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NATION CALENDAR

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THE DAILY IOWAN

Iowa City's Morning Newspaper

Cloudy

IOWA: Cloudy, Showers

Yanks Reach Cherbourg Outskirts

Japanese Imperial Fleet Moves Into Position East of Philippines

First Action Since Midway

Nimitz Reports 600 Jap Planes Destroyed By American Forces

NEW YORK (AP)—The Japanese fleet has moved into position east of the Philippines apparently for a showdown in the Pacific, and American forces of the Fifth fleet in the last few days have destroyed 600 enemy planes, Adm. Chester W. Nimitz announced last night in a CBS-recorded broadcast from Pearl Harbor.

The 600-plane toll for a decisive Pacific battle which may already have started, is "double the number wiped out in a single engagement Sunday," the broadcast said.

'Knock-Down Battle'
"If a full-dress knock-down drag out naval battle comes, it will be a development worked for by the Pacific fleet ever since Midway," said the admiral.

"I don't know of anything else we can do to provoke those people into a naval battle. Admiral Nimitz said possibly the whole Japanese fleet might now be swinging into positions.

The Jap force which has for the first time since Midway been out in strength from behind its land defenses is described by Admiral Nimitz as "strong Japanese naval units, possibly the whole Japanese fleet."

No Man's Sea
The area which they've entered is a No Man's sea, 1,000 miles in diameter, marked on the west by the Philippines, on the east by the Marianas, the south by Palau and the north by Japan's own southwestern islands.

Already it is possible that damage has been inflicted on the Japanese warships, the admiral said. American forces invaded the Marianas, 1,500 miles from Tokyo, along Japan's inner defense line of islands, "on the assumption the Japanese would bring out everything they possibly could," he added.

"We put enough muscle in the Fifth fleet to take care of everything he (the Jap) could muster." **Major Engagement**
Nimitz said there was a possibility that a major naval engagement might result.

(Earlier Tokyo radio told the Japanese people that a huge naval battle was taking shape and promised them a decisive victory.)
"I can't control Japanese fleet movements," Nimitz said.

"If I did, there definitely would be a naval engagement." Although he did not specify what the situation was, as of Monday, he added the significant hint that possible damage already may have been inflicted on enemy surface units.

'Very Strong Bid'
"They have made a very strong bid but took a very severe beating in losing 300 carrier planes," he said.

Such carrier planes are most valuable to the Japs because of the long pilot training required for carrier operations.

Concerning the strength of the American fleet off the Marianas, Nimitz remarked:
"I can safely say that there was enough power to be favorable to us in a decisive engagement."

"We hope the Jap fleet will stay in that area. As long as they stay, we have a chance to get to them." Inching forward against heavy enemy artillery fire, American troops have taken the southern half of Saipan, largest island in the western Pacific Marianas group.

Admiral Nimitz announced that forward lines now extend from the shore of Magicienne bay on the southeast side of the island to the outskirts of Garapan, principal town on Saipan.

Army and marine units, Nimitz said, have moved up artillery to blast away at the enemy's big guns. American bombers and strafing fighter planes are joining in the assault, while off-shore warships are pouring shells into enemy positions.

Perugia—Stubborn Defenses

ROME (AP)—French colonial troops stacked arms on the conquered island of Elba yesterday and stood guard over some 1,000 German prisoners, while allied armies on the Italian mainland slugged forward through the mud of a 30-hour downpour and kept the Nazis on the run toward the Pisa-Florence-Rimini defense line in northern Italy.

German Rearguard
The ancient communications center of Perugia, 85 miles north of Rome, shook with the sound of battle as Eighth army troops expelled the last stubborn German rearguards from its streets and buildings. For several days the enemy had braced and made a bitter stand on the approaches to the city, whose peacetime population was 88,500.

German forces in the center of the peninsula were believed under orders to contest every foot of ground at this point so that the shattered German 14th army near the west coast might withdraw in as much order as possible before the Americans and French of Lieut. Gen. Mark W. Clark's Fifth army. Perugia is only 72 airline miles from Florence.

The French crushed the last enemy resistance on Elba Monday when the 300-man garrison of Porto Longone on the eastern shore of the historic island hoisted a white flag and surrendered. German casualties in killed and wounded were estimated at 500. Historical and cultural landmarks on the island, once the exile home of Napoleon, suffered no important damage in the three-day battle.

27,000 Prisoners
Not counting the bag of prisoners on Elba, it was announced that allied forces in Italy had captured 27,000 prisoners since they opened their drive toward Rome May 11. French forces advancing on the inland flank of the Fifth army seized Arcidosso, a town of 7,200 population 23 miles northeast of Grosseto, and cut a highway between Batignano and Pagnico in the same area.

Berlin Broadcast
LONDON, Wednesday (AP)—The German Transocean news agency in a Berlin broadcast, quoted a Japanese naval spokesman yesterday as saying that Japanese air and naval forces "have successfully engaged an American fleet" in the waters off the Marianas islands.

It was not clear from the broadcast, however, whether the statement referred to new operations still in progress or whether it was merely an allusion to previous activity mentioned in a Japanese communique yesterday.

On the opposite side of the peninsula in the Adriatic sector, Eighth army spearheads reached the Tesino river a few miles north of Ofena, representing an advance of more than 20 airline miles from Teramo.

Wallace in Chungking—Russia, China Border
CHUNGKING (AP)—Vice-President Henry A. Wallace, arriving here yesterday to confer with Generalissimo Chiang Kai-Shek, predicted that the common boundary between Russia and China would in the future be like the border between the United States and Canada.
The American vice-president's remark received wide attention in Chungking, where the general supposition was that he would not have voiced such a view unless he had had good reason to believe that China's territorial integrity, particularly in Manchuria, would be scrupulously respected after the war.
This is a subject on which the Chinese long have held privately-expressed misgivings.
Wallace, in a statement distrib-

Capture of Two Biak Airdromes Completes Schoutens' Conquest

American Forces Now Situated 880 Miles South of Philippines

ADVANCED ALLIED HEADQUARTERS, New Guinea, Wednesday (AP)—Borokoe and Sorido dromes on Biak island have been captured, completing the conquest of the airstrips in the Schoutens islands once held by the Japanese.

The two strips were taken Tuesday, headquarters announced today. There was minor enemy resistance west of Sorido.

880 Miles
Biak island's other major drome, Mokmer, was captured earlier this month. These fields place the Fifth air force within 880 miles of the Philippines. A fourth drome has been built by the Americans on Owi island, five miles from Biak.

Jap Losses Heavy
Jap losses on Biak were described as heavy. Sorido village, three quarters of a mile northwest of Sorido drome, also was captured. Truk atoll in the Carolines again took a heavy pounding, headquarters announced. Liberators dropped 39 tons of bombs there. For the first time in many raids, no enemy interception or anti-aircraft fire was encountered.

London Says Rommel Advised to Give Up Invasion Command
LONDON (AP)—An informant with close European connections reported last night that Marshal Erwin Rommel, German field commander in western France, had suffered a relapse and that it had been suggested he give up his invasion front command, at least temporarily.

There was no confirmation from any other quarter of this report, which said that Rommel has never been in the best of health since leaving Africa last year. A possibility also existed that this report could have been originally inspired by the Germans themselves. It was recalled that when the Germans faced defeat and Rommel was confronted with a serious loss of prestige in Africa, the axis leader was recalled by Adolph Hitler on the grounds of ill health.

Tokyo Radio
NEW YORK (AP)—The Tokyo radio in a domestic broadcast recorded by the Federal Communications commission last night quoted a Japanese imperial headquarters communique as saying "we have suffered considerable losses of ships and planes" off Saipan in the Marianas.

But in a broadcast transmitted for American consumption FCC said this version was toned down to read: "Our side suffered some damage in vessels and aircraft."

Soviet Army Seizes Viipuri, Key Finn City
MOSCOW Radio Says Fall Brings Finland To Brink of Defeat
LONDON (AP)—Premier Stalin announced last night that the Red army captured Finland's second largest city and southern gateway, Viipuri, yesterday as the smashing climax to an 11-day offensive in which the Soviet forces have driven 60 miles and appear to have plunged the Finns to the verge of defeat.
Stalin announced the fall of the important seaport in a midnight order of the day, praising the units of the Leningrad army of Marshal Leonid A. Govorov, and within a few minutes after the announcement the Moscow radio declared, "Viipuri's fall brings Finland to the brink of defeat."
Reds Crash Line
The commander-in-chief said the Red troops had crashed through the Mannerheim line, and "developing their offensive, overpowered the outer and inner defenses of Viipuri, and today, June 20, carried by assault the fortress and town of Viipuri."
Later the regular nightly Moscow communique announced that during the course of the day's drive the Russians captured more than 60 other populated places, including seven railway stations.
Peace Overtures
Though Stockholm still hummed with talk of imminent shifts in the Finnish government and London listened to it hopefully, Moscow said it knew of no Finnish peace overtures. Both Russian and British press dispatches asserted the Finns could not expect to receive as generous armistice terms as they refused two months before Marshal Joseph Stalin signalled the present offensive.
The plight of the Finnish army worsened hourly. Having evacuated scores of towns and villages on the isthmus and then having been newly smashed among hurriedly-built defenses between many small lakes, the defenders appeared close to chaos, Moscow dispatches said many Finns had been trapped in a succession of pockets, with few getting away.
An armored Finnish staff train was among the extensive booty falling to the Russians.
Soviet Sea Action
Soviet warships were reported to have sunk four Finnish transports and numerous other craft in the Gulf of Finland and to have blocked the escape by water of Finnish troops in Viipuri.
The Stockholm newspaper Al-lehanda carried a report from Helsinki that the former Finnish banker, Eero Rydman, a good friend of Field Marshal Gustav Mannerheim, was considered likely to head a new government which might attempt to gain peace with Russia. Finnish sources here could not confirm the report.
With Finland's military fall apparently near, there was a wave of fresh speculation in allied circles here about the probable target of Russia's next offensive.

At a Glance—Today's Iowan

American troops within sight of Cherbourg, less than four miles away.

Admiral Nimitz discloses Japanese fleet moves to position east of Philippines; great naval battle looms.

WPB authorizes temporary resumption of domestic whisky manufacturing.

Rock Island man stopped by police last night and found to have 11 cases of wine and whisky in his car, will be arraigned in police court this morning.

Cases of Liquor Found in Car Of Rock Island Man

29-Year-Old Wayne A. McNeal Stopped by Police

Wayne A. McNeal, 29, of Rock Island, who was driving a car carrying 11 cases of wine and whisky was stopped by Iowa City policeman on highway 6 last night and will be arraigned in police court at 10 o'clock this morning for illegally transporting liquor.
McNeal was placed in city jail last night to await hearing before Police Judge Jack C. White. Information against him was filed at the police station last night for violation of section 1938 of the Code of Iowa.
Assistant Police Chief Joe Dolezal and Patrolman L. F. Ham stopped McNeal's car outside the city limits at 10:15 last night. The left rear fender of the car had been taken off and, according to the testimony of McNeal, the left rear tire had blown out enroute to Iowa City from Rock Island.
According to statements made by McNeal before Police Chief Ollie White, Dolezal and Ham last night, another car driven by a man identified as Karol Gard, also of Rock Island, was not far behind him when he was picked up by the police.
He said Gard had been driving the car until the tire blew out. He then phoned a friend in Rock Island to bring a spare tire.
When the tire was repaired McNeal drove the coupe, loaded with wine and whisky. He was followed by Gard driving the black four-door sedan in which his friend had brought the spare tire from Rock Island.
When police picked up the car driven by McNeal, Gard failed to stop. A search for the other car was begun as soon as McNeal informed police of the other automobile.
When asked where they were taking the wine and whisky, McNeal said he didn't know; that he was simply driving the car for Gard.
Police last night were looking for the other car in and about Iowa City. State officials in Springfield, Ill., and Des Moines were contacted for information.
McNeal said this was the second trip he had made to Iowa carrying liquor in the car although he stated he was accompanying Gard, who owned the liquor.

Navy Reports Sub Overdue From Patrol

WASHINGTON (AP)—The American submarine Grayback which probably carried on her log a record of the sinking of a Japanese auxiliary cruiser and other enemy ships, is presumed lost.
The navy gave no details in announcing that the 1,475-ton submarine is overdue from patrol. It didn't even say where her last mission was carried out.
But her skipper, Comdr. John Anderson Moore, 34, Lowell, Ariz., holds a Navy cross for "extraordinary heroism" as commander of an unidentified submarine, presumably the Grayback.
The loss of the Grayback brings to 24 the number of submarines lost since Dec. 7, 1941. All but three are listed as overdue, presumably lost while battering Japanese supply lines.
On the other side of the ledger, American submarines are officially credited with sinking, probably sinking or damaging 758 Japanese ships of all types including some war craft. Of the total, 607 are listed as sunk.

British Push Ahead In Indian Offensive

SOUTHEAST ASIA HEADQUARTERS, Kandy, Ceylon (AP)—British imperials in a swift 17-mile advance have driven the Japanese from Mao Songsang on the Kohima-Imphal road of eastern India in the greatest thrust since the start of the allied counter-offensive, a communique announced yesterday.
A success was also reported on the Burma front where Gurkhas and Kachins from India captured Tiangzup, 40 miles north of the Japanese stronghold of Myitkyina, after six weeks' fighting.

Iowa Doctors in Service

DES MOINES (AP)—Some 800 Iowa physicians are now with the armed forces, leaving about 1,800 to carry on the home front work, Lieut. Col. Robert S. Shane, state medical adviser for selective service, reported yesterday.

Giant Armada Blasts Europe

Over 2,000 Heavies Smack Rocket-Bomber Coast of France

LONDON (AP)—In the greatest heavy bomber assault in history, United States air forces hurled more than 2,000 Fortresses and Liberators against Hitler's Europe yesterday to smash once at 12 German oil plants and twice at the rocket-bomber coast of France, which also was attacked throughout the day by other allied planes.

Huge Daylight Assault
More than 1,500 heavy bombers—at least equal to the largest force ever sent on a single mission—thundered to the continent, smacking the pilotless-plane launching platforms in Pas de Calais and continuing across Germany almost to Poland in the first operation of the heaviest daylight assault ever made.
As the procession of heavy-weights winged across the channel, the one-ton flying explosives from the Pas-de-Calais area of France passed far below in the opposite direction, but the German robot attack was on a somewhat reduced scale, possibly the result of 11 heavy allied attacks on the launching ramps since the first robot plane took off last Thursday.

Second Great Force
Early last evening another great bomber force was seen streaming over the English coast under a fighter escort in the direction of Calais, perhaps to deliver another crushing blow to the flying bomb ramps.
After the first heavy bomber assault, lighter bombers more than 200 strong picked up the attack and wave upon wave hit the line of rocket emplacements, which stretch from about 30 miles south of Calais to seven miles north of Abbeville. Most ramps are near the coast.

Nazi Flak Barrage
Violent explosions marked the bomb paths, indicating that some stores of the explosives were hit. The Germans threw up a furious flak barrage in the defense of these objectives as 500 heavy bombers roared in early in the day.
The remaining task force split off and headed for Germany, touching off fierce air battles. Fighters of both the Eighth and Ninth American air forces escorted the heavies on the mission, and a preliminary announcement said they drove off the German interceptors in considerable strength, downing at least 41 enemy planes for a loss of seven of their own.

Mihalovic to Eisenhower
NEW YORK (AP)—A message from Gen. Draja Mihalovic of Yugoslavia to Gen. Dwight D. Eisenhower expressing "incredible enthusiasm" over the invasion of France was made public last night.

KING GEORGE VISITS FRANCE



FOLLOWING IN THE FOOTSTEPS OF Prime Minister Churchill and other distinguished leaders, King George of England is shown as he visited the Normandy beachhead and received a first hand report of the fighting from Gen. Sir Bernard L. Montgomery. The monarch reached France via a cruiser. Signal Corps Radiophoto.

Jap Troops Seize Changsha, Strategic Chinese Railway City

Hunan Capital Falls After Five Years' Successful Resistance

CHUNGKING, Wednesday (AP)—Changsha, capital of Hunan province and for five years a symbol of successful Chinese resistance, has fallen to the Japanese, the Chinese high command announced today.
Fifty thousand Japanese troops, strongly supported by artillery and warplanes, participated in the final assaults which overwhelmed the city's suburban defenses, the Chinese said. A supplementary communique asserted that the last defenders withdrew Sunday from the strategic city on the Hankow-Canton railway 400 miles east of Chungking.

Enemy Losses Heavy
Heavy losses were inflicted on the enemy in the last two weeks of the battle for Changsha, the communique said.
Thus the Japanese succeeded where three times previously they had been bloodily repulsed, once in September of 1941 at the very gates of this communications center which had a pre-war population of 500,000.

Chinese quarters regarded the fall of Changsha as a moral and political setback but not unexpected since the invaders already had swung around the capital and begun a battle for strategic Hengyang, some 130 miles to the south where the Canton-Hankow joins the Hunan-Kwangsi railway on the Siang river.

The high command admitted these enemy forces now had crossed the Lu river, placing them within 65 miles of Hengyang.
Should Hengyang fall the Japanese would be on a long stride on the way toward splitting China in half, establishing an overland trunk railway, neutralizing an undisclosed number of allied air bases and putting the enemy in a better position to oppose a landing of United States troops on China's coast.

Finnish-Russian Peace

STOCKHOLM, Wednesday (AP)—The Germans were reported exerting pressure on the Helsinki government today in an effort to prevent the Finns from reshuffling the cabinet and moving toward peace with the Russians.
The newspaper Dagens Nyheter said that as a result of the smashing Russian military victories climaxed by the capture yesterday of Viipuri, Finland's second city, the Germans were endeavoring to block organization of a peace cabinet which a Finnish source here said would be formed "very soon."
"When the Russians cracked our Karelian isthmus fortifications they left us helpless," the informant said, "because our whole scheme of defense was built on the expectation we would be able to hold there."

Yanks Bayonet Way

Spearheaded by the veteran Ninth division and led by French patriot scouts for the final assault, thousands of American troops including fresh units bayoneted their way up the green hills just outside the city.
St. Martin le-Grand, four miles south of Cherbourg, fell to the advancing Ninth; to the east Montebourg and Valognes, 14 and 10 miles, respectively, southeast of the port, were captured by the on-rushing Fourth division. Other American units were striking up the eastern coast of the peninsula north of Quineville and on the western side above Barneville.

Terrific Mauling

Cornered German troops, estimated from 25,000 to 50,000, were taking a terrific mauling from a massive infantry, artillery and aerial onslaught as a German-speaking British officer stepped to a BBC microphone and asked them to surrender.
Field dispatches filed from France shortly before 7 p. m. (12 noon, Central War Time) said the Americans could not yet see Cherbourg from the first captured ridge of hills, but could sight the smoke plume hanging over the port where the desperate Germans were engaged in extensive wrecking—an indication the enemy had abandoned hope of a long stand.

Hand-to-Hand Fight

On the eastern end of the front the British in hand-to-hand combat fought their way through long-contested Tilly-sur-Seulles to a point two miles southwest where they captured the village of Hotot-les-Baques and beat off two German counter-attacks.

The Americans on the British west flank also pushed within two miles or roads key to the middle Normandy f

Battle Rages Near Valognes

Allies Issue Trapped Germans Ultimatum To Surrender or Die

SUPREME HEADQUARTERS, Allied Expeditionary Force, Wednesday (AP)—American troops stormed to the top of the last ridge barrier to Cherbourg last night, and were within sight of the great port less than four miles away where the explosions of hasty German demolition threw a smoke shroud over the city and thundered the collapse of any Nazi hopes of a successful siege stand.
(A NBC broadcast from London said that American troops were within two miles of Cherbourg's city limits and that the fall of the port "seems imminent.")
The correspondent said allied warships were pounding the Germans around Cherbourg and also in the Cap de la Hague area at the northwest tip of the peninsula 15 miles above Cherbourg.)

Surrender or Death

An allied spokesman called upon the tens of thousands of trapped Germans to surrender. There was no other choice, he said—except death.
American long-range artillery laid a powerful drum fire on the Germans around the city, and also hurled shells into the roads leading northeastward to Cap Levy and northwestward to Cap de la Hague at the tip of the peninsula.

Heavy Fighting

Headquarters communique no. 30, issued just before midnight, said allied troops now were "attacking the outer defenses of Cherbourg," and were engaged in heavy fighting on three sides of Valognes, 10 miles southeast of the prize port.
Field dispatches already had reported American capture of Valognes, ruined Montebourg, four miles to the rear, and St. Martin le-Grand, four miles south of Cherbourg, and late reports told of the attainment of the top of the last hill outside the city.

DNB Reports

(The German DNB news agency announced that the allied troops "have reached the fortified area" of Cherbourg, and said axis positions also were under heavy allied naval and air bombardment.
"Fresh United States infantry and tank troops now also are taking part in the assault on Cherbourg," the broadcast said.)
Of the eastern end of the front the allied communique said: "Our positions in the area of Tilly are firm. Very heavy fighting continued near Hotot."

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WEDNESDAY, JUNE 21, 1944

Nazi Nuisance Makers

Last week, the Germans began using a new kind of weapon—a robot rocket propelled plane that is guided at terrific speeds to its destination by radio.

Traveling at anywhere between 250 and 400 miles, these miniature fighter-shaped planes explode about two seconds after they land, although some have been known to remain intact for as much as five minutes.

Close study of several of these "rocket ships" which failed to explode on schedule has revealed many other technical details of a mechanical nature.

But our interest is not in the construction of the plane or its technical data, but lies in the simple question—what does it do?

Of course, it's a little early to pass a final decision, for it may be that the Nazis will be able to make adjustments after noting the early performance of their new weapon. But, the results now in, definitely indicate that the whole thing will be of no major consequence to the allied war effort.

In six days of constant pounding, the rockets have destroyed almost nothing of military value and have not stopped a single ship from reaching the French beachhead, today's wire dispatches tell us. About the only

thing the pilotless planes have done is to mildly disturb the civilian population in the region where they fell most heavily.

True, there were a few civilian casualties, but nothing compared to the days of the blitz. True, a few buildings were destroyed and a few fires set, but again the total damage cannot be compared to the destruction wrought by Hitler's luftwaffe.

In fact, one German spokesman today admitted that the success of the rocket ship does not justify the early wild claims of the Nazi press and radio, which solemnly declared that "the whole course of the war might be changed" by the new weapon.

This Nazi said that the robot plane won't have any great effect on the mighty struggle, but that it would be rather rough on the nerves of Englishmen.

Well, that may be true, but somehow we have faith that these island dwellers who so courageously lived through the dark days of Dunkerque when Hitler was poised for what was to be the final lunge at the British, when Nazi planes filled the air with falling death, will not easily be upset by a few pilotless planes that explode when they hit the ground.

INTERPRETING THE WAR NEWS

Capture of Aslito Airport on Saipan Very Significant in War

By JAMES D. WHITE
Associated Press Staff Writer

Capture of Aslito airport on Saipan island may be more significant in the war against Japan than the fall of Cherbourg will be in relation to the liberation of Europe.

This unbanked airfield, some 1,500 miles from Tokyo, already is being repaired by Seabees as American marines and infantry wage a desperate battle to gain the rest of the island.

Its first use, of course, will be for local operations. This stage may continue some time because the Japanese seem to realize fully the seriousness of this American thrust so close to their homeland. They are likely to fight with unprecedented desperation and try to exact the maximum toll before giving ground.

However for the first time, American land-based bombers may find here a take-off within striking range of virtually all the Japanese home islands. The B-29 Superfortresses which recently bombed western Japan industrial centers did so only after ferrying their own fuel over the Himalayas into Chinese bases.

Assuming Saipan eventually can be used as a base for these planes, supplies would come by sea directly across the Pacific instead of around the world to India and over the Himalayas.

Consolidation of American bases in the Marianas would make it much more difficult for the Japanese fleet to continue in hiding, for the B-29 Superfortress has a

range which cancels out much of the physical isolation which the Japanese counted upon when they decided in 1941 that the Pacific was too big an ocean for the American fleet to reconquer.

Americans have been more amused than anything else by the promise a Tokyo propagandist, made to the Japanese people yesterday, that a great naval victory could be expected soon, but this may be an important hint that Japan's naval situation is approaching a crisis.

While Tokyo may cook up another great naval victory out of thin air, the fact that they find it expedient to do so indicates that the Japanese people are wondering—along with everyone else—"where is the imperial fleet?"

For to the Japs, the naval news is all bad. From Biak to the Kuriles, their Pacific defense perimeter has quaked during the past week to the pounding of American naval artillery and bombs.

No less grave, from the standpoint of grief to come, is the appointment of Admiral Halsey to command the U. S. Third Pacific fleet. The real significance of his new job is that we have a third fleet in the Pacific to turn over to a commander of Halsey's proven ability and initiative.

Where it will go, what it will do, is another reason why the Japanese high command may have to decide soon to use the imperial fleet while it's still usable.

Rehabilitation Camps

OMAHA (AP)—Less than one-fourth of one percent of the men in the United States armed forces are confined in the nation's six rehabilitation or disciplinary camps, it was disclosed yesterday at a meeting of the camp commanders at seventh service command headquarters.

These rehabilitation camps save many from dishonorable discharge, for here all save incorrigibles and those convicted of major crimes are given a period of training and returned to duty, officials said.

The rehabilitation camp for the sixth and seventh service commands is situated at Camp Phillips, Kan. It is commanded by Col. Gilbert C. Greenwalt, formerly stationed at army headquarters in Omaha.

53,000 Doctors

CHICAGO (AP)—With 53,000 doctors in the armed forces of the United States the civilian population still has a doctor available for every 1,500 people, Dr. Herman L. Kretschmer, Chicago, president of

Enters Ruined Town

ST. SAUVEUR LE VICOMTE (AP)—An army unit commanded by Capt. Clyde Russell of Iowa was the second to cross a bomb shattered bridge yesterday and enter this ruined town astride the main road to Cherbourg and only about 10 miles from the west side of the Cherbourg peninsula.

First to enter were shock troops led by Lieut. Eugene Doerfler of Hays, Kan. The Germans threw cooks, truck drivers and supply troops into their desperate effort to stem the American advance, which moved swiftly across the green countryside ripped by shell fire and strewn with bodies of Germans.

Participating in a NBC radio program, Dr. Kretschmer said that in spite of a shortage of doctors for civilians, "we in America are still better provided for than any other nation in the world."

Plans for B-29's Cause Discussion In Diplomatic Circles

WASHINGTON, (AP)—The army's disclosure that the great new B-29 bombers form an independent super-air force which will be able to strike out anywhere on earth has caused a considerable stir in diplomatic quarters here. It offers the best idea yet of the kind of power to be used in keeping the peace in tomorrow's high speed world.

Discussion of the new 20th air force is being linked with President Roosevelt's announcement yesterday of American plans for postwar organization. The President declared there would be no international "coercive power," but said each peace-loving nation would maintain whatever strength it could afford "for joint action when necessary."

Joint action would be taken, the President suggested, whenever some nation began to threaten the peace by "making deliberate preparations for war."

The revelation of the destructive power of the B-29 may prove to be one of the greatest hidden influences at the meeting with China, Russia and Britain, here this summer.

Effective Organization
For highly placed officials here, both diplomatic and military are coming to feel that unless the world can be properly organized for peace, each nation must bear an increasing burden of defense and armament from now on because of the mounting striking power of the airplane. But with an effective organization, it is expected that this power may be used to permit a progressive decrease in national armaments since a small but potent air force would be one of the cheapest kinds of forces to maintain.

D-Day Stronghold Finally Falls

By ROGER GREENE
WITH THE BRITISH FORCES IN FRANCE, June 17, (Delayed) (AP)—One of the strangest chapters of the war on the western front was being written off today—the story of the death this afternoon of 150 German troops who have been holding out since D-day deep underground in a concrete bastion.

The stronghold is sunk 50 feet deep in the center of an open field thickly planted with mines. The position is a mile and a half from the beach and five miles behind allied front line trenches.

The attack began at 3:15 p. m., when a field gun fired the first warning shot at the German garrison which had been sporadically shelling and sniping allied troops moving up to the front for the past 11 days.

All that could be seen was a series of grass-covered mounds rising perhaps 10 feet from a flat meadow where three cows were grazing a quarter of a mile away.

At 3:55 smoke shells lay a thick screen at the edge of the field to mask the approach of allied tanks. At 4 p. m., the barrage was intensified kicking up a storm of yellow dust like a Texas tornado.

At 4:12 livid streaks of flame spurted from the Nazi gun slits. Machine-guns crackled wildly and tracer bullets flashed like rubies in the brilliant afternoon sunshine.

At 5:15 British tanks lumbered across the field. Several mines exploded as they waddled like monster turtles toward the objectives. The tanks clambered about the small pitted mounds.

At 5:22 shock troops could be seen cautiously advancing from scrub wood at the far side of the field. The Germans opened fire on the troops and the British Tommies hit the ground. A tank slid down the mound and approached the front of the stronghold.

A terrific sheet of flame enveloped the tank.
"Poor chap, he's gone," a British major said as he watched the



News Behind the News

Committee, Not Senate Group, Investigates Hillman's Promise for Expenditures

By PAUL MALLON
WASHINGTON, June 18—Sly doubt will dominate the assembly and seem to give control of the world jointly to the four great powers. The assembly of all the nations presumably will not meet often and may act only in an advisory capacity.

But with Russia on top in Europe and Britain clinging to her empire, our influence in reality no doubt will be restricted to this hemisphere. Britain and Russia always have had more authority in the far east than we had, and there is no noticeable change in that situation yet.

These are the facts of life in the world beyond the formula and apt to be more important than it is. But there is to be no super state, and no surrender of sovereignty, and all are to keep their arms individually. Thus it follows the same line advocated and predicted in this column from the beginning of the discussion.

Other particular agreements now in the negotiating mill are hardly within sight of political unity. In advance of the Bretton Woods monetary conference, the experts of practically all the nations have been gathered together secretly.

Harry White, director of monetary research in the treasury department, assembled them at Atlantic City in an effort to get what was described as "an agreement at the expert level" in advance of the conference.

But in this instance, too, the important thing will be the value of gold and the dollar in relation with other currencies, rather than the formula devised for future international monetary negotiations.

Soviet Union Wants to Buy American Goods

MOSCOW, (AP)—Eric Johnson, president of the United States Chamber of Commerce, told a press conference Monday that Foreign Trade Commissar Anastas Mikoyan had authorized him to say the Soviet union wants to buy "many billions of dollars worth of American goods on purchase terms mutually advantageous to the two countries involved."

"Furthermore," Johnson said, "The Russians would pay for these purchases strictly on agreement and time purchases. There is no question about their not paying in full."

Asked for specific figures on business which the Russians wished to do with the United States, Johnson replied that "I haven't got the figures. All I could get was many billions."

Johnson said he had seen a very

great amount of American equipment around Moscow, and that it was of the very latest design.

The American business leader visited Leningrad and is planning to visit industrial areas in the Ural mountains. He is expected to return to the United States by July 8, by way of Teheran.

action through field glasses. "No, he isn't. He's moving," he suddenly exclaimed.

The tank lurched off to a better vantage point and as I write now the German guns in the bastion have been silenced and quiet has settled over the battlefield.

in many cases the women back home. Don't say that so loud, lady, the clothes these guys have on they've worn all winter too.)

It's been so crowded in Rome all winter, double the normal population. We could hardly move around," sighed the banker. "And the food was terrible; very little bread, no beer for months and months, only a little American whiskey left and the price of everything—ah, the price of everything!"

(Yes, it was that way. In the dead of winter some of the boys wondered too if they would ever get to Rome and some of them aren't here today. And those German dogs—yes, they were in our way everywhere.)

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"It's been terrible," the lady said, looking disdainfully at her beautiful dress. "See this? We have nothing to wear, nothing at all."

(Have you noticed the soldiers watching you, lady? They didn't know such clothes still existed in this world. One of them said this morning that a Roman woman seemed to be even better dressed

Columnist Recalls Agony of Peace-Time Channel Crossing

By HELEN ESSARY

WASHINGTON—The weather and the channel tides timed the invasion of France, allied chiefs explain. Crossing the English channel is regarded by many people as the most disagreeable experience any traveler can have, said President Roosevelt the other day. The sea moves fast there. The waves roll high and the winds blow strong. There were tens of thousands of men to be got across the water and landed on enemy territory on the shores near Cherbourg, Le Havre and Calais, Mr. Roosevelt added.

I used to think I was landing on enemy territory even in those jolly old pre-war days when I tottered off the channel boat at Cherbourg, Calais or Le Havre. Those fierce able-bodied French females who pushed me around the customs office—especially at Calais—made me feel unwanted on French territory. (This is definitely an understatement.)

Parisian Chic
There was no Parisian chic about these ladies. They wore no stays to bind their physical proportions. Their smacked back "cheveux" were not done according to the "dernier cri" of the Rue de Rivoli. Their broad denim aprons had not been created by Paquin nor any other courtesier.

But how those women could wave their arms and yell and shove. I suspected them of being descendants of Madame La Farge, whom Charles Dickens pictured knitting in a Paris square as La Guillotine lopped off the heads of the aristocrats.

When the news of the Nazi invasion of France startled the world two years ago, I wondered how Hitler's warriors could have got past those custom house grenadier-esses. Busting the French customs with their assistance was a trial to break the stiffest backbone. For you always knew you were going to lose your luggage.

You knew the train on which you had a compartment (suspicious word) would leave without you because you were certain to be the last to escape from this landing madhouse.

Cobblestones
You went stumbling up and down steps, across cobblestones—there always seemed to be so many cobblestones—across railroad tracks, at the heels of strange, foreign characters. These characters fought over your bags and suspected you of concealed American cigarettes and typewriters, whose shouts you could not understand regardless of the open "Phrase Book for Travelers" you held in one hand. With the other hand you clutched an umbrella, a "light weight" coat, a paper parcel of silver spoons you had "picked up, my dear, at one of those adorable, open-air markets in London," a mile of colored tickets, your passport, your landing card, your pound note for which you were sure you were not going to be paid your franc's worth at the "exchange" wicket, and your Paris-Herald without which, if you were a true American, you never traveled for fear you would not know the "rate of exchange."

The heavy fear of things you had to have in order to land in France was sometimes more than an uncultured American could cope with. Especially if the wind over the channel was blowing extra strong. I once saw a harried nervous lady tourist drop her purse and her passport over the side of the boat into the sea. The French authorities would not let her off the boat without identification.

great amount of American equipment around Moscow, and that it was of the very latest design.

The American business leader visited Leningrad and is planning to visit industrial areas in the Ural mountains. He is expected to return to the United States by July 8, by way of Teheran.

Those channel tides were exciting and fun if you were not rocking about on their uneasy crests, so to speak. I spent a season at a small and elegant channel resort—"Bexhill-on-Sea."

Near Boulogne where many of our soldiers landed on the French side many of the beaches were sandy.

I spent one night at a spot where the swimmers, Gertrude Ederle and the others were in training. After a dinner of langoustes (lobsters without the big claw) I had taken myself to bed in a many windowed room facing the channel.

All night long, a towering light house twirled its beams across my poor face. When I had finally got to sleep I was awakened by the noise of the tide rushing in. At low tide the beach had stretched out as wide as two blocks, it seemed to me, but now I could hear the sea charging about the foundations of the inn. And I thought how sad it would be if I were washed out to sea in this unknown land without a friend to identify "body of drowned woman washed up on shore" like the captain's little daughter in the "Wreck of the Hesperus."

Then he got up, shouldered his gun and pack again, and started slowly on through the town, on beyond Rome.

OFFICIAL DAILY BULLETIN

Items in the UNIVERSITY CALENDAR are scheduled in the President's Office, Old Capitol. Items for the GENERAL NOTICES are deposited with the campus editor of The Daily Iowan or may be placed in the box provided for their deposit in the offices of The Daily Iowan. GENERAL NOTICES must be at The Daily Iowan by 1:30 p. m. the day preceding first publication; notices will NOT be accepted by telephone, and must be TYPED OR LEGIBLY WRITTEN and SIGNED by a responsible person.

Vol. XXI, No. 1884

Wednesday, June 21, 1944

UNIVERSITY CALENDAR

Wednesday, June 21
Eighteenth Iowa Conference on Child Development and Parent Education, Old Capitol.
Thursday, June 22
12 M. Professional Women's Luncheon, University club, Iowa Union.
2 p. m. Second annual conference on Inter-American Affairs, Old Capitol.
8:15 Concert of Latin-American dances and music; by Teresita Osta, dance artist, and Emilio Osta, pianist, Macbride auditorium.
Friday, June 23
10 a. m. Second annual conference on Inter-American Affairs, Old Capitol.
8:15 p. m. University lecture: "The March of Brazilian Civilization," by Dr. Renato de Mendonca, west approach to Old Capitol (or Macbride auditorium if weather unfavorable).
Saturday, June 25
9 a. m. Round Table on Inter-American Affairs, led by Dr. Renato de Mendonca, senate chamber, Old Capitol.
Tuesday, June 27
2 p. m. Bridge partner; University club.
Friday, June 30
4 p. m. Conference on speech and hearing rehabilitation, senate chamber, Old Capitol.
8:15 p. m. Summer session lecture by Dr. E. Stanley Jones, west approach to Old Capitol (or Macbride auditorium in case of unfavorable weather).
Saturday, July 1
9 a. m. Panel forum led by Dr. E. Stanley Jones, house chamber, Old Capitol.
10 a. m. Conference on Speech and Hearing Rehabilitation, senate chamber, Old Capitol.

(For information regarding dates beyond this schedule, see reservations in the office of the President, Old Capitol.)

GENERAL NOTICES

IOWA UNION

MUSIC ROOM SCHEDULE
Monday—11 to 3 and 4 to 8.
Tuesday—11 to 2 and 4 to 8.
Wednesday—11 to 3 and 4 to 8.
Thursday—11 to 2 and 4 to 8.
Friday—11 to 3 and 4 to 8.
Saturday—11 to 3.
Sunday—11 to 6 and 7 to 8.

MOTION PICTURES

A series of sound motion pictures on the operation and maintenance of office machines will be shown each Tuesday during the summer session at 1 p. m. in studio June 27 Advanced Typing Short-cuts
July 4 Advanced Typing, Duplicating and Manuscript
July 11 Maintenance of Office Machines
July 18 Machine Transcription—Machine Operation
Machine Transcription Technique
July 25 Simplifying Work in the Office (silent)
GEORGE M. HITLER

CANDIDATES FOR ADVANCED DEGREES

Candidates for advanced degrees at the August convocation must meet the following list of requirements:
1. Check your record at the office of the registrar and in your major department to assure yourself that you can qualify at the August convocation.
2. Fill out a formal application for graduation at the office of the registrar.
3. Secure from the graduate office the instructions for typing a thesis.
4. If you are a candidate for the Ph.D. degree, deliver copy for your examination program to the graduate office by July 3.
5. Submit your thesis to the graduate college for checking before July 21. If you are a candidate for the doctorate, also submit your abstract and pay the \$25 publication deposit.
6. Arrange with your department for the oral examinations—July 24-29, inclusive.
7. Leave the original and one copy of your thesis at the graduate office at least 24 hours before convocation.

C. E. SEASHORE

Dean, Graduate College

SUMMER SESSION DIRECTORY

Copy for the summer session directory is now being prepared.

STUDENTS WISHING TO MAKE CORRECTIONS

or additions on their registration cards should report to the Publications office, W-9 East hall.

DEPARTMENT OF PUBLICATIONS

SWIMMING POOL

The swimming pool at the fieldhouse will be open for civilian students from 6:30 until 9 p. m. Tuesdays, Thursdays and Fridays. Students must present identification card to attendant in locker room for assignment of lockers any day before 5:30 p. m. This will give them a locker and towel and use of fieldhouse and swimming pool.
E. G. SCHROEDER

RECREATIONAL SWIMMING

Recreational swimming periods at the Women's gymnasium are Mondays through Fridays from 4 until 6 p. m. and Saturdays from 10 a. m. until 12 M. These times are open to all women students, faculty members, faculty wives, wives of graduate students and members of the administrative staff. Students present identification cards to the matron. All others pay the fee at the business office.

M. GLADYS SCOTT

PI LAMBDA THETA

Theta chapter of Pi Lambda Theta begins the summer season with a potluck-picnic Wednesday, June 21, in one of the hill shelters in City park at 5:30 p. m. Bring your own food contribution, drink and silverware if possible. Members of all chapters of Pi Lambda Theta are cordially invited.
BETTY GARWOOD
Publicity Chairman

WEDNESDAY EVENING MUSIC HOUR

The music department will present Mitchell Andrews in a program of piano music on the Wednesday Evening Music Hour over WSUI at 8 p. m. The program will consist of "Thirty-two Variations and Fugue on a Theme of Handel" (Brahms). The program will be given in the north music hall, where an audience is invited.

ADDISON ALSPACH

EDUCATIONAL PLACEMENT

All summer session students who are registered with the educational placement office should stop in at C103 East hall to furnish summer addresses and schedules.
HELEN M. BARNES
Acting Director

Prof. Paul Sayre Speaks in Chicago

CHICAGO (AP)—Prof. Paul Sayre of the University of Iowa last night recommended "alimony without divorce" as a fair property arrangement between husband and wife.

Sayre told the American Home Economics association in a prepared address that "we are just as feudal now as we were 600 years ago so far as the rights of husband and wife are concerned in the earnings of each other or the property of each other while they live."

"How much the husband spends on his-home and what the wife has to do on her part incident to the home—these are matters that are governed almost exactly by the same common law rules that prevailed 600 years ago," Sayre declared.

"There are indirect ways for the wife to compel her husband to support her, but the nature of that support may be fixed by the husband," he said. "On the other hand, while the wife is supposed to render services and this is well recognized by the law indirectly, there is no legal and direct way whatever to compel a wife to do anything, nor need the wife contribute one penny from her earnings if she elects to work outside the home."

With the AEF in Rome--

By KENNETH L. DIXON

WITH THE AEF IN ROME, June 7 (Delayed) (AP)—After the shattered cities of southern Italy Rome is breathtakingly beautiful in all its untouched magnificence. Its people are clean, its women attractive and well dressed, its men comparatively well fed and healthy looking.

But there is another side of Rome, the well-to-do Romans, many of them English-speaking people, many of them expatriates from allied lands, still others well educated Italian linguists.

There is something not so beautiful about the plaintive song they all started to sing even before they had finished hailing the doughboys as their liberators. . . . "You have been so long," sighed the beautiful, smartly dressed woman in the bar. "Waiting has been an ordeal—more than you can imagine. We have expected you since September."

(Yes, lady the lads have been delayed. There was a short delay at Salerno. You may have heard

of Salerno—a lot of folks back home have; they were told in little telegrams.)

"You will never know what we have been through," said the restaurant keeper, spreading his hands. "All through the winter we kept wondering if you were ever coming and those German dogs—pff!—they were in our way everywhere."

(Yes, it was that way. In the dead of winter some of the boys wondered too if they would ever get to Rome and some of them aren't here today. And those German dogs—yes, they were in our way everywhere, too.)

"It's been terrible," the lady said, looking disdainfully at her beautiful dress. "See this? We have nothing to wear, nothing at all."

(Have you noticed the soldiers watching you, lady? They didn't know such clothes still existed in this world. One of them said this morning that a Roman woman seemed to be even better dressed

in many cases the women back home. Don't say that so loud, lady, the clothes these guys have on they've worn all winter too.)

It's been so crowded in Rome all winter, double the normal population. We could hardly move around," sighed the banker. "And the food was terrible; very little bread, no beer for months and months, only a little American whiskey left and the price of everything—ah, the price of everything!"

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OPA Begins Investigation of Rents Charged in Iowa City

Complaints Indicate Violations

Survey by Officials May Warrant 60-Day Canvass of Homes

An investigation of rents charged in Iowa City was begun yesterday when James W. Rogers of the OPA regional office in Chicago arrived here to confer with real estate men, Chamber of Commerce officials and persons who have complained that rents have been "creeping up," according to Mayor Wilbur J. Teeters.

Rogers said he had received several letters during the past few months indicating that the rent situation in Iowa City needed investigation. In this locality, he said, the rent on a five room house should be no more than \$40.

Following a report of the survey made here a report will be made to the regional office of the OPA. If the situation warrants, house-to-house canvass of Iowa City will be made. This would take some 60 days.

The canvass would determine whether a rent administrator is needed in Iowa City.

A local committee to hear complaints concerning high rents was appointed some time ago and the information they have received warrants the investigation as it is being carried on now, according to Mayor Teeters.

As an executive officer he made more missions than any man in the squadron.

He has flown 900 combat and 250,000 miles over the ocean since that day 22 months ago when the squadron landed in a rough field, which, according to Lieutenant Godden, looked more like a cow pasture than an air base.

For two nights the pilots slept on the ground. They opened cans of food with hunting knives.

Later they pitched tents which served as their living quarters during their entire stay. Supplies were flown in, but for months the group lived under the most primitive of conditions. The only time they could take baths was during a leave, and they were granted leaves about once a month.

But despite the hardships they kept right on flying day after day—looking for subs. Soon after the roving squadron went into action the Germans equipped their subs with anti-aircraft guns which increased the danger of the American pilots' work.

Lieutenant Godden, who is a former student of the university, enlisted in the naval air corps in February, 1940. He was commissioned in May, 1941, and at that time ranked four thousandth on the list of active navy aviators in the United States.

For several months he was an instructor at Pensacola, Fla., before being transferred into anti-submarine warfare. He was made a full lieutenant March 1, 1943.

At present he is stationed on Norfolk, Va., awaiting reassignment.

AIR WACARAVAN ARRIVES



THE CAST of the army air forces two-hour stage show which will play in the City high school auditorium tonight at 8:30 came in today in the shining silver and blue busses ready for their one-night performance. The show stars 30 former professionals of stage, screen and radio. Because of limited seating facilities, children under 16 will not be admitted to tonight's performance unless they are accompanied by their parents. The show is under the sponsorship of the retail division of the Chamber of Commerce and the civil air patrol.

University Graduate, Maj. Donald Humphrey, First Pilot to Unload Bombs on Yawata

The first B-29 pilot to drop his load of bombs on the Jap industrial center of Yawata was Maj. Donald Humphrey, who was graduated from the University of Iowa in 1940.

"Betty! Betty! Betty!" he signaled, according to pre-arranged plans and on the chart in the operations room the honored notation of having been the first to blast Yawata went beside plane No. 279 which he pilots.

Major Humphrey enlisted in the army air corps immediately after his graduation from the university. He entered training at the Lincoln, Neb., air base and subsequently became an instructor at Shreveport, La., and later at the B-17 school at Columbus, Ohio.

When he was first sent to the B-29 pilot school at Salina, Kan., only three of the super-bombers were in use at the base.

He went overseas April 12 and has since been stationed in Africa, India and China.

He is first pilot operations officer for his squadron and advanced to the rank of major when he was only 23 years old.

His brother, Lieut. Howard C. Humphrey, who was also graduated from the university, has been missing in action over Germany since March 23. Lieutenant Humphrey was a navigator on a B-17.

At the age of 28, Donald Weiss holds the rank of lieutenant colonel in the army air corps. In addition, the former university graduate wears the distinguished flying cross, the air medal and several oak leaf clusters. His recent advancement was effective June 1, seven months after he received his majority while in service in the European theater of operations.

Colonel Weiss left for overseas duty a year ago and began to pilot medium bombers from England on operations over continental Europe.

He has had many narrow escapes and probably the most thrilling occurred last September when one engine of his bomber failed while on a bombing mission over Rouen, France.

Despite the handicap of only one motor, Colonel Weiss, then a

Child Welfare Specialists open Three Day Conference

Panel Today in Old Capitol

Prof. R. R. Sears Gives Radio Address, 'Teens in Transition'

Introducing the 18th child welfare conference beginning today on the university campus, Prof. Robert R. Sears, director of the Iowa child welfare research station, presented a radio address "Teens in Transition" last night at 7:45 over WSUI and WOL.

Professor Sears discussed "The Children in Your Town" from the viewpoint that they will soon be grown up neighbors. He urged that children be given the kind of social environment which they should have to perpetuate for their own children.

He presented the question so frequently arising concerning the problems of children and emphasized that the problems so distressing a year ago at the last conference have now taken the background; those of dependent children, neglected children and lack of recreational centers have all been improved or removed by study and guidance of child welfare specialists.

Child Employment

Child employment has become the greatest problem today due to the need for increased production, he said. Increased purchasing power has caused children to be extravagant and has freed them from parental control because they are financially independent. The greatest evil incurred in such a situation, according to Sears, is the false idea of standardized earnings and economic worth that such independence has brought about.

According to Professor Sears, however, by "dependent children" bills, school lunch laws, new health rules and post-war planning are all "symptoms of progress in child welfare programs."

Parental Cooperation Important

In approaching the subject he showed that a number of the problems and situations arising are due to the gregarious nature of the human being and the tendency toward mass action. He said, "after all, a large proportion of the adults in any community are parents and they can't reasonably say 'the community doesn't do things.' What they should say is, 'as individual parents we work hard but we don't get together as a group.' The town is nothing more nor less than the people who live in it," he said.

He asserted also that the community is largely responsible for the kind of life lived there and that most towns do much constructive work for their future citizens, solving old problems and preventing new ones.

Experiment, he declared, is another phase of a child's learning. Children "grow up fast," said the speaker, and they are constantly meeting new situations. Some are so different from anything they have met before that none of the old behavior patterns seem worth trying. So a child looks around for a model.

Employment problems were especially stressed by Professor Sears.

"No matter how much environment and heredity are stressed by educators," he said, "the role of 'home' is still an important one. He concluded with the statement that the broadening of the social environment means the "whole town sets standards for adolescent conduct and the people of the town are the all-important social environment that rewards or punishes their behavior."

Dordana Fairman, Edward Eaton Mason Wed in Morning Service in Bride's Home



Mr. and Mrs. Edward Eaton Mason

In a single ring ceremony in Kansas City, Mo., Sunday, Dordana Fairman, daughter of Mr. and Mrs. Dan B. Fairman of Kansas City, became the bride of Edward Eaton Mason, son of Prof. and Mrs. Edward F. Mason of Iowa City.

A fireplace banked with white hydrangeas formed the setting for the service which was held in the home of the bride's parents at 8 a. m. The Rev. H. Guy Moore of Kansas City officiated.

Given in marriage by her father, the bride wore a street length gown of white eyelet embroidery, fashioned with eyelet insertions and lace edgings. With it she wore a half-hat of the same material. Her corsage was a single purple orchid.

Mother Wears Blue

For her daughter's wedding, Mrs. Fairman was attired in a dress of ice blue crepe, with a

flower hat to match. She had a gardenia corsage.

The bridegroom's mother chose a gown of olive green and orchid mesh, with which she wore a purple hat. Her corsage was of Johanna Hill roses.

Following the ceremony, a family breakfast was served in the home of the bride's parents.

Wedding Trip

The couple will leave for a short wedding trip to Evanston, Ill., after a few days in Kansas City. They will be at home at 316 S. Dodge street in Iowa City after July 1.

Mrs. Mason is a graduate of Iowa State college in Ames, and for the last year has been doing graduate work in dietetics at the university. She will be a candidate for her master's degree at the August convocation.

The bridegroom is a junior in the college of medicine under the navy program.

Mrs. W. A. Gay Heads Legion Auxiliary

Mrs. W. A. Gay was elected president of the American Legion auxiliary at a meeting Monday night in the Community building.

Other officers chosen at this time were Mrs. Elmer Dewey, first vice-president; Mrs. L. D. Anderson, second vice-president; Mrs. Martin Pederson, secretary; Mrs. G. O. Kircher, treasurer; Mrs. L. E. Clark, parliamentarian; Mrs. Joseph Shalla, chaplain, and Mrs. James Herring, historian.

Members of the executive board for the coming year will be Mrs. Anna Burge, Mrs. Jess Lackender and Mrs. Rex Day.

The group voted to invest in a \$100 war bond during the business meeting.

Air WACs To Present Show Tonight

Arriving in Iowa City today are 30 members of the famed Air Wacaravan which will appear in the "red, white and blue revue in khaki" on the stage of the City high school auditorium tonight at 8:30 p. m. The widely publicized show is an action-packed tuncful revue composed of soldiers and WACs of the air forces now touring the country on behalf of the women's army corps. This musical show will be presented free tonight through the sponsorship of the retail division of the Chamber of Commerce and the civil air patrol.

Swing music authorities have stated that there are more good musicians in uniform today, than there are in civilian clothes. Adding credence to that statement are the members of the famed Air Wacaravan orchestra.

Drummer Leads Band

As in Abe Lyman's orchestra, the Air Wacaravan's 12-piece band is led by a drummer, Sergt. George Peterson, who has literally played his drums around the world. Corp. James McKeown started playing the trumpet when he was in high school in Los Angeles and later became a member of Ray Herbeck's crew that toured the country. Ted Fiorito, Maurice Spitalny and Red Nichols all have featured the saxophone playing of Corp. Al Gusak, 30-year-old alto sax player in the band which will be heard tonight.

In addition to the band, the big, free two-hour musical stage show features dancers, singers, ventriloquists, comedians, Air WAC performers and a recently returned air combat hero.

From a college "Prom Queen" to stellar attraction on the Air Wacaravan is the history of Pvt. Agatha Hoeschele, violin virtuoso of the revue.

Dorsey Recommends Pianist

The world famous "sentimental gentleman of swing," Tommy Dorsey, has referred to the piano playing of Pfc. Bobby Stevenson, one of the stars of the Air Wacaravan, as "one of the five great piano players in the country."

Stevenson, who has been in the air forces a little over a year, has played with several name bands in the east and later formed a six-piece combination of his own. "One of the best mimics ever to impersonate the stars of the entertainment world is also the master of ceremonies of the Air Wacaravan. He's New York-born Pfc. Stanley E. Greenspan.

As Stan Early in civilian life, Private Greenspan played the leading theaters and night clubs throughout the country, doing his satirical impressions and impersonations of radio, stage and screen celebrities. He has performed in such well-known spots as New York's Roxy theater, San Francisco's Golden Gate, Baltimore Club Charles and the Five O'Clock club in Miami Beach.

Pvt. Dorcas Nelson, an Air WAC, sings in the army show. A singer of popular songs, Private Nelson in civilian life entertained with Johnny Lyons' "Admiral" steamboat show, which cruised the Mississippi for many seasons.

Flying Hero to Speak

High spot of the Air Wacaravan's appearance is Maj. Harold Hastings, distinguished flying hero from the Pacific theater of combat, who will give an account of his experience in air battles with the enemy.

Pvt. Dickie Cohen, at 19, is a veteran of show business. He's been on the stage since he was four, and has been billed in the nation's leading night clubs and theaters as "the world's youngest ventriloquist." His comedy antics with Sergt. Willie Gladstone, a precocious dummy, provide some of the show's best laughs.

Corp. Alberto Gutierrez, "the Bing Crosby of Mexico," is another featured headliner.

Latin American Dance Team to Perform Here Tomorrow Night

Free Tickets Available; Program Will Open Three-Day Conference

Teresita and Emilio Osta, dancer and pianist team, will be presented tomorrow night in connection with the Inter-American Affairs conference to be held at the university tomorrow, Friday and Saturday. Free tickets for the program of Latin American music and dance to be presented at 8:15 in Macbride auditorium are available to students, faculty and townspeople at the Iowa Union desk.

The conference is being sponsored jointly by the university and the office of the coordinator of Inter-American affairs, under the direction of Prof. Bruce E. Mahan, director of the extension division.

34 to Participate

With its program geared to the promotion of popular interest rather than academic knowledge, the conference has a roster of 34 participants, including experts of nation-wide importance.

Dr. Renato de Mendonca, Brazilian ambassador to Mexico, speaking on "The March of Brazilian civilization," is one of the featured speakers. Others include Dr. Samuel Guy Inman of Bronxville, N. Y., who has spent 37 years visiting Latin American countries and meeting statesmen, educators and political leaders; Prof. J. Fred Rippey, of the University of Chicago and Harold E. Davis, director of the division of education and teacher aids of the office of the coordinator of Inter-American affairs.

Students to Speak

Eleven University of Iowa students from seven Latin American nations will participate in a panel discussion. Their countries are: Brazil, Panama, Mexico, Cuba, Colombia and El Salvador.

Tomorrow's musicians, Teresita and Emilio Osta, both have lived among the Indians of the Latin American republics, spending years in study and travel to collect little known examples of Indian and Spanish-American folk-music.

Miss Osta's costumes are authentic and each reflects the spirit of the dance for which it was designed. Many of them were given to her by the Latin Americans during her study in their countries.

Her costume for the ritual dance of the Incas of Peru was designed for her by the Indian who taught her the dance. It is of warrior origin, is vividly colored and weighs 25 pounds.

Folk Dances

Some of the dances Teresita will include are: the "Joropo" of Venezuela, the "Cueca" from Chile, "El Gato" from Argentina, the Spanish gypsy dance "Flamenco" and a variety of folk dances from the different provinces of Spain.

Miss Osta has appeared in the film productions "Gril of the Golden West" and "Tropical Holiday" as well as in a nation-wide concert tour.

Teach Half Time

Prof. John T. McClintock, director of the physiol-pharmacol shop and Prof. A. E. Lambert of the anatomy department will be teaching half time beginning July 1 because they have reached the university retirement age. They will work half time with the beginning of the new trimester in the college of medicine.

18, 1944, and reported to the base at Sweetwater.

Gleanna is survived by her parents, three brothers, Donald of Cedar Rapids; Staff Sergt. Wayne Roberts in Italy; and Aubrey, at home.

The body will be sent here to the Oathout funeral home and services will be announced later. No details of the accident have been received.

Mrs. Fred Hiscock to Entertain Baptist Women's Association at 2:30 Today

Mrs. Fred Hiscock, 710 Oakland avenue, will be hostess to the Baptist Women's association at her home at 2:30 this afternoon. Mrs. J. C. Jespers will lead the devotions. Mrs. Charles Mullinix is in charge of the meeting.

JESSAMINE CHAPTER, ORDER OF EASTERN STAR

The last regular meeting of the summer of Jessamine chapter, Order of Eastern Star, will be held this evening at 8 o'clock at the Masonic temple.

The business meeting will be followed by a social hour in charge of the officers of the chapter.

REBEKAH LODGE NO. 416

Iowa City Rebekah Lodge No. 416 will hold a regular meeting at 8 o'clock tonight in Odd Fellow hall.

REED AUXILIARY OF THE PRESBYTERIAN CHURCH

A pot-luck luncheon will be held by members of Reed auxiliary at the Presbyterian church at 1 o'clock this afternoon. Members are asked to bring their own table service, sandwiches and a covered dish. Ice cream and coffee will be provided.

Hostesses for the afternoon are Mrs. M. D. McCredely and Mrs. Lloyd Spencer.

ROYAL NEIGHBORS LODGE

Members of the Royal Neighbors lodge will meet at 8 o'clock tonight at the K. of P. hall for initiation and a social hour. Mrs. John Holdt, Mrs. Paul Scannell and Mrs. L. L. Smith will be in charge of the social hour.

WOMEN OF ENGLISH LUTHERAN CHURCH

Women of the English Lutheran church will hold a regular meeting at the church at 2:30 this afternoon. Mrs. L. V. Benjamin is chairman of the hostess committee.

SUI Graduate Dies In Texas Air Crash On Routine Flight

Gleanna Roberts, 25-year-old member of the WASPs, daughter of Mr. and Mrs. R. E. Roberts who reside southwest of Iowa City near Sharon, was killed in an airplane accident yesterday morning at 11 o'clock at Lorraine, Tex., while on a routine training flight. She was stationed at a base in Sweetwater, Tex.

She was born in Sharon township Jan. 8, 1919. She was graduated from Sharon high school and from the school of journalism at the University of Iowa in 1940. She was also a reporter for the Cedar Rapids Gazette and later the Moline Dispatch.

Having had 65 hours of flying while in Moline she joined the women's army service pilots April

Panel Discussions On Child Welfare Open Conference

"Teens in Transition," the 18th Iowa conference on child development and parents education, will open this morning with greetings by President Virgil M. Hancher at 9:45 in the senate chamber of Old Capitol.

Immediately after President Hancher's opening address, a panel discussion will be held on "Teen-Age Problems," with Prof. Ralph H. Ojemann of the Iowa child welfare research station, as chairman.

Individual sections of the panel will be: "Vocational Guidance," conducted by Marie Skodak, director of the Flint Guidance center; "Community Programming," Alice Whipple, secretary of the Iowa Council of Social Agencies; "School Programming," Jack M. Logan, superintendent of the Waterloo schools; "Recreation," Robert L. Black, superintendent of recreation in Cedar Rapids.

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Reds, Blues, Beige and Green—Medium and High Heels

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Sling Pumps, Sandals, Ankle Straps and Spectators—Mezzanine Second Floor

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IOWA CITY'S DEPARTMENT STORE

Pirates Lose to Cincinnati

Only Two Hits For Pittsburgh

Reds Shut Out Pirates 3-0 In Series Opener

PITTSBURGH (AP)—Bucky Walters allowed Pittsburgh but two hits last night as the Reds shut out the Pirates 3-0 in the opener of their current series.

Big Max Butcher was nicked for nine safeties before he retired at the beginning of the ninth in favor of Xavier Rescigno.

Two Pittsburgh miscues gave the visitors their first score. Woody Williams was safe on Babe Dahlgren's fumble of his grounder. Max Marshall forced Williams, then stole second and went to third when Hank Camelli threw wild. Jerry Walker flied to Johnny Barrett and Marshall scored after the catch.

Buck McCormick's third straight hit, a double, produced the Reds' run in the seventh, scoring Williams, who had singled and gone to second on Marshall's sacrifice.

The victory, Walters' 11th, put the Reds in a virtual tie for third place with New York, beaten 7-6 by Brooklyn yesterday.

Cincinnati	AB	R	H	PO	A
Williams, 2b	5	1	1	3	0
Marshall, rf	3	1	0	1	0
Walker, cf	5	0	1	0	0
McCormick, 1b	4	0	3	10	0
Miller, ss	4	1	2	1	2
Tipton, lf	4	0	1	5	0
Mesner, 3b	2	0	0	3	0
Mueller, c	3	0	1	8	0
Walters, p	4	0	1	2	0
Totals	34	3	10	27	10

Pittsburgh	AB	R	H	PO	A
Coscarart, 2b	2	0	0	7	1
Russell, cf	4	0	0	2	0
Barrett, lf	2	0	1	2	0
Elliott, 3b	4	0	1	3	0
Colman, rf	4	0	0	3	0
Dahlgren, 1b	4	0	0	7	1
Camelli, c	3	0	0	2	0
Zak, ss	2	0	0	2	3
L. Waner *	1	0	0	0	0
Gustine, ss	0	0	0	0	0
Butcher, p	2	0	1	0	1
O'Brien **	1	0	0	0	0
Rescigno, p	0	0	0	0	1
Totals	29	0	2	27	12

* Batted for Zak in 8th.
** Batted for Butcher in 8th.
Cincinnati—110 000 100—3
Pittsburgh—000 000 000—0
Errors—Dahlgren, Camelli, Miller.
Runs batted in—Walker 2, Walters. Two base hits—McCormick, Walters. Sacrifices—Mesner, Williams and McCormick; Russell and Coscarart. Left on bases—Cincinnati 9, Pittsburgh 6. Bases on balls—Walters 4, Butcher 3. Strikeouts—Walters 7, Butcher 1. Hits—off Butcher 9 in 8 innings; Rescigno 1 in 1.
Losing pitcher—Butcher.
Umpires—Jorda, Reardon and Goetz.
Attendance 7,369.
Time—1:49.

Yanks Win Over Senators

NEW YORK (AP)—Bud Metheny's fifth inning home run—his sixth of the year—was the deciding blow yesterday as the New York Yankees defeated Washington 3 to 1 behind the four-hit hurling of Hank Borowy.

The rejuvenated Yanks lost a 10-hit barrage at the expense of knuckler Johnny Niggeling who lost his second game against five wins. For Borowy it was the ninth victory against three defeats.

Nick Etten shook free from his hitting slump by belting a double and two singles in four trips.

Washington	AB	R	H	PO	A
Case, lf	4	0	0	2	0
Myatt, 2b	4	0	0	2	1
Kuhel, 1b	3	1	0	8	0
Spence, cf	3	0	1	1	1
Vosmik, rf	4	0	1	3	0
Torres, 3b	4	0	1	2	0
Ferrell, c	3	0	1	6	0
Sullivan, ss	2	0	0	1	1
Niggeling, p	2	0	0	0	2
Totals	29	1	4	24	7

New York	AB	R	H	PO	A
Stirnweiss, 2b	4	0	1	3	1
Metheny, rf	4	1	2	0	0
Rosenthal, lf	4	0	1	1	0
Lindell, cf	2	1	0	1	0
Etten, 1b	4	0	3	11	1
Hemaley, c	3	1	1	7	1
Grimes, 2b	4	0	2	1	4
Milosevich, ss	4	0	0	1	0
Borowy, p	4	0	1	0	4
Totals	33	3	10	27	11

Production of anthracite coal increased 6.5 percent in 1942.

Red Sox Batters Among Five Top Sluggers

CHICAGO (AP)—Boston's current threat to the St. Louis Browns in the American league race is easily explained by this week's statistics which show three Red Sox batters among the top five sluggers and pitcher Mike Ryba of Boston sharing the pitching leadership with Gordon Maltzberger of Chicago.

Chicago's Thurman Tucker still holds the hitting pace, but in slipping 27 percentage points to .371 he sank to within shooting range of Chuck Hostetter of Detroit, whose .336 boosted him all the way from sixth to second place during the week.

Cleveland Scores 3-1 Over Tigers

DETROIT (AP)—Ray Mack, who flew from his Cleveland war job to participate in a twilight game, drove in the winning run in the ninth inning last night as the Cleveland Indians defeated the Detroit Tigers, 3 to 1, in the opener of a three-game series.

Allie Reynolds, who scattered nine hits, gained his seventh victory and hard working Paul Trout suffered his seventh defeat.

The score was tied at one run when Roy Cullenbine opened with a double in the ninth. He advanced on a sacrifice by Buddy Rosar, another war worker making a one-night stand, and scored on Mack's fly. Mike Rocco, Reynolds and Oris Hockett then clustered singles for another run.

The only run off Reynolds came in the first when Chuck Hostetter, Jimmy Outlaw and Pinky Higgins put together singles. Rookie outfielder Paul O'Dea snuffed out a Detroit rally in the seventh with a circus catch on Joe Oringo that he turned into a double play.

The Indians tied the score in the fourth. Hockett singled and advanced on Russ Peters' sacrifice. He scored with two out on Cullenbine's single.

Trout had a five-hitter going into the ninth when he weakened. The big right-hander's assignments in the last six days were a 13-inning game, a 4 1/3 inning relief job Sunday and another nine innings last night.

Cleveland	AB	R	H	PO	A
Hockett, cf	5	1	3	4	0
Peters, 2b	4	0	0	3	0
O'Dea, lf	2	0	0	5	1
Boudreau, ss	3	0	2	3	4
Cullenbine, rf	4	1	2	2	0
Rosar, c	3	0	0	1	2
Mack, 2b	4	0	0	2	2
Rocco, 1b	4	1	1	9	0
Reynolds, p	4	0	1	1	0
Totals	33	3	9	27	12

Detroit	AB	R	H	PO	A
Orengo, ss	5	0	0	3	5
Hostetter, rf	4	1	2	1	0
Outlaw, lf	4	0	1	3	0
Higgins, 3b	4	0	2	1	1
Mayo, 2b	4	0	1	4	4
York, 1b	4	0	1	9	2
Cramer, cf	3	0	1	1	0
Swift, c	3	0	1	5	0
Trout, p	3	0	0	3	3
Ross *	0	0	0	0	0
Metro **	0	0	0	0	0
Totals	34	1	9	27	15

* Batted for Trout in 9th.
** Ran for Ross in 9th.
Cleveland—000 100 002—3
Detroit—000 000 000—1

Fined, Suspended
BROOKLYN (AP)—Mel Ott, manager of the New York Giants, said yesterday that pitcher Ewald Pyle had been fined and suspended indefinitely for breaking training rules.

Ott declared the pitcher became involved in an argument with a stranger after hurling the Giants to a victory in the second half of Saturday's twin bill at Boston and suffered a chipped bone in his hand in the fist-swinging debate.

IOWA STARTS TODAY

Starring **DONOVAN** and **DOOLEY** in a sensation of suspense

NIGHTMARE

Co-Hit

Keep 'Em Slugging

Cardinals Down Cubs

Red Sox clubbers grabbed off the next three spots, with Bobby Doerr third, just a point behind Hostetter with .335; Ervin Fox fourth with .328; and Bob Johnson fifth with .323. Doerr also led in two branches of the specialized department, having the most hits, 71, and matching Cleveland's Roy Cullenbine in two-baggers, with 18.

Maltzberger and Ryba, both relief pitchers official statistics computed through Monday showed, topped the league's pitchers with a 6-1 record each. Allie Reynolds of Cleveland led in strikeouts with 58.

Triumph in Track Meet May Be Declared Illegal

Because of Five False Starts, Victory May Be Questioned

NEW YORK (AP)—Claude (Buddy) Young's triumph in the 100-meter dash at the national AAU championship track meet Sunday may be declared illegal because of the five false starts and the two gun-recalls that preceded the Illinois freshman's victory.

Dan Ferris, secretary-treasurer of the AAU, told reporters yesterday that "I expect Young's victory will be questioned at the annual meeting this winter."

The rule book specifically says the starter is in absolute control of the start. I have no doubt that Young's victory—or the entire race for that matter—will be questioned—and if it is decided that Sunday's contest was no race, we will have to ask return of the medals and have Young's name stricken from the books," Ferris added.

Similar action was taken following the 1912 Olympic games at Stockholm when it developed that Jim Thorpe, Indian star of the United States team, was a professional.

All six finalists in the 100-meter championship event were disqualified Sunday by starter Jack Lavelle after making two false starts each, the maximum allowed under the present rules.

The incident has given impetus to the agitation for the return of the rule of penalizing a contestant one yard for each false start, still in universal use outside the United States, but which was superceded here by the present law which gives each runner two quick starts before being disqualified.

Ferris also said that approximately \$2,500 would be sent to the national foundation for infantile paralysis as its 50 percent share of the gate receipts at the two-day meet.

The Majors At a Glance

NATIONAL LEAGUE

Team	W	L	Pct.
St. Louis	37	16	.698
Pittsburgh *	28	22	.560
New York	30	26	.536
Cincinnati *	28	25	.528
Brooklyn	28	29	.491
Boston	24	34	.414
Philadelphia	21	30	.412
Chicago	17	31	.354

* Does not include night game.

AMERICAN LEAGUE

Team	W	L	Pct.
St. Louis *	32	25	.565
Boston x	31	26	.544
Chicago *	25	24	.510
Detroit	29	29	.500
New York	26	28	.481
Washington	27	30	.474
Cleveland	27	31	.466
Philadelphia x	26	30	.464

* Does not include night doubleheader.
x Does not include second game of doubleheader.

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Thursday, June 22

STRAND
STARTS TODAY!

"2 - Swell Hits - 2"

The NIGHT before The DIVORCE

LYNN BARI - JOSEPH ALLEN, JR.

Added Hit

SUSAN PETERS
MAY MARSHALL
MARY ASTOR

St. Louis Team Wins Over Chicago With 2-1 Score

CHICAGO (AP)—The St. Louis Cardinals supported All Jurisich's five-hit pitching with dazzling defensive work yesterday to run their conquest of the Chicago Cubs to nine victories in as many meetings this season. The score was 2 to 1 and the margin of victory was an unearned run scored when Roy Hughes, Chicago third baseman let a grounder seep through him.

The league leaders got eight hits, all singles, off Bob Chipman, erstwhile Brooklyn southpaw, but Ray Sanders, Stan Musial and George Kurovski linked three of them in the eighth for the evening run. Bill Nicholson's 11th homer spoiled Jurisich's shutout in the Cub half of the inning.

Although he scattered the five hits he allowed over as many innings, Jurisich walked five and hit three batters. Twice the first two Cubs to bat reached base and in every other frame either the first or second batter got aboard.

A pair of spectacular catches by Musial, one by Pepper Martin and a fancy catch of Chipman's bunt pop foul by catcher Walker Cooper after Stan Hack opened the ninth with a pinch single kept the Card hurler in the game.

Singles by W. Cooper and Kurovski opened the fourth inning and set up the Cards' first run. Danny Litwhiler hit into a double play, but W. Cooper scored as Hughes let Martin Marion's grounder go through him.

Red Sox Defeated In Doubleheader With Philadelphia

PHILADELPHIA (AP)—The Athletics slowed down the pennant spurt of the Red Sox here last night by defeating Cronin's men in both ends of a twilight-night doubleheader at Shibe park before 18,500 fans. Philadelphia won the first game 5-4 in 11 innings and then took the second, 2-0.

Busch's single with two men on base and none out in the 11th, broke a 4-4 tie in the initial contest and sent Tex Hughson to his third defeat against nine victories.

In the second game Bobo Newson held the Red Sox to 2 hits as Dick Siebert provided the winning run in the fourth with a home run over the right field fence.

(First Game)

Boston	AB	R	H	PO	A
Bucher, 3b	6	0	0	2	0
Fox, rf	5	0	0	1	0
Metkovich, cf	5	0	2	1	1
Johnson, lf	5	2	2	3	1
Doerr, 2b	5	1	3	4	9
Cronin, 1b	4	1	1	11	0
Wagner, c	4	0	3	6	0
Partee, c	1	0	0	0	0
Newsome, ss	4	0	0	2	5
Hughson, p	4	0	0	3	3
Lake *	0	0	0	0	0
Totals	43	4	11	30	19

* Ran for Wagner in 9th.
x None out when winning run scored.

Philadelphia	AB	R	H	PO	A
Garrison, lf	5	0	1	6	0
White, rf	4	0	0	2	0
Epps, rf	1	0	0	1	0
Estelella, cf	5	1	1	5	0
Hayes, c	5	1	2	2	0
Siebert, 1b	5	0	3	9	0
Kell, 3b	3	0	0	4	2
Busch, ss	5	1	2	3	2
Rullo, 2b	4	0	1	1	4
Harris, p	4	1	2	0	2
Wilkins *	0	1	0	0	0
Totals	41	5	12	33	10

* Ran for Siebert in 11th.
Boston—010 201 000 00—4
Philadelphia—020 001 100 01—5

Bench Manager Again
BROOKLYN (AP)—Leo Duracher was returned to the status of a bench manager yesterday when his name was taken off the active player list of the Brooklyn Dodgers. His place on the roster was taken by 19-year-old Clyde King, right-handed pitcher from North Carolina university.

Ends Today
Edmund Lowe in —
"The Girl in the Case"

Varsity
Starts Thursday

GUNG HO!
Starring RANDOLPH SCOTT, with J. Carroll Naish

Added—
Caribbean Romances
"Musical Parade"
Defective Detectives
"Novel Hit"
Tropical Sportland
"Sport Thrill"
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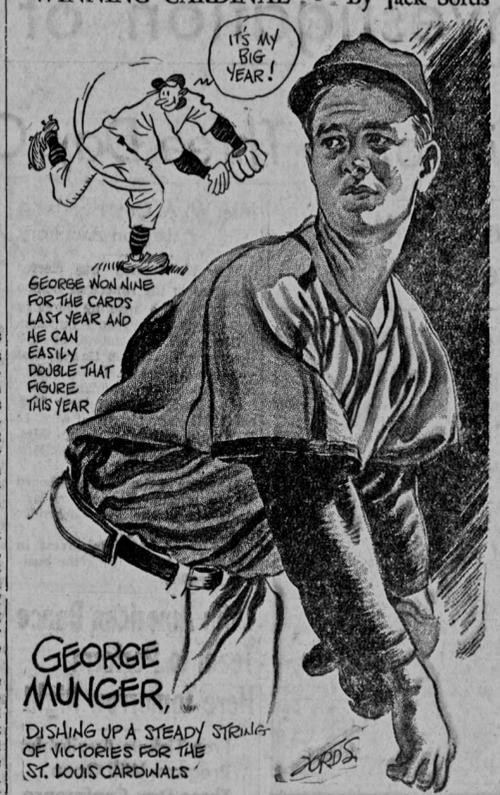
NOW Ends Thursday

BASIL RATHBONE and NIGEL BRUCE
as Sherlock Holmes
as Dr. Watson

SPIDER WOMAN

with MARY HOLT
VISION DOWNING MARY GOODEN
and GALE SONDERGAARD as Dr. Watson

WINNING CARDINAL By Jack Sords



Hands' Team Loses Tilt To Tire Shop

The OK Tire Shop downed Hands' Jewelers last night to the tune of 12 to 3 at the Benton street ball grounds. Cashing in on numerous walks and wild throws the Tire shop boys garnered 5 of their runs in an erratic 6th inning.

Shuppert, pitching for Hands', was nicked for 13 hits and 10 walks and Schmitt gave up 9 hits and 2 walks for OK Tires.

There were no long hits or spectacular plays to add thrills to the otherwise drab game. Hands gathered two tallies in the second inning but OK Tires immediately forged ahead and were in little danger during the last 4 innings.

Shuppert, handicapped by a sore hand, put down five men by the strikeout route and Schmitt bafled four. This was the second loss for Hands' in the league.

OK Tire Shop

Player	AB	R	H	E
Krout	5	1	1	0
D. Bowman	5	1	1	0
Rhinehart	3	3	2	0
Gioino	2	2	1	1
Kastner	3	1	2	1
Moss	3	1	1	0
Farnsworth	4	1	1	0
S. King	1	1	0	0
J. Bowman	0	0	0	0
Schmitt	3	0	1	0
Pelechek	3	1	2	0
Totals	32	12	13	2

Hands

Player	AB	R	H	E
Colbert	2	1	0	0
Shay	4	1	2	0
Shuppert	4	0	0	0
Stahle	3	0	1	0
Barnes	3	1	1	0
Freshwater	3	0	0	0
Smith	3	0	1	1
Diehl	3	0	1	0
Thomson	3	0	3	0
B. King	0	0	0	0
Tesar	2	0	0	0
Totals	30	3	9	1

Brooklyn Dodgers Win Over New York
Les Webber Hurls 7 to 6 Victory In Close Game

BROOKLYN, N. Y. (AP)—Les Webber's fine relief hurling, after the Giants had batted Rube Melton off the hill with a first inning, four-hit, four-run barrage, enabled Brooklyn's Dodgers to defeat New York yesterday, 7 to 6.

Luis Olmo's two-run homer in the third inning was the big blow as the Dodgers came from behind to win. Olmo shifted back to his old job at second base yesterday, after a tour in the outfield.

Added—
Wednesday-Thursday Only
Actual Invasion Scenes
In Our Newsreel. See It Now. Don't Miss It
Bob Benchley in "Why Daddy"
Louis Prima's Orchestra

Seahawks Play—Game Today

Cadet Bob Macholtz will get the nod to defend the Seahawks win streak this afternoon when he goes to the mound to face the Schick Army Hospital on the local diamond.

The 18-year-old Macholtz—youngest man on the squad—has a one won and one lost record for the season so far.

A summary look at the boxscore for the weekend's activities shows that the new cadets on the nine have boosted their average at the plate in every instance. Rochelli showed an improvement from .278 to .308. George Rutenbar who started his first game as a varsity player in the Saturday contest, jumped to .357 from .256.

Charlie Heck showed the greatest improvement among the tyros

Four Iowa City Girls Leave to Begin Work in Washington, D. C.

Patricia Kinney, daughter of Mr. and Mrs. Frank Kinney, 740 Kirkwood avenue; Elizabeth Sweeney, daughter of Mrs. Ann Sweeney, 130 E. Jefferson street; DeLores Moore, daughter of Mr. and Mrs. Ed Lewis Moore, 416 N. Dodge street; and Genevra Kron, daughter of Mrs. Mary Kron, 510 Dodge street, and Genevra Kron, morning for Washington, D. C., where they will do clerical and stenographic work. Miss Kinney and Miss Sweeney have been employed in the university department of publications, while the last two girls graduated this spring from high school.

Returns Home

W. E. Starr, 1210 Keokuk street, returned yesterday from Steamboat Rock, where he was called by the illness of his mother, Mrs. Mary Starr.

Visits Sister

Mrs. Clarence Schrock of Wellman spent yesterday with her sister, Mrs. Charles DeLung, 705 Davenport street.

Dinner Guests

Dinner guests tonight in the home of Mr. and Mrs. W. E. Starr, 1210 Keokuk street, will be Mr. and Mrs. B. J. Willis of Cedar Rapids, who are spending several days in Iowa City visiting friends.

Marriage Licenses Issued

Four marriage licenses were issued yesterday by R. Nelson Miller, clerk of district court. They were issued to Joseph Edward Callen, 24, and Ursil Ione Harvey, 21, both of Johnson county; Leonard Guy Reuels, 26, of La Valle, Wis., and Janice L. Boves, 18, of Ashland, Wis.; August Schwartz, 32, of Reedsburg, Wis., and Pansy C. Reuds, 19, of La Valle, Wis.; and Benjamin Franklin Saxe, 35, of Stanford, Conn., and Margaret Hynes, 33, of Linn county.

University Club Women Entertain at Luncheon

The members of the Professional Women's club of the university have invited as their special guests at luncheon tomorrow, those attending the Inter-American Affairs conference which is being held in Iowa City for three days. The luncheon will be held in Iowa Union at 12 M. and reservations must be made by noon today. Attending the luncheon as guests of the club will be pianist and dancer Emilio and Teresita Osta, featured Latin American dancers of the conference tomorrow night.

Junior High Students Attend Speech School

Summer school speech students of junior high school age met for the first time Monday at University high school. The total enrollment was 31.

Student present were: Dorothy Andrew, Julia Ellen Askew, James Berg, John Boyle, Marilyn Boyle, Jeannine Culp, Dan Dutcher, Bernice Dvorak, Joanne Evans, Janet Greer, John Hedges, Harold Hill, Patsy Ann Holm, Meryl Johnson, Gloria Jones, Rosemary Kell, Mary L. Matthes, Jackie McDonald, Jeanne McNamara, Norma McLeod, Ann Murray, Mary Nolan, Jane O'Brien, Robert Ojemann, Beverly Patsel, Barbara Rogers, Mary Tooney, Dorothy Wagner, Joan Wagner, Nancy Wallace and George Wecksung.

Members of the speech staff and department who are assisting with the project include: Jean Hardie,

James L. Laughlin Dies; Funeral Rites To Be Tomorrow

Funeral services for James L. Laughlin, 46, 906 Webster street, who died Monday, will be held tomorrow at 9 a. m. in St. Patrick's church with burial in St. Joseph's cemetery.

The rosary will be said tonight at 8 o'clock in the Hohenschuh mortuary.

Born June 11, 1898, Laughlin was the son of Mr. and Mrs. James L. Laughlin, of Iowa City. He was married to Lauretta Bryan Feb. 5, 1924.

He was employed by the Rock Island railroad for the past 26 years and for 20 years was foreman of the freight house.

A member of the Brotherhood of Railway and Steamship clerks, he was also affiliated with the Benefit Association of Railway Employees and the Fraternal Order of Eagles. He was a member of St. Patrick's church here.

Laughlin is survived by his wife; two daughters, Rosemary Catherine and Lauretta Marie; one son, James Charles; his mother, Mrs. James Laughlin, 815 S. Dodge street, two brothers, Fred J. of Iowa City, and Earl F. overseas in the armed forces; three sisters, Mrs. Robert Maher, Wilma Laughline and Helen Laughlin all of Iowa City.

Janet Allen and Betty Braverman, radio; Mrs. Josephine Kline, dramatics; Louise Maddy, Helen Barnett, Margaret Meyn, and Mary Sousa laboratory workers.

Partial Resumption Of Whisky Making Authorized by WPB

Industrial Alcohol Supply Sufficient To Permit 'Holiday'

WASHINGTON (AP)—A temporary resumption of domestic whisky manufacturing was authorized yesterday by the War Production board.

WPB notified the nation's beverage distillers that present supplies of industrial alcohol are sufficient to permit them to resume the making of whisky during the month of August.

WPB Releases Alcohol
WPB Chairman Donald M. Nelson said between 20 and 25 million gallons of 190 proof alcohol, or approximately one-fourth the amount used for whisky in normal years, would be released to distillers for putting out beverages.

This would enable distillers to manufacture between 40 and 50 million gallons of 86 to 90 proof whisky during the August "holiday" from industrial production.

Nelson took the action after he was advised by Rubber Director Bradley Dewey that the requirements of the rubber program for industrial alcohol will be about 20 million gallons less than was estimated for 1944 and some 30 million gallons less than estimated for 1945.

Requirements for industrial alcohol for all war purposes are now estimated at 614,000,000 gallons. New supply is estimated at

612,000,000 gallons and government stocks of alcohol are approximately 80,000,000 gallons.

The distilling industry was converted to the manufacture of industrial alcohol Oct. 8, 1942, and since has made no alcohol for beverage purposes. WPB previously has rejected two industry pleas for a "holiday" for resumption of whisky making.

Such a holiday has also been agitated in some congressional circles.

Present Stocks
An alcohol trade representative estimated that the release yesterday might enable distillers to put additional whisky on the market during August. He said present whisky stocks are about 362,000,000 gallons and that additional quantities of this reserve probably would be released early in the month because of yesterday's action.

A WPB official said there probably would be no difficulty in obtaining grain supplies for the resumption of whisky making.

Senate Declines to Kill FDR Fair Employment Practices Committee

Bitter Southerners Claim FEPC's Aim To Be Racial Equality

WASHINGTON (AP)—Disregarding embittered southern assertions that the United States is being pushed into communism or national socialism, the senate declined on a 39 to 21 roll call yesterday to kill the president's fair employment practices committee.

Appropriation Bill
The vote was on a \$500,000 appropriation for the FEPC in a \$1,030,000,000 war agencies supply bill.

Thirteen southern senators who opposed the fund were supported by seven Republicans and one western Democrat, Johnson of Colorado, but 16 Republicans joined with 23 Democrats to override their objections. Senator Pepper of Florida was the only Democrat from the deep south who voted with the majority.

The FEPC was set up by President Roosevelt's executive order and was instructed to combat racial and religious discrimination in industry.

Sports Trail . . .

By WHITNEY MARTIN
NEW YORK, June 19 (AP)—There's nothing like making up your own rules as you go along if it suits your purpose, and that's what the college football leagues seem to be doing, due to the inertia of the national rules committee.

If the war should continue very long and the rules committee continues its policy of hibernation we can expect more versions of the game than there are of a rumor, and the complications that may result when exponents of one set of rules meet a team with another brand are intriguing, to say the least.

The Pacific Coast conference is the latest group to decide to operate under its own home-made system. The coast teams will forward pass from anywhere behind the line of scrimmage, something the pros have been doing for years very successfully, both from the standpoint of color and efficiency.

Personally, we like that change, and see no harm in it despite the idea of some critics that it will increase the risk of injury to the passer. George Strickler, who

tells the world about the National Pro league, says:

"How do they reconcile that with the facts? The high schools, who certainly aren't out trying to get young men maimed, have been using it for some time. Their state insurance files, which provide the most accurate records available on football mishaps, have shown a definite decrease in injuries under this rule, especially in passing situations."

We do not think the present tendency of coaches to alter the recognized code to suit their convenience is in any sense a revolt against the established rules body. We see it as merely a move to temporarily plug a gap in the rules they think need plugging until the national committee again convenes.

When that time arrives, which we are assured will not be until after the war, we think the schools will live up to any changes or non-changes that may be made or not made to continue the uniformity of the game.

That is, if the rules body thumbs down the coast idea of passing from anywhere behind the line of scrimmage, we think, in the interest of unity, the coast conference will abolish the plan. Meanwhile, it is going to try it, and the manner in which it works out will have a bearing on the decision of the rules makers when they do meet.

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CLASSIFIED ADVERTISING RATE CARD
CASH RATE
1 or 2 days—10c per line per day
3 consecutive days—7c per line per day
6 consecutive days—5c per line per day
1 month—4c per line per day
—Figure 5 words to line—
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DANCING LESSONS—Ballroom, ballet tap. Dial 7248. Mimi Youde Wurli.

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Save when we fill your Prescription—we are Vitamin Headquarters.

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Toys and Games Cots
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Prof. Bruce E. Mahan to Discuss Inter-American Affairs Conference

program "Pan America Presents" at 7 o'clock this evening over WSUI. Dr. Mahan will preview the Inter-American Affairs conference which is to be held on the campus this week, June 22, 23, and 24. Interviewed by Bob Ray, a member of the Pan-American club on the campus, Dr. Mahan will present the purposes of such a conference, and the ways in which the University of Iowa cooperates in promoting inter-American friendship.

Barbara Luddy, radio's first actress, reaches another milestone in her broadcasting career when she appears for the 360th consecutive broadcast on Campana's "First Nighter" program at 9:30 o'clock. "Small Town Editor," a human interest drama written especially for the diminutive star, will hold the stage of the "Little Theater Off Times Square."

The story concerns a small town editor who finds that bequeathing his sheet to his son becomes a difficult matter when big city offers are considered. An idealistic 12-year-old boy gives his life to prove that small town friendships often out-weigh material gains.

Eric Sagerquist's orchestra provides proper musical backgrounds.

TODAY'S PROGRAMS
8:00 Morning Chapel
8:15 Musical Miniatures
8:30 News, The Daily Iowan
8:45 Program Calendar
8:55 Service Reports
9:00 Good Morning, Ladies
9:15 Music Magic
9:30 Todd Grant
9:45 Belgium News
9:50 Treasury Song
9:55 News, The Daily Iowan
10:00 Here's an Idea
10:15 Yesterday's Musical Favorites
10:30 The Bookshelf
10:45 Musical Interlude
11:50 Farm Flashes
12:00 Rhythm Rumbles
12:30 News, The Daily Iowan
12:45 Religious News Reporter
1:00 Musical Chats
2:00 Victory Bulletin Board
2:10 18th Century Music
3:00 Boys Town
4:00 Excursions in Science
4:15 Fashion Features
4:30-6:00 Seahawk-Schick Hospital Baseball Game
6:00 Dinner Hour Music
7:00 Pan American Presents
7:15 Treasury Salute
7:30 Seahawk Log
7:45 Beyond Victory—What?
8:00 Music Hour
8:45 News, The Daily Iowan
9:00 Drama Hour

NETWORK HIGHLIGHTS
6:00
I Love a Mystery (WMT)
Cliff and Helen (WHO)

Lois Arlene Woodcock Engaged to Marry Lieut. Ray Slezak

Mr. and Mrs. E. E. Woodcock of Minneapolis, Minn., announce the engagement of their daughter, Lois Arlene, to Lieut. Ray Slezak, son of Mrs. Corrie B. Slezak, 115 N. Dubuque street.

Miss Woodcock, formerly of Iowa City, is employed by the Northwestern Bell Telephone company in Davenport.

Before entering the army last May, Lieutenant Slezak was a student at the university. He is stationed at Camp Sutton, N. C., at present.

No date has been set for the wedding.

Kiwanis Club Sees Russian War Film

Kiwanis club members yesterday saw a film depicting the struggles of the Russian people in warding off invasions from early times to the present. The film, distributed by the Office of War Information, is used as a training film for armed forces and was recently released for public instruction.

POPEYE



BLONDIE



HENRY



CHIC YOUNG



CARL ANDERSON



ETTA KETT



ROOM AND BOARD



OLD HOME TOWN



Gotta Problem?
Let a Daily Iowan CLASSIFIED AD Solve It For You
BUY — RENT — SELL
Business Office—Basement, East Hall

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Room and Board
By GENE AHERN
This set-up wasn't here yesterday! I never made a pinch on art, so I'll pass this up! - Maybe the park ordered 'em! The Earl moved 'em over last night.

Old Home Town
By STANLEY
Fresh meats in season. I resent that - every time Judge Hornblowers' old horse strays away he sends you down here to look in my ice box!

Post-War Possibilities in Aviation Interest Private Flyers

Simplification In Planes

Training, Experience Needed in Any Type Of Plane, Says Shaw

By JANET ALLEN
Daily Iowan Feature Editor

"The prints of many new propellers will be on the sky . . ."

There is as much truth as poetry in the words of Carl Sandburg, for America has only begun to sprout her wings, and the air age is even yet in swaddling clothes.

Like Mary's little lamb, however, the public's imagination has gone astray to some extent in the field of Buck Rogers' predictions regarding tomorrow's private planes.

The Civil Aeronautics Administration estimates that there will be some 50,000 private planes in the air by 1950. Compared to pre-war automobile figures, this is a mere drop in the bucket, but a good indication that Mr. and Mrs. America are looking skyward for the future.

Post-War Possibilities

If you plan to own one of those 50,000 planes, you have probably pondered over drawings of post-war aviation possibilities, and wondered whether you and Junior will be flying a helicopter or a Superman Special by tomorrow.

You have probably wondered whether you could buy and maintain an airplane as cheaply as you can your car, what you would use for fuel, how safe this ship will be for grandma to fly, and where you would hangar it.

In an effort to clarify a few post-war aviation ideas for the private flyer, The Daily Iowan has interviewed a group of Iowa City people representing different fields of aviation, and the following ideas represent their views on the future of private flying.

23-Year Veteran

Paul B. Shaw, owner of the Shaw Aircraft Co., has been in aviation for 23 years, and has seen the industry progress from the days of the Jenny to the modern sleek airliner.

He believes that aviation is being oversold at the present time. The public is being conditioned to expect a sky black with planes of weird design within a short time after the war, and feels that this kind of "pipe dreaming" retards aviation.

"We are not going to have any radical departure from the present day planes for some time to come," says Shaw, "but an improved version of the conventional aircraft, cleaner of design and reduced in price."

He estimates that prices for private planes will range from \$1,500 to \$7,000 for a good family aircraft "with all the trimmings." These trimmings will be an important feature to the post-war pilot.

War has advanced the cause of aviation explosively, and the private pilot will be the one to benefit from the lessons taught by the war.

Foresees Improvements

Shaw foresees the possibility of a simplified two-control aircraft with slots and flaps, tricycle landing gear, and great improvements in radio and fuel consumption.

He does not believe that an unconventional type airplane will be practical, and feels that the accident rate will rise if we experiment too far with that type of ship.

"You can never get away from gravity," says Shaw. "What goes

up must come down, and people without experience cannot meet emergencies in any type of aircraft, no matter how simplified."

As a pilot of many years flying time, Shaw believes there is no substitute for experience, and states that any type of plane offered the public will require a good amount of training on the part of the pilot before it is "safe" to fly.

Despite the claims of some manufacturers that their future designs will only require some five to 10 hours pilot instruction, Shaw feels that the 35 hours now required for a private pilot's license under CAA is a minimum for safety to a beginner.

Roadable Planes

Asked about the future possibilities of the "roadable planes" now being projected, Shaw replied, "To be a road ship, it would have to be more rugged and have more weight, and this is not practical for air work because it means added wing loading."

At the present time, experiments are being made with planes using steam for fuel. One such engine, which uses steam over and over, and condenses it back into the tank, is being tried out today. This type of engine would cut down cost and weight, eliminate fire hazard in the engine to a great extent, and reaches its peak power output faster than a gas engine.

"But whether it be a steam engine or something else," said Shaw, "American ingenuity will produce either a new type of fuel or a practical new type engine."

Post-War Aim

Aim of post-war aviation is more cruising speed for the private plane without added power. This would entail, in part, "cleaning the airplane," or taking from its surfaces all construction which could cause parasite drag.

This, with improved engineering, would produce a cruising speed of over 100 miles per hour, and a three to five hour cruising range.

Another problem to be met in the post-war private plane is that of load- or carrying capacity in weight. At present, projected designs provide for two passengers and a 30 to 50 pound baggage capacity, which would fulfill the needs of the average cross country trip by plane.

Improvements in the line of equipment will show up particularly in the field of aviation radio. To combat weather situations, and for entertainment, the private flyer will want a two-way built-in radio which should also serve as a direction finder.

As in the present-day car, this radio could be a push-button type, and other equipment might include a small transmitter.

Instrument Improvement

Improvement in instruments can definitely be expected. One which might be mentioned is the absolute altimeter, which tells the plane's height above the ground instead of above sea level as at present. This would be an added safety factor for the inexperienced flyer, and future mass production would reduce the cost of such instruments, so that they would be within range of the average individual.

The aviation boom may start six months after the war, Shaw believes, but it will never be as great as some enthusiasts now claim. Since the average John Smith will not be able to afford both a car and a plane, and since the airplane of fixed wing design is not practical for everyday business use in cities, it will be some time before John Smith can add an aircraft to his conveyance collection.

Steady, slow expansion is the aim of post-war aviation, Shaw believes, not a balloon that will

blow up and burst. Aviation's future should be built on a solid foundation of practicality rather than a rich man's hobby.

Whirlagig Helicopter

The answer to tomorrow's aviation dreams, according to Prof. H. O. Croft, head of the mechanical engineering department, is the whirlagig helicopter.

"It takes up little space, can stop within a matter of inches from obstacles, turn around, fly backward, and go straight up or down," says he, indicating its practicality for use in almost every situation.

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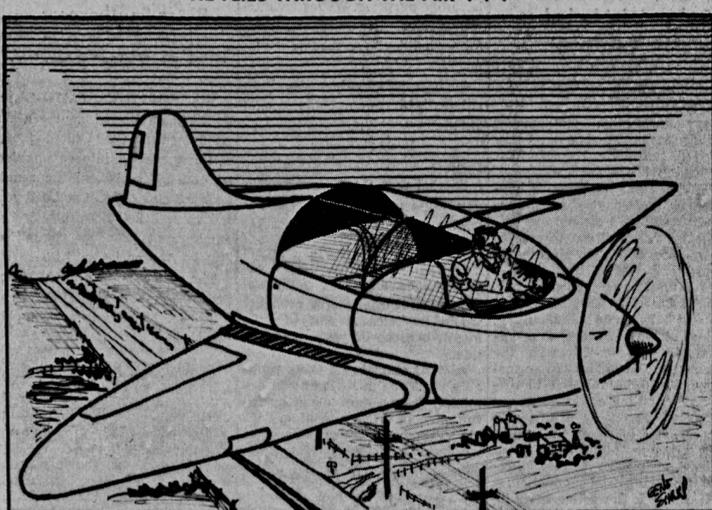
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'HE FLIES THROUGH THE AIR . . .'



MR. AND MRS. JOHN SMITH and Junior may run up to Grandma's for the weekend within a few years in something resembling this plane. The aviation industry is attempting to reach a compromise between "dream children" and the present-day private plane, and the roadable ship is a projected idea. Supposedly, the Smiths will breeze in from Omaha in their aircraft, either check their wings at the hangar or fold them back, and take the highway into Iowa City and home. Planes of this type, however, are still in an experimental stage, and it will be some time before such a ship could be made available to the public. The idea has many drawbacks from an engineering viewpoint, since the most efficient type of plane is that designed for a single function, and it is likely that the aircraft would either be clumsy on the road or in the air.

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ism to move forward and backward, rather than bank and turn as in a fixed wing plane.

Pitch Control

There is an additional lever, called the pitch control, which moves the helicopter up and down, and this lever must be coordinated with engine throttle with care, because application of too much pitch angle could slow the blades down to a point where the balance of centrifugal force holding the blades out against the lifting force would be spoiled.

Another problem to be solved for future helicopters is that of vibration, and the limit in speed is an obstacle to be overcome. Loening states that "it is not likely for many years that helicopters will fly much more than 20 miles an hour, and by that time many wing planes will be doing 400 miles per hour or more."

Another problem to be met in the helicopter is the fact that, although it performs well at sea level, it is not efficient in rarefied air, and there is also the factor that, when a helicopter's engine "cuts out," it must be able to become an autogyro, and reach a safe landing by auto-rotation.

For No Obstacle

But where the fixed wing plane is grounded for the private flyer in fog or storm, the danger of fog is no obstacle to the helicopter, which can stop and back away from buildings or other impediments in its path.

Prof. Elmer Lundquist, assistant professor of mechanical engineering, often comes in contact with Civil Aeronautics Authorities representatives in his coordination work with the War Training service here.

He commented on the proposed new system of traffic regulations which the CAA has released recently for comment. These regulations are only a handful compared to present rules, and are simplified to meet the growth of private flying after the war.

Lundquist believes that the most efficient plane is that designed for a single function. This would make the idea of one of aviation's dream children, the roadable plane, rather dubious.

Clumsy on Ground

"I believe it would either be clumsy on the ground or in the air," Lundquist stated.

Still in the experimental stage, the roadable plane is designed with folding or removable wings, with the idea that the pilot could breeze in from Omaha, land his plane, either fold or check in his wings, and drive off in the same conveyance.

The cost of planes will come down naturally as a result of competition, Lundquist believes. Stepped up production will take care of costs, and bring the private plane within reach of the average flyer's pocketbook.

At present, fixed costs such as depreciation charges, insurance, and hangar rent are the greatest expenses which an aircraft owner must meet. Lundquist believes that these will come down too in proportion to the cost of the airplane in the future.

Cheap to Fly

He also believes the future airplane will be as cheap to fly on fuel as the automobile.

Typical of post-war possibilities for the private ship is the design of one company which offers a two-control airplane. This eliminates the necessity of coordinating rudder and aileron controls, since the two are automatically combined through a wheel. Some loss of maneuverability might result from this combination, but since the average pilot will not be interested in violent acrobatics, this should be no hurdle.

be designed as much as possible to drive like a car, and may even have a foot throttle instead of a hand feed.

Airway Markers

To prevent the post-war private pilot from having to combat one of flying's greatest hazards, that of getting lost, various new systems of airway markers have been proposed.

One of these, to illustrate, would block off the country in 10 mile square sections, with an L-shaped landing strip, and a pylon marker, some 80 feet high, in each section.

Thus the pilot would always be within reasonable distance of a landing field of sorts, and would follow pylon signs as the driver follows the highway signs.

This is only one of many proposed systems, all designed to make navigation a simple problem for the private pilot.

John Piper, of Iowa City, a private pilot, speaks for the Mr. and Mrs. John Smith who will own their own planes in the not-too-distant future.

Increase Speed

Piper feels that we will have increased speed in our post-war private planes, through streamlining, and engineering improvements which do not add actual power.

Although it is featured on many designs for post-war ships, Piper feels that the tricycle landing gear would not be practical because many pilots will have to use gravel or dirt runways, rather than the smooth cement strips of commercial airports, and the nose wheel throws up rocks and gravel and damages propellers, also cutting fuel.

The tricycle landing gear, however, is dynamically stable, and increases the pilot's visibility on landing.

Piper predicts a two-place private plane, ranging in horsepower from 75 to 80, and selling around \$800, although this figure is below those given by others interviewed.

Dual Ignition

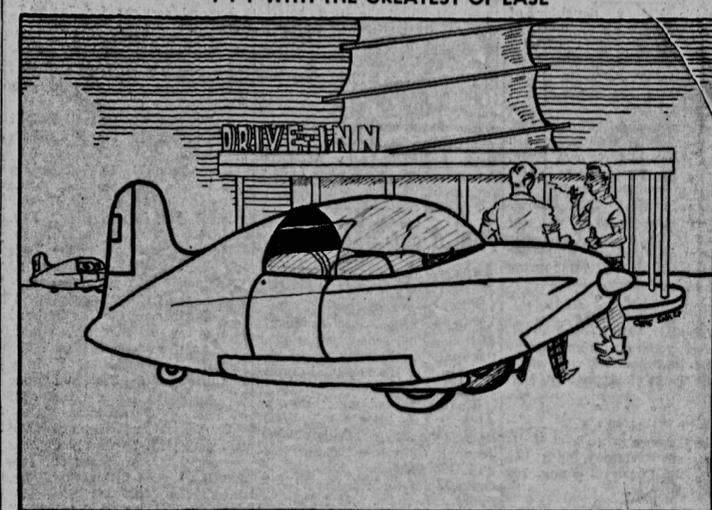
This price, however, would give the owner a more or less skeleton plane, Piper believes. It would be practical enough, but not equipped with such conveniences as dual ignition and brakes, self-starter and two-way radio.

These added gadgets would run the plane into higher price brackets, and the businessman will undoubtedly want a two-way radio, and dual controls.

To combat the hanging problem, Piper predicts the rise of many private flying clubs, country club style, where pilots will keep their planes for cross-country trips and pleasure rides.

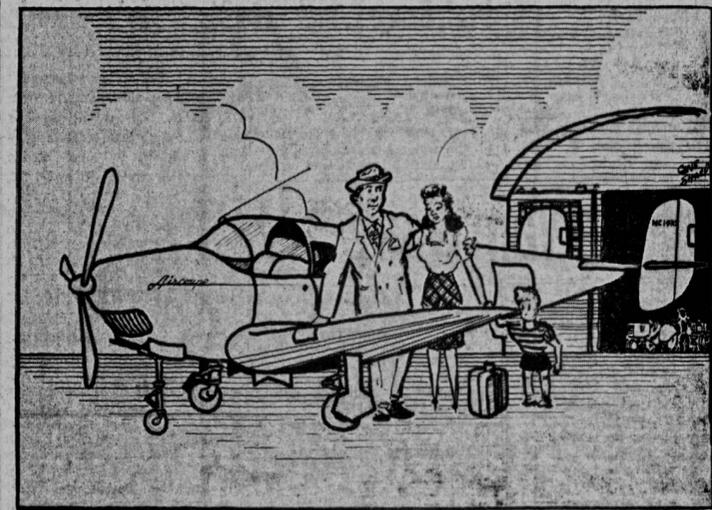
He also sees the necessity for numerous landing strips at strategic points throughout the United States, so the pilot will not have to clear through commercial airports or large fields for landing.

'... WITH THE GREATEST OF EASE'



ONCE ON THE GROUND, the family air car would shed its wings, check them at the field, and drive off. This projected idea represents a fairly radical change in engineering design. The Civil Aeronautics Administration estimates that there will be approximately 50,000 private planes in the air by 1950. On the basis of population, one airplane for every 280 persons, Iowa alone would have 10,000 private planes. Aviation enthusiasts interviewed differed as to the possibilities of such a number of planes by 1950, but there is no doubt but what the next generation of Americans will be looking skyward for their future. In the interim, however, few John Smiths will be able to afford both a car and an airplane, and will have to choose between the two mediums of transportation from an angle of practicality.

'WILL BE ON THE SKY . . .'



THE JOHN SMITH FAMILY unload from their private plane of 1950. This pictured possibility represents several engineering changes now in an experimental stage for the private aircraft of tomorrow. Tricycle landing gear, retractable to lend the plane added speed, and with a dynamically stable construction, would improve the pilot's visibility in landing. This plane may very likely be a two-control ship, with rudder and aileron action combined in a wheel, which would make the plane as much like a car to drive as possible. This might simplify the process of learning to fly for tomorrow's private plane owner. The ideal ship would be big enough to carry the whole family, comfortable, safe, maneuverable, and practical. That is the aim of the manufacturer's of tomorrow's plane.

ate one of the greatest hazards of flying.

However, man is a two-dimensional being, and planes are three-dimensional, and this factor complicates the simplicity of learning to fly for Mr. and Mrs. John Smith.

The pilot must learn to not only control the attitude and direction of his ship, but also the altitude, and learning this takes time.

Performance Limits

Also, a plane has certain performance limits as it is now designed, and for safety's sake, the pilot must keep his ship within those limits, knowing that a plane has only so many possible attitudes.

Elimination of this factor would increase the safety of flying to a large extent.

Another possibility of post-war private plane design is the "pusher" type plane, as opposed to the so-called "tractor" type. In the tractor design, the power unit is set so as to pull the plane forward through the air. A pusher design, where the power unit is housed behind the wing and pushes the plane forward, would allow greater visibility for the pilot who would not have to look over or around his engine and propeller.

Planes of this type are being projected as a possibility for future years.

Another factor to be dealt with in the past-war plane is that of comfort. Mr. and Mrs. America are used to plushy cars, with attractive panels, comfortable seating, and shining gadgets.

Pilot's Comfort

Manufacturers, with an eye to this, are talking of air conditioning, sound proofing, vibration elimination, and exhaust muffling as a few factors to the private pilot's comfort.

primarily for the practical individual. This ship will probably sell at around \$1,000 with few additional gadgets.

Then there are the medium priced, medium performance planes, which all the family could use. These ships, seating three to five people, would be designed for comfort instead of speed and maneuverability, and would probably run around \$1,500 to \$3,000.

High Performance Craft

Then, possibly for the returned serviceman who is used to a fairly "hot" ship, designed for high speed and maneuverability, there would be a high performance, craft, selling for approximately \$3,000 and fitted with the latest instrument gadgets which the service pilot expects.

Besa compromise for the ideal post-war plane, of course, is that between safety, cost, dependability, comfort and performance.

That the air-age was well underway before war grounded the private pilot is well indicated by CAA figures, which show 8,849 privately owned planes in 1936 as compared to 24,124 in 1941. In 1936, there were 93,320,375 miles flown by these planes, and in 1940, the figure jumps to 346,303,400.

On the basis of these figures, the CAA prediction of 50,000 private planes by 1950 is modest enough.

This estimate would mean that there would be one airplane for every 280 persons, and on that basis, Iowa alone will have 10,000 private planes.

Here to Stay

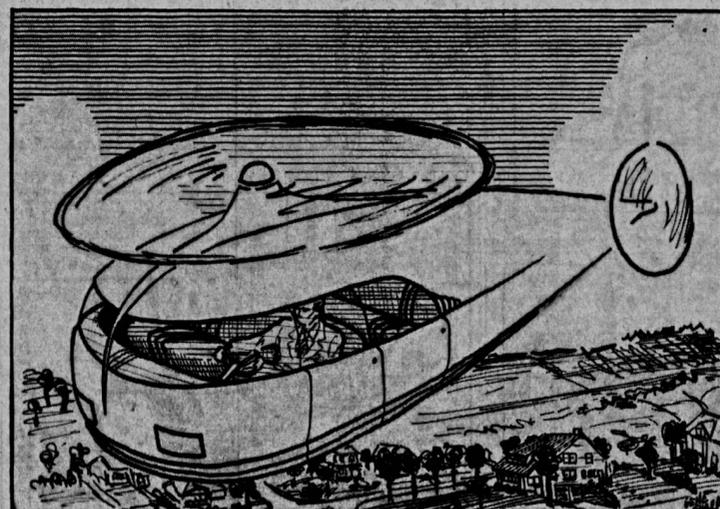
Aviation is indeed here to stay, but the consensus seems to be that changes in private planes as we know them now will be neither radical nor immediate. Junior's post-war air jollity of 1950 will probably bear a strong resemblance to the present-day light plane.

But there is no doubt but what his ship will be cleaner, more streamlined, faster, safer, and with more visibility. His landing gear will undoubtedly be retractable, lending him another five to 10 miles speed, and engineering will in time lower his landing speeds in the interests of safety.

However, it is doubtful if the plane will reach the stage of simplicity of the automobile, as far as operation is concerned.

There will indeed be "the prints of many new propellers" on tomorrow's skies, but it will take time and work and American ingenuity to make those propellers spin with a maximum of safety and practicality in the coming air age.

'THE PRINTS OF MANY NEW PROPELLORS . . .'



THE WHIRLAGIG HELICOPTER, which little resembles the fixed-wing light plane we see overhead today, is one of aviation's dream children whose worth is yet to be proved for the general public. Although it is more complicated to learn to fly in its present design, this may be simplified in the future. It has several marked advantages over the fixed-wing plane in being able to stop in midair, back up and go up and down, and could fly through fog and in cities where the wing plane would encounter dangerous obstacles. Some 70 or 80 models of the helicopter are now being experimented with, and the army and navy are using the rotor plane for unspecified purposes in the war. But another five or ten years, and the post-war world may see the coming of the whirligig rotor ship, with its unconventional design and uncanny maneuvers.

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