. Blend in the soup. Sprinkle with the salt and pepper and mix. Line a nine inch pie plate with short pastry, rolled 1/4 inch thick. Moisten the edges of the crust with cold water. Fill the pie shell with the meat mixture. Cover with the top crust, prick top, brush with melted butter, and bake in a 375° oven for 1 hour, or bake in a hot oven (450°) for 15 minutes and then decrease heat to 350°, and bake 15 minutes longer.

that wouldn't do more harm than it would good. Such a thing is just too hard to draft."

Garrison expressed "sympathy" for the Hatch law's major objectives but said lawmakers "let their original impulses roam too far astray."

One university educator, Asher Hobson, agricultural economist, defended the Hatch "clean politics" law, terming it "a good thing."

"I suppose," he said, "the argument could be held that a university educator has two separate entities, but I do believe there was some necessity for curbing the political activity of federal employees."

Britain Draws Many Seamen from Canada

Appeals for Volunteers to Man Merchant Ships Answered—Many From Lake Fleets.

By EDWIN E. BOWELL
United Press Staff Correspondent
TORONTO, Ont. (UP)—Hundreds of Canadian seamen and officers from the Atlantic to the Pacific are answering the call of the British merchant marine service.

Thousands of British sailors in ports over the world were recalled to man positions in the British navy following the outbreak of war. To fill these gaps, Britain looked to her Dominions. Canada answered the call with 2,000 of its most able seamen.

Britain needed oil and gasoline to lubricate and operate the machinery of war and a fleet of tankers was brought under British charter to carry these vital cargoes. Only a few hours after the call went out for men, more than 200 Toronto sailors volunteered for the emergency and were soon on their way to Atlantic ports to join their vessels.

Many From Lake Fleets
The men who answered this call, in many instances, left lucrative jobs on shore and aboard lake steamers. They came from all walks of life.

As nation after nation yielded to the German onslaught, hundreds of ocean-going vessels—ranging from 1,000-ton tramp steamers to giant 20,000-ton passenger ships—escaped to the safety of British waters.

And as the demand increased for more men, England again turned to Canada. This time more than 500 Toronto men volunteered, lining up in front of shipping offices minutes after the call went out. In a few hours, they were en route eastward. Many were placed on board ships of other nations, including vessels of Swedish,

Polish, Belgian, French and Netherlands registry.

Officers Meet Emergency
In some instances, many lake officers who never had sailed out of St. Lawrence river were placed in responsible positions aboard ocean-going vessels. A former captain of a C. N. R. passenger boat is now commander of a Canadian convoy ship. An engineer from a Toronto-owned ship holds a similar post on a Belgian vessel.

Some of these seamen have made their final trips, victims of enemy raiders patrolling the seas in search of cargo ships.

With the close of another lake season only a few weeks away, many seamen in Toronto are preparing to move into the merchant marine service for the winter. Others already have obtained berths and are awaiting orders to sail.

A returning Toronto seaman summed it up this way: "If you want to find out who is boss of the seas, ask the man who sails the ships in convoy."

"SECRET WEAPON" IN TRUCK

THERMOPOLIS, Wyo. (UP)—A Hot Springs country rancher has a "secret weapon" he leaves in his truck cab when he parks in city streets. The "weapon" is a four-foot bull snake which rides in the truck bed on long trips.

HOMING PIGEON FORGETS SELF
CUSHING, Okla. (UP)—A carrier pigeon settled down at a farm home near Cushing and has made no effort to go about its traditional business of returning home. The bird's leg is banded with a cryptic "Aug Bel-423."

STRAY CATS ARE HEIRS

CAMBRIDGE, Mass. (UP)—A home for stray cats and other animals will be established with \$500 left for that purpose by George W. Lane of Newton whose will was probated here.

TODAY'S PROFILE

By UNITED PRESS

Time has mellowed Jack Kirkland, playwright and Broadway producer, for the critics the other day gave only a lukewarm reception to his new production, "Suzanna and the Elders," and there wasn't a single punch tossed.

There was an era when Kirkland was less phlegmatic and once he walloped a critic who was unkind to one of his plays but in recent years he has grown to care little for the opinions of theater writers mainly because his "Tobacco Road" which was soundly panned is now in its seventh year—an all-time record.

Kirkland thinks "Suzanna and the Elders" will be a hit despite the critics since, as in "Tobacco Road" he writes for the mass audience and not particularly for the theater-wise. It is a play about the cult colonies of the middle 1880s and like most things written or produced by him gets fairly elemental at times.

Kirkland, now 38, who has made more than \$1,000,000 from "Tobacco Road" once was a barefoot boy in the Ozarks and got his first job as copy boy on a St. Louis newspaper. He saved \$3 and ran it up to \$108 on a roulette wheel. With this he bought a ticket to New York. He got a job on the Daily News and in 1924 married Nancy Carroll who was then hoofing in a chorus. Less than a year later he was hired by Tom Mix to press agent his tour of Europe. He took his wife along and on their return they headed for Hollywood.

Kirkland got a job as a scenario writer, Nancy got a bit in a stage show where she was spotted by film scouts and rose to be a star. They were divorced and Kirkland came to New York to launch his first play, "Frankie and Johnny." The censors forced him into the courts to save the show and just when he got a favorable decision his money ran out.

He returned to Hollywood and fashioned several screen hits.

About this time he read a novel by Erskine Caldwell called "Tobacco Road" and was so impressed he took passage on a freighter for Majorca, Spain and there wrote a stage adaptation. Producers turned it down but Kirkland took his last \$6,000 and put it on himself with some outside help. The show opened in December 1933, one day before the repeal of prohibition and long since has shattered every record in theatrical history.

Kirkland also was the author of "Tortilla Flat" and "I Must Love Someone"—the first named being the inspiration for the poke at the dramatic critic, "Suzanna and the Elders" features his present wife, Halla Stoddard.

MILLS CLOSED DOWN

SEATTLE, Dec. 3 (UP)—A united front of AFL and CIO unions, acting on their threat to spread "as broad a tie-up as possible" through the northwest lumber mills and logging camps in a drive for increased wages, closed six addition mills at Everett, Washington, today.

Almost 4,000 workers already were out and it was indicated that other mills would soon close unless they could be supplied with logs.

RECOGNIZES FRENCH REGIME

LONDON, Dec. 2 (UP)—Great Britain has recognized "de facto" both Gen. Charles De Gaulle, head of the "Free French" movement, and his defense council, an authoritative source said today. It was said semi-officially that they were recognized as "allies," but not as the French government.

SCHOOL BUSES SAVE COUNTIES

MONTGOMERY, Ala. (UP)—Thirty-three of Alabama's 67 counties are saving approximately \$350,000 a year through county and municipal ownership of school buses.

Daily Journal 15c a week.

Plane Expert Sees Air Drag as Speed Aid

Superstreamlining Effect May Turn Resistance to Acceleration—Would Increase Speed.

By ROBERT I. FITZHENRY
CLEVELAND, O. (UP)—A revolutionary method of "superstreamlining" in which the air itself is put to work as an agent to cut down its own resistance and hasten the speed of crafts by as much as 10 per cent, is being developed for the government by Prof. John R. Weske, of the Case School of Applied Science.

Attacking the streamlining problem from an entirely new angle, Prof. Weske found that air streams pushed under pressure along both the wings and fuselage caused an immediate and substantial drop in atmospheric resistance, as the plane sped through the air.

Stale air within an inch and a half of the plane's surface he discovered, was doing most of the damage by piling up in eddies and creating a high skin friction.

Eddies "Washed Off"
Prof. Weske employs a swift air column from a nozzle like aperture to "wash" off the eddies, thus keeping the surfaces of the atmosphere in contact with the plane smooth and fast-moving.

The National Advisory Committee for Aeronautics, which is sponsoring the research, believes that the new "airlining" may increase the combat range of bombing and fighting planes by hundreds of miles, enabling increased quantities of both explosives and fuel to be carried.

"The airlining" operates through a series of holes, or slits, an eighth of an inch wide and three inches long, through which air, sucked in from the rear of the plane, is blown under pressure.

Prof. Weske says the holes would be arranged in long rows extending across both the fuselage and wing areas.

In addition to enhancing the speed and "pay load" of aircraft, he believes the new principle will have an application to marine transportation. High pressure streams of water coursing along a ship's hull, he says, will reduce substantially the retarding skin friction caused by turbulent water currents.

"The big problem in putting it in ships is to make certain that it doesn't detract from the strength of the hull—and I think this can be worked out."

The 40-year-old graduate of Hanover Tech (Germany) and Harvard University labored on his "airlining" scheme alone for three years and then turned it over to the government.

"I think it's coming into universal use, and that'll be rich enough reward for me," he said.

YOUTH 18, EYES STORE WITH LIVESTOCK PROFITS

STAPLEHURST, Neb. (UP)—Earnings from 4-H club livestock activities have enabled Arden Aegerter, Seward county farm youth, to purchase a half interest in one of Staplehurst's three grocery stores.

Aegerter, who is 18, had the reserve grand champion Hereford in 1936, grand champion lamb in 1934, reserve grand champion lamb in 1937 at Ak-Sar-Ben shows. At state fair exhibitions, he had a grand champion in 1937 and generally showed the champion or prize pen of lambs.

Aegerter said his gross earnings and winnings have been about \$3,500, for a net of approximately \$800. Arden and his brother, Harold, 23, pooled their finances and bought the store in the town of 300 population.

JUDGE, TAGGED, FINES SELF

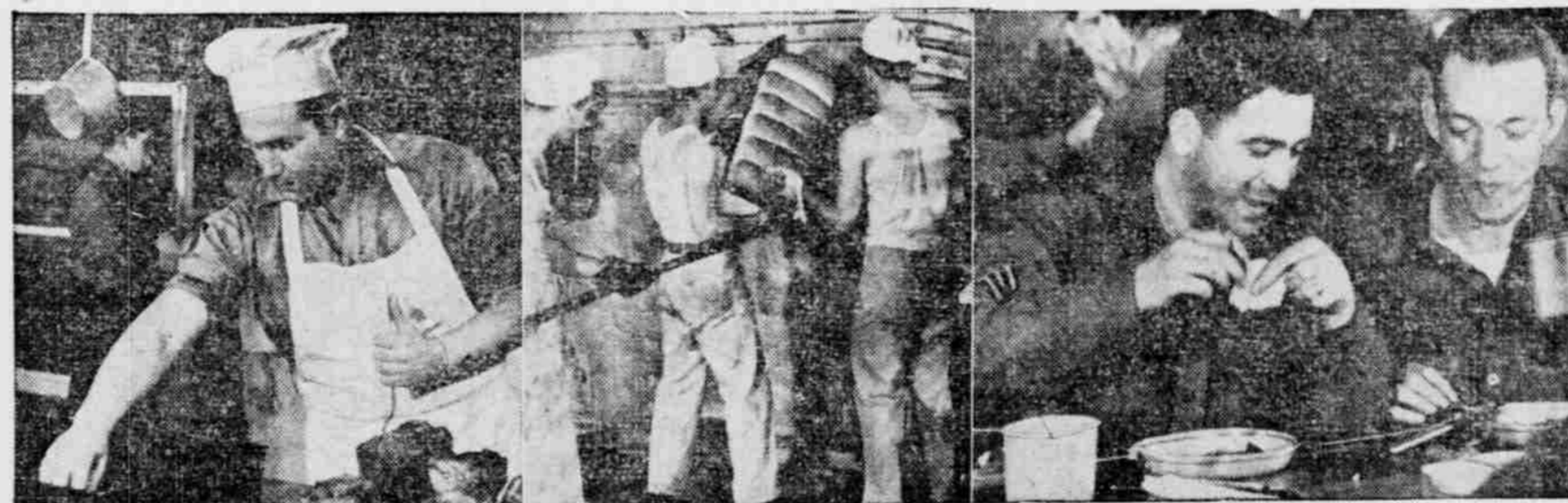
SANTA CRUZ, Cal. (UP)—Police Judge William A. Deans was tagged for overparking. His honor, who fixes bail on all traffic cases, fined himself \$1.

America's Young Men Find a New Kind of Life in the Army



THOUSANDS of young men, volunteers and draftees alike, are today swelling the ranks of the U.S. Army as the nation's gigantic defense program moves rapidly forward. And in the Army, America's young men are finding an entirely new kind of life, different from any they have previously known. Regardless of his background in civilian life, the young recruit shares his tent or

barracks with five or more other men whom he has never seen before, learning the theory of soldiering and the reality of the comradeship of men in arms. Most important single individual to the young recruit is his drill sergeant, who supervises practically all of his activities, is sometimes severe but always a teacher.



THE QUARTERMASTER CORPS of the Army maintains 12 schools for bakers and cooks where a four-month course is given to train mess officers. Keeping up to the American standard of food consumption, the U.S. Army makes liberal allowance for an unflinching supply of healthful food. No scrimping is encouraged, and today's soldier finds that his daily fare is varied and substantial.

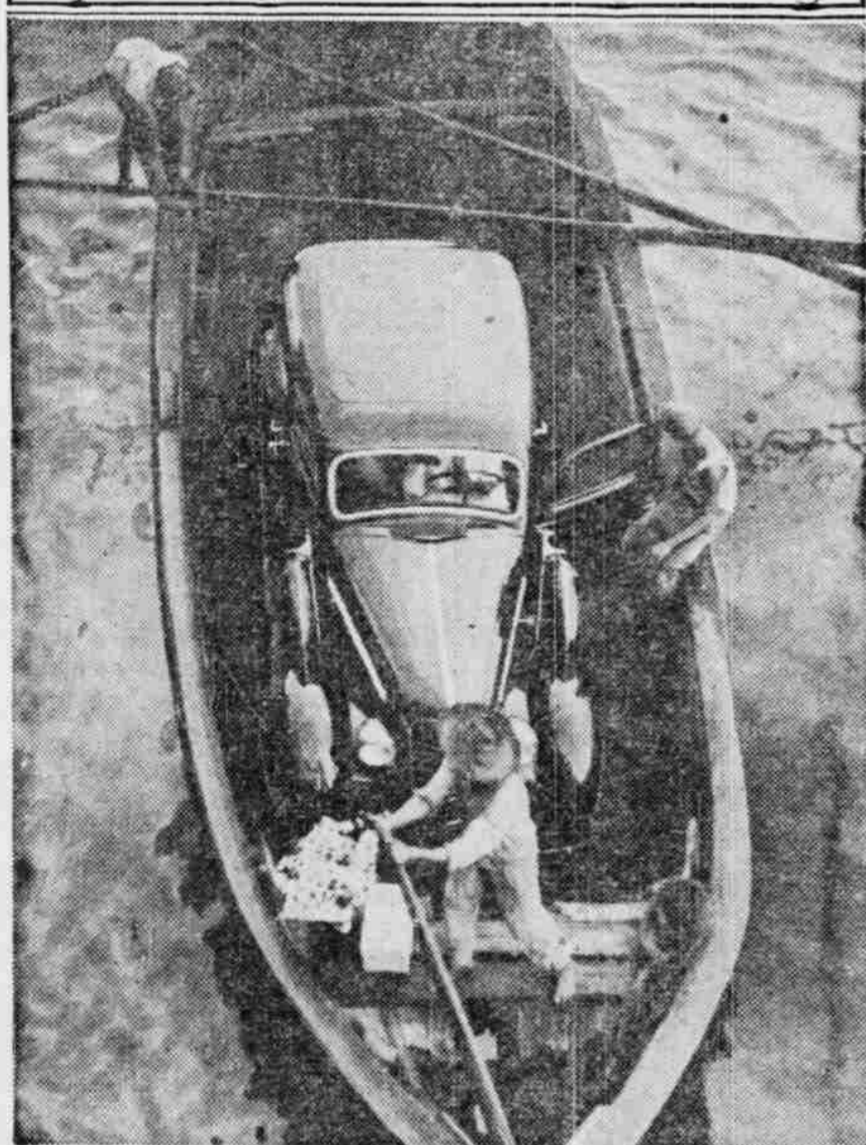
The Quartermaster Corps buys food in large quantities and then distributes it to the various posts. Eggs, milk, vegetables and other fresh foods are bought in the area of each Army post. Average cost per day of feeding a soldier is about 42 cents, with variations depending upon local prices.



BASIC UNIT of every army is still the infantryman, and his rifle is still a powerful weapon. Not until he has mastered its use, with other fundamentals of combat, will he be taught the mysteries of the more complicated arms. The lessons that American Army men have learned from the wars in other lands are being put into practice today, the latest March of Time film, "Arms and the Men—U.S.A.," reveals. The film, which shows how the young men in Uncle Sam's new citizen army live, what they are learning,

how they are being trained, and many other phases of the nation's defense program, points out that the U.S. has but recently begun to mechanize its army. Young Americans take an absorbing interest in everything mechanical, and today they are being taught techniques of battle of tanks and planes along with the new complex details of battle. In dress rehearsal, the film shows, every man plays again and again the part he may some day be called upon to take in deadly earnest.

Traveling Around America



ROWING A CAR!

THIS is no accident victim being rowed home. It's a ship-to-shore delivery, at Arica, Chile, of birthday presents destined for a lovely lady in La Paz, Bolivia. It sounds complicated—and it is, more or less! La Paz, highest capital in the world, rests 12,000 feet above sea level in a republic which has no sea coast and must needs use ports in Peru and Chile—for communication with other parts of the world.

In the first lap of the journey between New York and the skytop capital, this automobile traveled 4,500 miles without turning a wheel—in the hold of one of the luxurious ships which carries passengers and freight each fortnight between New York and Chile. At Arica the automobile was swung over the side of the liner and dropped into

this over-sized rowboat for the trip to shore—for at Arica large ocean liners cannot discharge freight or passengers direct to the dock, but must use lighters. The transfer of the automobile to one of these little boats bobbing on the waves below is a thrilling feat to watch, particularly if the sea is rough. Often a sudden wave swings the boat out of position just as the car is being lowered into it—and the latter just misses being dropped into the sea. Somehow, though, such cargo always arrives safely on the dock. Thence it makes the 278-mile, 20-hour journey by rail to the Bolivian capital. Such are the experiences of a shiny new car destined as a birthday present for a lovely lady in La Paz.

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