

FD Favors—

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and at least double that number of plant executives.

Everywhere he went, Mr. Roosevelt saw action. He saw green troops in the first days of their training, and hardened troops just about ready for an expedition to the battle zone.

He saw the most minute facets of military training, even sampling three times the food the neophyte soldiers were eating. He learned how the army schools its men for the multitude of duties they must perform, several times watching combat problems employing real ammunition.

He saw bomber and fighter planes on the assembly lines and in the air and a clattering factory rolling out 30 caliber ammunition by the carload.

News stories on the early part of his trip were released midway of his travels. He went "off the record" again after parting with Mexico's president at Corpus Christi, Texas, April 21.

This was his itinerary from Corpus Christi on:

April 22. Spent the day in seclusion with members of his family at the ranch of his son, Elliott, a colonel with the army air forces in north Africa.

April 23. Travelled northwestward across Texas, through a corner of New Mexico and into Colorado.

April 24. Visited Camp Carson, near Colorado Springs, Colo., and viewed graphic demonstrations of a water-crossing, of infantry battling tanks, and of the massed firing of 60 deafening field howitzers. Inspected, at Denver, a plant where the Remington arms company makes ammunition; Lowry field, which trains air force technicians, and Fitzsimons general hospital.

April 25. Attended Easter Sunday services at Fort Riley, Kas., where he was in the exact geographical center of the United States for the first time.

April 26. Saw a Martin bomber plant at Omaha turning out B-26 Marauders and testing them in flight.

April 27. Stopped at Jefferson Barracks, Mo., the oldest military

post west of the Mississippi for a mass review by 15,000 troops who had been in service a maximum of 28 days.

Watched workers at a Republic fighter plane factory at Evansville, Ind., building P-47 Thunderbolts, and demonstrations of how they fire and how they fly.

April 28. Saw the army show off the tremendous offensive power of an armored division, with tanks, artillery, planes and infantrymen using live ammunition.

The deepest impression which Mr. Roosevelt brought back to Washington was one of a vast improvement in the armed forces, since he made a similar tour last September, accompanied by an encouraging acceleration in the production of the munitions they need on the combat fronts.

As on that former trip, he returned critical of Washington. He said he had found that the country as a whole had a better perspective on the war and a better sense of proportion than the national capital.

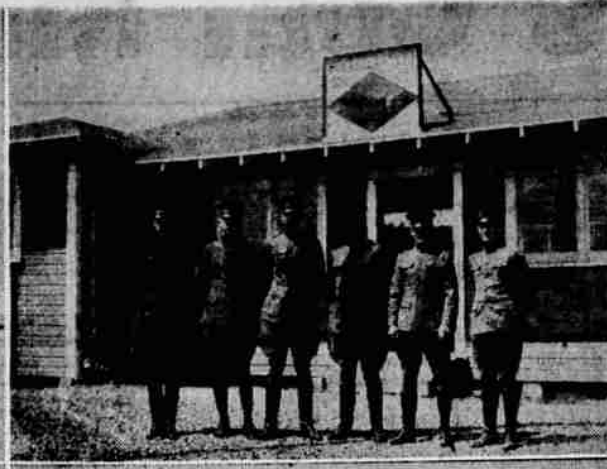
RAF Bombers Raid Wilhelmshaven Base

LONDON, April 28.—(AP)—RAF bombers attacked the German naval base of Wilhelmshaven last night and also carried out unprecedented mining operations in Baltic waters, it was announced today.

Twenty-three bombers were reported missing from the missions, which marked the resumption of large-scale raids on the continent after a one-night lull.

Wilhelmshaven was last attacked on March 22, when United States airmen carried out a daylight raid on the base.

A dispatch from Folkestone said that big formations of high-flying bombers, which may have been United States craft, streamed across the channel this morning in the direction of Abbeville and Boulogne, in northern France, indicating a resumption of round-the-clock pounding of the continent.



IMMEDIATELY after World War I, came the first real boom in Eugene aviation. The city bought the tract now known as "the old airport" (closed to fliers now and leased to Vocational School). For some years it was rated the best field between San Francisco and Seattle. In 1919, 1920 and 1921, Eugene became headquarters for the 91st Aero Squadron assigned to forest patrol duty under then Col. Henry H. ("Hap") Arnold, now a four-star general and chief of all American Air Force. Upper left you see the tent "shops" on the Eugene field; upper right the officers of the squadron under Capt. Smith. They were left to right Lowell Smith, Kiel, Batten, Rinehart, Maxwell, French. Middle left is a minor crashup; middle right one of the first primitive camera planes in the army. Lower left are three of the officers, Lts. Batten, Kiel and Webb (Webb was killed in a crash in the mountains) in consultation; center, Lt. Carlisle Rideout (now a colonel) takes a nap at Mr. Sweet's home; right, formation for a squadron inspection on the old Eugene field.

United Airlines To Interview Stewardess Candidates Here

Here's news for Eugene girls who aspire to interesting careers. Chief Stewardess Vera Smith of United Air Lines will interview stewardess candidates at the Eugene hotel Saturday at 10:30 a. m., and is hoping to find several Eugene girls for stewardess positions opening this year.

But wait just a minute, girls—There's no use applying unless you can fulfill certain requirements, said Miss Smith.

First requirement is that the applicant must have two or more years of college. Next, the applicants must be between the ages of 21 and 25.

Height qualification is five feet, two inches to five feet, five inches



VERA SMITH, chief stewardess of United Air Lines, will interview stewardess candidates at the Eugene hotel Saturday at 10:30 a. m.

tall. Weight must be below 120 pounds, which explains why so many of the stewardesses go in for strenuous sports such as skiing, golf, tennis, riding, badminton and swimming.

One of the most important qualifications is that the girls must have pleasing personalities and be attractive. That doesn't mean they have to be beauties, but they must be attractive and have perfect health and perfect vision without glasses.

All types of persons are flying a stewardess must be sufficiently versatile to deal with every one of them, from infants to octogenarians, from housewives to professional women, from business men to the boys in the service who are flying home on a furlough.

Duties of a stewardess are numerous and interesting. First of all she serves as a sky conductorette, handling ticketing duties and being in charge of the 21 passengers in the cabins of the big Mainliners.

She serves full course meals aloft, supplies chewing gum and magazines to the passengers, answers question about the airplane and its operation, explains points of interest along the route to new passengers, fills in as a fourth hand in a bridge game if the occasion demands, and even turns up with a baby kit complete with everything—from baby food to diapers and a rattle if there's an infant on board.

The girls employed as stewardesses are trained for a month in Chicago at company expense, and their training includes first aid. Because of the war-time need for nurses in military services, United has started hiring coeds instead of nurses.

And how do the sky girls like it? "You just couldn't interest me in a job on the ground," said

Stewardess Marg Scroggie of Eugene. "Our work is fascinating and always new, and we meet so many interesting people."

"When you fly three miles a minute you really feel like you are getting someplace. We travel about 200,000 miles a year, and our assignments are so varied that we fly to most of the principal cities all over the West. Then during peace times we get vacation passes which enable us to fly to New York, Los Angeles or any place on United's routes."

"Air travelers are most appreciative of one's efforts to give good service. Back to the ground again? Not for me!"

Airport—

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on the Fourth of July following the Hoagland landing, and they induced the city to buy the land for what is now called "the old airport."

Then history began to be made rapidly in aviation and Eugene for some years was much in the national headlines because the old field (believe it or not) was rated one of the best on the Coast.

In 1919, 1920 and 1921, came the army forest patrol days, that the record-making round-the-world Army flight on 1924 was "dressed up" by Captain Lowell Smith and some of his companions. It took a lot of argument and pleading those days to get War Department consent.

Officially, the records will show Seattle as the starting point of this "round-the-world" flight but to the fliers who made it Eugene was "the home base," and it was here they gave their ships their final tuning up and overhaul for the big job ahead, meantime renewing their acquaintance with old friends here.

That, however, is another story which will be related in more detail tomorrow.

Army, Airline Men—

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the United States army engineers, under whose direction the Eugene airport was built, also will be here with several members of his staff.

Homer J. Merchant of San Francisco, western sales manager of United and veteran of more than 15 years in air transportation, is another company executive who will be here. Merchant formerly was district traffic manager for United in Portland, and is well known to air travelers all over the west.

Adding glamour and charm to the occasion will be the presence of Chief Stewardess Vera Smith, and Stewardess Marg Scroggie, an ex-Eugene girl. Miss Scroggie is daughter of Mr. and Mrs. James

M. Scroggie of Eugene, and arriver here Wednesday to find her father had just returned from Alaska where he has been working with the U. S. navy engineers.

A graduate of University high school, Miss Scroggie attended University of Oregon and later took her nurse's training at Emanuel hospital in Portland. She joined United Air Lines in July, 1941, and has flown about 350,000 miles. Based in Portland, she flies between Vancouver, B. C., and Los Angeles on United's coast route, and as far east as Cheyenne and Denver on the company's coast-to-coast route.

Station Manager C. A. Eberhardt announced today the schedule of fares from Eugene. The fare to San Francisco will be \$28.13; to Los Angeles \$47.98; to Chicago \$106.05; to New York \$151; to Portland \$7.05, and to Seattle \$15.87. In addition there is a 10 per cent federal transportation tax.

Eberhardt said there would be sweeping reductions in these rates June 1 if the civil aeronautics board approves a schedule of lower rates which was submitted voluntarily by United Air Lines.

Citizens desiring transportation to the airport for the opening ceremonies will be picked up by a caravan of volunteer car drivers Saturday at 2:30 p. m., at the Standard station at Broadway and Pearl, it was announced by W. B. Gard, chairman of the chamber of commerce transportation committee for the opening.

Additional cars are needed to take Eugeneans to the dedication, the chamber said.

Meatless—

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man of the food and clothing panel, told the group that OPA's only function is to limit in all possible fairness the amounts of footstuffs sold to each restaurant. Quotas are based on last December's business, and failure of many firms to provide adequate records of business during that month has led to some inequality of allotments, it was reported.

The OPA leaders also pointed out that decisions regarding meatless menus, alternate closings one day each week, and other plans to alleviate food shortage troubles, must not be decided by OPA but by the restaurant owners themselves. They will meet again in May.

The rationing board reminds all firms which serve meals to transients that prices are frozen as of the week, April 4-10, 1943. The board requires eating places to file prices on their regular menu and their daily menu. Deadline is Friday, April 30.

Presentation Of Colors On Friday

Slated for Friday evening is the ceremony for presentation of colors to the Junior Marines, the program to be at 8 o'clock, armory. Attendance at the ceremony is by invitation, arrangements having been made for parents and friends to attend.

University Student Officers Installed

For the first time since the first world war a woman heads student government at the University of Oregon. Nancy Ames, Portland, was installed as president of the Associated Students of the University of Oregon for 1943-44 at an assembly Thursday morning. Robert S. Farrell, secretary of state, addressed the new officers and the student body briefly, and 29 sophomore women were pledged to Phi Theta Upsilon, junior women's service honorary.

Secretary Farrell administered oath of office to Miss Ames and to Oglesby Young, Portland, first vice-president; Jean Page, Gresham, second vice-president; Martha Jane Switzer, Eugene, secretary;

treasurer, and six class representatives on the executive governing body of the Students.

Gleemen Broadcast Given On Tuesday

The Eugene Gleemen spread their fame along the coast Tuesday evening when broadcast over the KJZZ network. A half-hour program was given, the broadcast made from the Eugene club. The program started at 8 o'clock and was given over the air. No commercials were being broadcast from the local radio station, and the Eugene chamber of commerce. Many Eugeneans to hear their "favorite"

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