

Portland Men Begin Study Of Sky Route

Wm. Fowler Completes Survey of Ship, Air, Rail Plan Successful Service Given On Eastern Seaboard

Progressive shipping men of Portland should begin at once the investigation of aviation in connection with ship and rail transportation, it is declared by William A. Fowler, professor of business administration and foreign trade expert of the bureau of business research at the University of Oregon. Professor Fowler has just completed a study which describes in detail many possible "ship-air-rail" combinations which would prove of great value to development of the Port of Portland.

"Portland's excellent harbor facilities, and its closeness to the Oriental markets make it a desirable transportation point," says Mr. Fowler, "but there are many ways in which specific services could be improved by the use of airplanes. This may not come for a few years yet, but with the rapid progress taking place in aviation, it is certain to be a factor.

Columbia Best Route

"The Columbia gorge is recognized as the best air route from the Pacific ocean to the east, and it will come to be used more and more, for air mail, passenger and express business. Portland is the logical terminus for this, and if such commerce is properly developed, it will mean much to the port here. By use of airplanes, much time can be saved in transporting mail, express and passengers from the East, or to the East, and by extending air service on to the mouth of the river, more time yet can be eliminated," Mr. Fowler points out.

"The idea of ship-airplane service has been tried out on the Atlantic seaboard and in Europe and has proved successful, and there is no reason why it should not work here. By use of the Columbia gorge air route, Portland will be in a position to compete with other ports for fast express and passengers from the Orient. It is only a question of time until planes large enough to carry many tons of freight will be in coast to coast service. Then valuable commodities, such as silk, can be economically carried this way.

Planes to Meet Ships

"With Portland as a terminus, planes can meet vessels at the mouth of the Columbia, bring mail and lighter freight on to Portland, and it will be on its way east, north and south long before the ship docks. Mail can be received in Portland from all points long after the vessel has left and sent on after it, dropping it by means of mechanical devices.

Portland also has a great opportunity through the manufacture of airplanes and plane parts. The Orient is going to need hundreds of planes, parts for them, and men to assemble and operate them. There is no better site for airplane manufacture than this part of Oregon. Portland already has the largest airplane school in the country, and the University of Oregon not only is offering a course of study for men desiring to enter aviation, but is enlarging its foreign trade and Oriental course curricula.

"Manufacturers of airplanes are already turning their attention to foreign trade, even before they are able to supply all orders in this country. It is significant to note that foreign exports of planes increased 36 per cent last year over the year before, and is constantly increasing.

Routes Total 12,000 Miles

"The airplane industry is not rated at more than \$100,000,000 capitalization, which is constantly growing. There are now nearly 12,000 miles of air mail routes in this country, over which planes fly 30,000 miles daily.

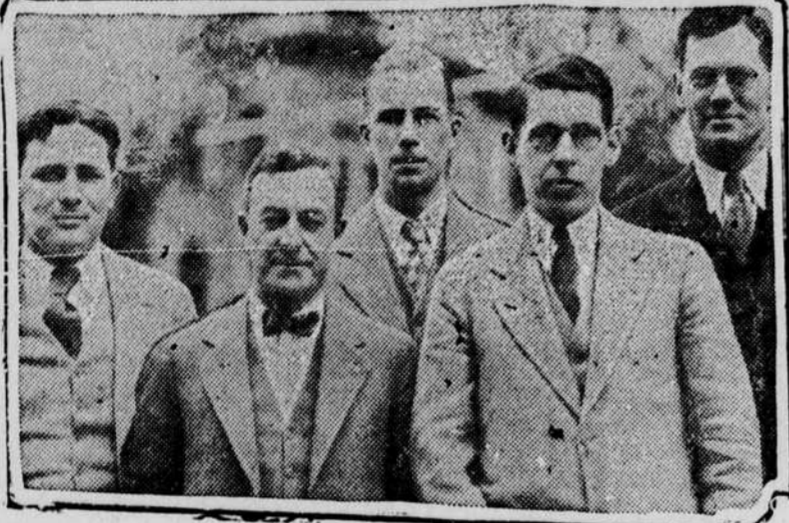
"Extension of the air mail route from Pasco to Portland will mean much to the Port of Portland, as well as the entire state. From this point feeder lines should rapidly be extended to other parts of the state, through the use of smaller and more inexpensive types of planes.

"At the annual chamber of commerce school held in Eugene during spring vacation aviation was the outstanding topic brought up. Experts such as George Carty Miller, superintendent of the airways extension service of the department of commerce, Seeley Hall, northwestern governor of the National Executive association, and others, stressed the growing importance of this great industry. They pointed to the need of adequate airports all over the state, and told of the possibilities of expansion of mail and passenger service.

Portland Shipping Center

"Portland is coming more and more to be regarded as shipping center for vessels, and this should be extended to include plane transportation just as rapidly as possible."

University's Plans Move Forward For Air Courses



Top—the five-ship hangar where university students will get their instruction in actual flying. Below—the aviation committee which formulated the new course. Left to right are George Godfrey, publicity director; Warren D. Smith, head of the geology department; Leonard Delano, head of student aeronautics club; C. H. Hicks, mathematics professor and aviation advisor; David E. Faville, head of the school of business administration, under which the courses are given.

Aviation School of Eugene Lends Aid to Oregon In Project to Further Aeronautics Study

Aviation is making great strides on the Pacific coast and is progressing so rapidly that officials of the University of Oregon now consider it not only worthy of academic attention, but believe that there is now a field for men definitely trained in both university and flying school. Convinced of this, President Arnold Bennett Hall has sanctioned a complete curricula designed especially for the young man who wishes to follow some branch of aeronautics as his life work.

In cooperation with Hobi Airways flying school, located in Eugene, three distinct types of training are now available for the prospective leader in this field. The first consists principally of the regular flying course given at the air school, plus evening courses in academic subjects at the university. This is designed principally for the man of limited capital, who must work all or part-time to support himself. The second consists of a two year course in the university plus the regular flying course, at the end of which the student may obtain a certificate from the university, and the regular four year university course, plus actual flying instruction in the last year, for which the student receives a bachelor's degree.

Committee Appointed
A special committee appointed by the university president spent several months in study on the new curricula before submitting their findings to the faculty for approval. It was found that practically all the courses needed by students in this field were already given in the university, and these were combined into units placed as a division of the school of business administration. The years of study for the second and third groups as mentioned above will be approximately as follows:

First year: constructive accounting, three terms; geography, three terms; physical education, three terms, and military science, three terms.

Second year: elements of business administration, three terms; general physics, three terms; principles of economics, three terms; commercial aviation, lecture course, one term; practical astronomy, one term; meteorology, one term; physical education, three terms; military science, three terms. If student elects to take two year course, he will be granted certificate of graduation from lower division of university.

Practical flying at local field school will be taken during last year.

Third year: production management, one term; manufacturing, two terms; personnel management, one term; traffic management, one term; advanced general physics, three terms; electrical measurements, three terms; photography, one term; thermodynamics, three terms; strength of materials, two terms; analytical mechanics, three terms; hydraulics, one term; hydrodynamics, two terms.

Fourth year: advanced analytical mechanics, three terms; differential and integral calculus, three terms; higher algebra, one term; differential equations, two terms; advanced calculus, one term; applied mathematics, one term; differential equations of mathematical physics, three terms; international law, one term. The courses described above are designed not only to fit students to become aviators, but to train them for responsible positions with manufacturers, as traffic managers, and as research workers. For those who wish to go into the pure aeronautical research field may continue with work after graduation.

The first students under this new plan will be enrolled next fall, and already considerable interest is being shown in the project. Leaders in aviation on the coast have offered to cooperate in every way, and while changes may be made in the curricula from time to time as conditions warrant, it is believed that the university has a firm basis for continued work in this direction.

The Hobi Airways flying school is regarded as one of the best on the coast. It is located at the municipal flying field here, acknowledged as one of the best to be found in the west. The school has for its instructional staff two expert pilots, Major G. E. Eckerson and C. E. McLeod, a skilled mechanic, Phil Oberg, and is headed by H. H. Hobi, an aggressive business man as well as a competent, college trained educator.

Will Draw Up Course

The university committee which drew up the course of study consists of Dr. Warren D. Smith, head of the department of geology; David Faville, dean of the school of business administration; C. H. Hicks, professor of mathematics, and an authority in aeronautical research, and George H. Godfrey, head of the bureau of public relations. Professor Hicks has been named technical

adviser for students who enroll in aviation.

Cooperating with the university and the Hobi school is a committee composed of leaders in aviation and others interested in this field. They are E. C. Simmons, Eugene, pioneer in aviation in Oregon; W. S. Boeing, Seattle; E. W. Wells, in charge of the U. S. Weather bureau station, Portland; F. M. Wright, publisher of "Pacific Airport News" magazine; George Love, president of Aircraft Builders, Inc.; H. H. Hobi; C. O. Hall, manager, Medford airport; and Leonard Delano, president of the university aero club.

Establishment of the courses was made possible largely through the encouragement given by President Hall, who not only believes firmly that the field of aviation is just opening up, but is an enthusiast over flying as well. He has made frequent flights, and recently went aloft with Major Eckerson for the express purpose of making a survey of the university campus from the air. Other university officials who have flown at the local airport include Vice-president Burt Brown Barker, and Karl W. Othank, executive secretary. All are convinced that aviation is now well out of the experimental stage, and is safe and practical.

15 Entries Received For Relay Carnival

Two more schools, Lincoln high of Portland and St. Helens, have entered the third annual Oregon state high school relay carnival sponsored by the University of Oregon. This brings the number of entrants to 15 for the meet which will be run off here April 27.

Virgil D. Earl, director of athletics and who has general supervision of the relay carnival, predicts one of the most successful meets held. The other schools which have entered are Mill City, Bend, Myrtle Point, Corvallis, Eugene, Hood River. The Portland entrants are Hill Military academy, Benson Tech, Commerce, Grant, Jefferson, Washington, and Roosevelt.

W. S. C. Will Install Scholastic Honorary

WASHINGTON STATE COLLEGE, Pullman. — Chief Justice Mark A. Fullerton of the Washington supreme court and Dr. Harold St. John, associate professor of botany at Washington State college have been elected honorary members of the Washington Gamma chapter of Phi Beta Kappa, which will be installed here Saturday.

Howard Edits 'Vista'

Clinton N. Howard, '25, has recently become editor of "Vista," a magazine published by a system of hotels operating in Washington, D. C. While in the university Howard worked for two years on the Emerald staff. He was Rhodes scholar from Oregon in 1925 and upon completion of his course at Oxford in England returned to the United States last summer.

Hodge Gets Year Leave for Study In Italy, Africa

Geologist Will Spend His Time Comparing 3 Continents

Vesuvius Resembles Hood, Professor Claims

An extensive trip will be made this summer and fall by Dr. Edwin T. Hodge, professor of economic geology, for the purpose of studying the geology of certain parts of north and central Africa and Italy, which are closely similar to that of Oregon. These regions have been studied in detail by eminent scientists, and Dr. Hodge hopes by making comparisons between them and Oregon, which he has surveyed thoroughly, to arrive at definite conclusions as to the major part of the Oregon man's work will be done in the famous Rift valley of Northern Africa, whose geology is of the same volcanic character as that of this state, although in an earlier stage.

In Italy, Dr. Hodge will study the volcanoes which resemble many of the mountains of Oregon, which are now, of course, extinct. Especially, Dr. Hodge pointed out, is the resemblance to be noted between the geology of Mt. Hood and Mt. Vesuvius.

Through these comparisons of Oregon's geology with that of like sections already thoroughly known and studied, Dr. Hodge expects to be able to offer practical suggestions in the solution of mining problems and other such economic puzzles of the state.

A year's leave of absence from the university has been granted Dr. Hodge, who will make this investigation entirely on his own resources. At the time he is in these remote sections, Mrs. Hodge, who is well-known for her sculpturing, will study art in various European countries.

Maybe He Works but That Puts It Mild

TOPEKA, Kans. — (IP) — Fred Clark, Meriden boy, really works his way through Washburn college. Fred gets up at 4 o'clock every morning, milks 12 cows, feeds the hogs, cattle and horses, does the chores, and at 6:30 changes from overalls into his school clothes. He then drives a truck load of milk 18 miles to a creamery in North Topeka. Leaving the truck there, he takes a street car to Washburn college, where he arrives in time for an 8 o'clock class. At

12:30 when he is through-college for the day, Clark returns to North Topeka, drives the truck to Meriden, dons his farm clothes and works in the field until 6 o'clock, then does chores until 9, studies until 10, and then hops into bed, ready to start at 4 the next morning.

Mussolini's School To Teach Foreigners

ROME, Italy. — (IP) — Probably the first university especially for foreigners will become a fact here in the near future, it has been made known by Premier Mussolini.

The institution, which is a part of a program for spreading information throughout the world about Italy and her nationalism, will be opened at Perugia, Italy, some time in June, and its term will extend until September 30.

Elementary knowledge of Italian, except in the beginning language courses, is to be the only requirement for entrance, since the lectures and classes will be conducted in that language.

Hockey Practice Slate Begins Next Monday

A permanent schedule for hockey practice to take effect next Monday was announced yesterday by Ruth Burcham, head of that sport. Practice will be held every afternoon under the direction of Louise Hodges, instructor in physical education. Sophomores and seniors will work out on Monday, Wednesday, and Friday afternoons; and freshmen and juniors on Tuesdays, Wednesdays, and Thursdays. Three practices will be required each week of those who aspire to make an intramural team. Fundamentals of the game will be taught, eliminating necessity for previous experience.

Tennis Drawings for Intramurals Made

Drawings for the intramural doubles tennis tournament were made yesterday from a list of 20 teams, 17 from fraternities, two from halls, and one independent. Play will start in the first round Monday afternoon.

Pairings for the first round: Chi Psi-Phi Sigma Kappa; Sigma Phi Epsilon-Alpha Tau Omega; Theta Chi-Alpha Upsilon; Phi Kappa Psi-Delta Tau Delta; Sigma Pi Tau-Alpha hall; Sigma Alpha Epsilon-Independent; Kappa Sigma-Sigma Nu; Zeta hall-Phi Gamma Delta; Bachelor-Delta Beta Theta Pi; Phi Delta Theta-Alpha Beta Chi.

Handball Tryouts For Seattle Meet Will Start Soon

Sports Carnival to Pick Champions in Many Coast Sports

An elimination tournament to decide the two men to represent Oregon in handball at the sports carnival in Seattle April 19 and 20 will get under way early next week. Seven players have been signed up to fight it out by Scotty Milligan, who is in charge of the tournament, and there is a possibility that one or two others will enter.

The two men selected will play both doubles and singles at Seattle. As the court at the carnival will be larger than the regular courts here, the room in the west side of the men's gymnasium will be used for practice and tournament play to accustom the men to larger courts.

Those who have definitely entered the tournament are: Dave Bauman, Kramer Demel, Wilford Long, Henry Neer, Schneider, Harvey Benson, and Lawrence Wagner.

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