

Automobile Club Members Complain New Car Styles

NEW YORK—(P)—The automobile club of New York reports complaints have been received from many of its members about their new cars.

Harry Marienhoff, manager of the club's service department, said reports from members showed considerable dissatisfaction over body designs of new models making them difficult and expensive to repair, and requiring garage alterations to house them. The reports, he said, came from new car owners among the club's 169,000 members in a 14-

county area that includes New York City.

"Many drivers," he said, "have found the hoods too long and the seats too low."

"This involves a safety factor, as oftentimes it is impossible to see enough of the road directly in front of the car for the operator's protection."

Restricted vision of some of the new models, Marienhoff continued, had been found to make them difficult to park and had resulted in dented and scratched fenders.

The increased width and length of some of the new models likewise has been the subject of complaints, he said.

Canny Scots Rush For Free Medical Aid

EDINBURGH—(P)—The canny Scots are rushing to cash in on Britain's new "free" medical service. "If all the applications made in Glasgow for spectacles are genuine, I can only assume that the population must be going blind," commented Sir William M. Marshall.

Sir William, chairman of the Lanark County Health Service Council, told a conference of health supervisors that in July alone there were 567,000 applications in Scotland for medical prescriptions—three times the monthly average under the old

FROM NINE TO FIVE

By Jo Fisher



It's your mother, Hysteria. She wants to know if you're here because she can't find you home in bed.

Ilse Koch's Release Sample Of Softness America Can't Afford

By JAMES THRASHER

Early last June the American military government in Germany reduced the prison sentence of Ilse Koch from life to four years. She is the widow of the commandant of the inhuman Buchenwald concentration camp. With the time she has already served she will be eligible for release next year.

Almost four months later some members of Congress got wind of the matter. That was the first that the country heard of it. The usually alert and efficient Army public relations explained this strange lack of information as "a slip up on our part. We just simply failed to get the information out."

There was a good deal of hot potato tossing after three senators asked Army Secretary Royall for an explanation of the commutation. Finally it developed that the standing war crimes board of review in Germany had examined the record of the case and decided that there was not enough evidence to warrant such a drastic sentence.

Reputed Sadist
We cannot quote testimony from Ilse Koch's trial. But we seem to remember that Buchenwald survivors stated that she did display a subhuman taste for human skins in home decoration. And we recall that she was accused not only of desecrating the dead but of inflicting sadistic torture on the living. Her unsavory reputation had reached this country before the Nazi surrender.

It may be that the mistress of Buchenwald went about her household duties oblivious to the unspeakable charnel house outside her door. It may be, but we frankly doubt it. Somehow our heart cannot bleed for Frau Koch.

Remembering the pictures of the Buchenwald dead stacked like cordwood, remembering the stories of how those dead had died under the direction of this woman's husband, remembering too the stories of her own contribution to their suffering, we are not cheered by the review board's leniency.

Indignities Forgotten
American minds today are filled with the present threat of a stubborn, ambitious, ruthless Russian health insurance scheme.

national health insurance scheme.

"Sleeping tablets with ten ounces of whiskey was one of the prescriptions asked for," Sir William said. "Many people have asked for wigs." He reported that 92 per cent of Scottish physicians have enrolled for service under the health plan. All Britons, who pay weekly health taxes, are covered under the "crib to coffin" national health plan which became effective last July.

And to be practical about it, such a motive would play into Communist hands. Already the American branch has exploited the incident by saying that we are smearing the Reds and codding the Nazis.

A policy of softness toward the Germans is, we believe, as ill-advised and could be as damaging as a similar policy toward the Russian government.

Do not shell fresh peas until you are ready to cook them. Cook them rapidly in just enough boiling water to keep them from burning, for as short a time as possible. A pound of shelled young peas will often cook in less than 10 minutes.

News Views

By SHERMAN PLIMPTON

Howard Hughes, who knows which way is up, is resuming flight tests on his \$25,000,000 plywood flying boat. That's the air monster that got a lot of attention in Hughes' Congressional investigation some months back. At that time somebody remarked that the big amphib was about as practical as ears on a bowling ball. At which point Mr. Hughes' collar wilted from the heat and he went out and took the large, expensive-sized ship into the air. Now he's out to show the boys that his ship will do more tricks than a trained seal. This dittoes the old saw that you can't keep a good man down... especially if he's a flyer.

Jerry Gilbo will be interested in our new radio show starting at 8:00 P. M. on KRNE tonight. "Boston Blackie" will give him more thrills than a dozen of those "True Detective Stories" we saw him toting home the other night.

There's a dentist in Elm Grove, Wisconsin, named Dr. Herte, and one in Los Angeles named Dr. Slaughter. We'll bet there are times they wish they'd been named Smith or Jones. And while we're naming names, let's name the headquarters for the finest service in town... CORRIUM MOTOR. 114 N. Rose St. Don't let your illing motor take the fun out of driving. Let us rebuild your present motor for you today. Come and see how you can get more years of service from your car. Reasonable prices. Guarantee. Phone: 408.

New Head of U. S. Air Force Noted For Success at Tough Assignments

By DOUGLAS LARSEN
NEA Staff Correspondent

WASHINGTON—(NEA)—Whenever the U. S. Air Force finds itself with a particularly tough assignment on its hands, Lt. Gen. Curtis E. LeMay, usually gets the call.

In terms of the present world crisis, leadership of the USAF's strategic air command is a tough assignment. That is why LeMay, who won't be 42 until November, has just been given that job.

LeMay pulled his first big-time job for the Air Force during the early bombing of Europe. It was he who decided that casualties and enemy planes notwithstanding, a bomber couldn't vary from its course during the last few minutes of a bombing run, if a target was to be bombed effectively. He discovered this by personally flying missions over targets with his plane full of flak holes.

Famous Raids Flown

His order putting this into effect won him the nickname "Old Ironpants." But nicknames have never bothered him. And no mission on which he has ever sent his men was ever too tough for him. He flew the famous raid on the Messerschmitt plant in Germany in 1943, among many others; sometimes he flew as pilot, co-pilot, navigator or observer.

When the Air Force decided to try out shuttle bombing over Europe, LeMay got the job. From a base in England he made the first such raid, against Regensburg in Germany, landing in Africa.

While LeMay was busy with the Nazis, the B-29, America's aerial hope against Japan, was being put into operation from bases in China. LeMay was sent out to run the show.

Scourged Japanese
But the way to really hit Japan with the Superforts was from the Marianas Islands. Late in 1944, that operation was started. A few months later, LeMay moved again and began running the B-29s from Saipan, Tinian and Guam. Somewhat infrequent high-altitude attacks became almost every-day, lower level affairs.

It was the combat version of the tactics he set up to beat the Berlin blockade this year, where

"Ironpants" set up "Gen. LeMay's Coal & Feed Service" and worked his planes, his fliers and his ground crews on a rush-hour schedule, just as he had worked all hands against the Japs.

When the time came for the Air Force to drop the first atomic



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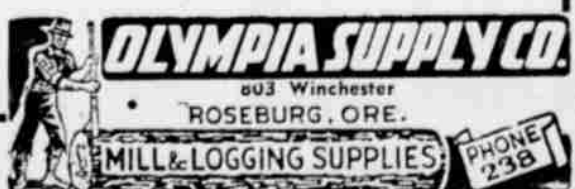
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