

Science Meeting To Open Saturday

Meeting at the University of Oregon for the first time, the ninth annual Student Science conference will officially open Saturday morning at 10 o'clock with an address of welcome from Dr. James H. Gilbert, dean of the college of liberal arts. Dr. Warren D. Smith, head of the geology and geography department, will then speak on "Life in the Tropics," also in room 207 Chapman hall, telling of his experienced living in the Philippines.

Kathryn Yount, Hillsboro, university senior, will present a paper on psychology, "Minnesota Clerical Tests," at 11:30. A luncheon at the Anchorage for students participating will take place from 12:15 to 1:15 p. m.

During the afternoon session, 17 papers on the biological sciences will be read in room 105 Deady hall, 14 papers on chemistry will be read in 105 McClure, and 8 on physics will be read in 104 Deady. Biological topics will include: "Cancer—A Brief Survey," Norman Goss, Linfield college; "Natural History of the Roosevelt Elk," William Graf, Oregon State college; "The Thyroid Trends of Recent Investigations," Mary Louise Lyons, Linfield, and "Indian Mounds of Yamhill County," Arnold Shottwell, Linfield.

Chemistry papers will include: "Detection of Mercury in Ores," Sam Young, Oregon State, also three papers on war gases by Raymond Olson, Shannon Thornton, and Chester Stipe, all of Oregon State college. Don Hunter, University of Oregon, will show an exhibit with his paper, "Fluorescence and Phosphorescence," in the physics group.

All sessions of the conference will be open to the public.

'Story'—

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the morning and they said, "Hell, just leave it set."

Meantime, he gave everyone to understand, thousands of pounds of hard-to-get meat, which the government owned and had shipped to Portland from Chicago, was spoiling in the backs of the two trucks, because the government had made a stupid ruling which kept them in Eugene, and the seals on the back doors of the trucks could not be broken except by order from San Francisco or

Washington, D. C. so the meat couldn't even be re-iced, but must rot unless action was taken immediately.

"We even phoned Mayo, head of the teamsters union, AFL in Salem, and he couldn't do nothing either," said this character.

The next morning, a careful check on the story met with blank amazement from the sheriff, who was supposed to have engaged the rooms for these two men; from the union hall, which was supposed to have advised the drivers to "let the trucks set"; from the meat store owner, whom the driver said had offered to buy the meat from the phantom trucks; and from Marvin Mayo, who was in Medford, not Salem, and who had never been contacted.

None of the "official sources" which the driver had quoted so glibly and whose mention had lent such credence and authority to his story, knew anything about the trucks, the drivers, or the alleged ICC ruling.

A check at the auto court which he had mentioned, revealed the identity of the man and the fact that he had been there for days. The sheriff and the union head from Eugene questioned him and he denied having told most of the story but promised to show up at the union hall that afternoon to confront the people who had heard him the night before. He never came.

In fact, he left the auto court as soon as the sheriff and union man had gone. Just packed up and disappeared. Investigation around town revealed that he had told his story at other places. He was identified by cab drivers and beer parlor proprietors.

Everywhere, people had listened. Everywhere people wondered what on earth the government and the unions were thinking of to allow all that spoilage.

Local officials were at a loss to say whether or not the man was an axis agent or just an inveterate liar. They pointed out that whichever he is, the incident provides a warning for everyone to take such stories with a pound of salt, especially in wartime.

Union officials said they intended to run the story-teller down and were checking the possibility that he had moved to another town.

Sheriff Crowe's statement on the matter left nothing more to be said. Said the sheriff, "That fellow would have had plenty of meat if he'd killed his own bull."

STILWELL, FDR CONFER

WASHINGTON, April 30.—(AP)—Lieut. Gen. Joseph W. Stilwell, commanding United States army forces in the China-Burma-India war theater, spent more than half an hour with President Roosevelt today at the White House.

United Air—

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assistant to the president of United Air Lines, who will officially represent the company here.

Also aboard the 12-ton, silver-bellied Mainliner will be first flight airmail from numerous cities, and first flight air express packages.

The ceremonies will move rapidly in keeping with the fast tempo of air transportation. First flight air mail letters bearing a special cachet will be loaded, along with first flight air express and passengers.

Mrs. Elisha Large, wife of the mayor, will break a champagne bottle on the big ship and officially christen it the "City of Eugene." And in just a few minutes the huge craft will wing northward and vanish on the horizon like a sylphlike fairy who has just made a wish come true.

Just a short while later the first southbound flight will arrive at 4:51 p. m. from Seattle and Portland with more first flight mail and express, and will depart with the first southbound mail, express and passengers.

Army Men To Visit

In salute to the occasion Major William C. Evans, public relations officer of the Portland air base will fly here in an army plane with Captain Elmer F. Sanson, Captain C. L. Carter, transportation officer of Camp Adair also will be here, along with numerous officials of the U. S. Army Engineers.

W. R. Thigpen, district traffic manager of United Air Lines who has handled arrangements for the opening in cooperation with the Eugene chamber of commerce, said Paul Morris, regional director of the Civil Aeronautics Administration, and Richard Puckey and Layne Wilcox of the CAA will be here for the opening of the airport which was built under their direction.

Arthur Willoughby, western supervisor of air mail service for the post office; M. George Lickteig, western manager of the air division of the Railway Express Agency; William Martindale of Los Angeles, public relations director of the Railway Express Agency; Ernest Haller of Seattle, commercial officer of the Railway Express Agency; Mayor C. A. Meeker of Medford and Mayor I. M. Doughton of Salem are other dignitaries whose presence at the opening ceremonies was announced today.

K. L. Springer, western superintendent of stations for United Air Lines; Richard Derr, supervisor of passenger service for United at Portland and E. S. Maroney, Portland station manager for United, all arrived today.

"United Air Lines' first job is to do everything possible to help win the war, and vacation and



MANY EFFORTS were made to stimulate interest in aviation and get a modern airport for Eugene. This picture (about 1931) shows Herman Hohl, Dorothy Hester, and Tex Rankin, leaders of a big air show. Miss Hester was famous as the first woman pilot to do "outside loops."



EVERY type of ship has been seen on the old Eugene airport at one time or another—except the new huge transports, bombers, and freighters. Here is one of the first helicopters to visit the West Coast (about 1929).



NOT ONLY Lindbergh but many other fliers were using this type of "Spirit of St. Louis" ship in 1927. This craft was brought to Eugene by a Klamath Falls flier. On the return trip he carried Mrs. Mahlon Sweet as passenger, ran out of gas over Crater lake, managed to coast down to Klamath reservation at the head of the lake in a dead stick maneuver, borrowed gas from the Indians and went on.

pleasure travel must wait," said Thigpen.

"A large percentage of air travel is without priority, but practically all of it is connected directly or indirectly with furthering the war effort. I know that people of this territory will understand our problem and not be impatient when they are unable to obtain desired travel space.

"United has diverted a large number of its planes to contract cargo flying on a global basis for the U. S. army air transport command. But with our reduced fleet we are operating at maximum efficiency and flying more mail, express and passengers than we did with nearly twice as many planes before the war started."

Station Manager C. A. "Bert" Eberhardt, who will be the busiest man on the airport tomorrow, said in the post-war period Eugene will be within 48 hours' travel time of the most distant points on the globe.

Stenographers and store clerks on their two weeks' vacations will be able to fly around the world, and have more than half of their time for seeing sights on the ground.

Aviation authorities predict that present air travel rates of slightly more than five cents a mile will be as low as three and a half or four cents a mile within a couple of years after the war, as bigger and more efficient planes go into commercial service.

Local Youths Jailed In Car Theft Probe

Two Eugene youths are in the county jail, and a 17 year-old is out on bail, following the arrest of all three by city police on charge of taking and using a car without permission of the owner.

In jail are Preston Zimmerman, 18, of 146 Twelfth avenue east, and Clarence Kocks, 18, of 1891 Harris.

Police said that the three had admitted taking the car of Don McMullen, 574 Fourteenth avenue east, late Tuesday night or early Wednesday and returning it the next morning. They also handed over to police the following articles missing from the car: hydraulic car jack, an inner tube, glasses, knapsack, and canned cocoa.

The boys also surrendered a .22 rifle, and some shells which had been reported stolen April 17 at the Wintergarden from a Sgt. Ulrich of Camp Adair.

Police traced the car theft through an identification bearing the name of Preston Zimmerman, which was found in the car on recovery, the department announced.

If you can't pay a little out, how can we the axis rout? Buy a War Bond today!

Flight—

(CONTINUED FROM PAGE 1)

was watching me, and when I got done he reached down and took the screwdriver out of my hand. He said: "That's a pretty handy little tool; I'll just take it along."

It took 175 days to make that first flight around the world, although only 14 days and 15 hours actual flying time. On the last leg, the fliers stopped again in Eugene. Mr. Sweet was on hand, as usual, with Earl Simmons and the rest of the Eugene "gang" to greet them. Eric Nelson climbed out of his cockpit and headed for Mr. Sweet.

"Brought you a screwdriver back," said Nelson.

Not another word.

The leader of the round-the-world flight was Captain Lowell Smith, now a colonel. Others were The pilots of the round-the-world flight were Capt. Lowell Smith, Lt. Eric Nelson, Leigh Wade, Ogden, Harding and Reinhardt. Indicating the popularity of the fliers in Eugene, old timers recall that the McDonald theater, then under construction, was called the Lowell theater for a time in honor of Capt. Lowell Smith. The Lowell apartments in the same block still has his name.

After this big event, Eugene began to disappear from aviation headlines and datelines—because aviation was moving on, and Eugene wasn't keeping up. The old airport began to be too small and too hazardous for the big fast ships which were being created.

When Pacific Air Transport (parent of United Air Lines) was organized in the late twenties, Eugene was only an emergency stop, although in bad weather its ships were settling down here almost constantly and Mr. and Mrs. Sweet kept up their personal acquaintance with the fliers.

It will be recalled that in 1927, when Lindbergh made his tour of the country following his flight to Paris, he flew low and stunted over the city with his "Spirit of St. Louis" but he did not land.

Eugene was slipping from the air map. There were occasional barnstorming shows, but the attention of the community drifted to other things, leaving aviation pretty much to Mahlon and to "crazy kids."

Some of the interesting events of that period of "doldrums" will be related in Saturday's paper.

Put your dollars in the fight, And you'll sleep so well at night—Buy a War Bond today!

U. S. Recalls Consul From Martinique

WASHINGTON, April 30.—(AP)—The United States has recalled its consul general from Martinique and abrogated all agreements with Admiral Georges Robert, French high commissioner in the Caribbean.

Secretary of State Hull announced today that in a note handed to Robert before the departure of the consul general the United States would have to consider him a tool of the Hitler regime which has enslaved the French homeland.

The language of the note, strong though it was, leaves Robert with a chance of reconsidering his attitude and coming in on the side of the United Nations as French Guiana, formerly under his control in the Caribbean, has done.

Only Martinique and the less important island of Guadeloupe are now under Admiral Robert, who recently told the Associated Press that he still felt bound to France, having been appointed by the republic before it fell.

Coal Strike—

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ed that the miners proceed through WLB channels. Lewis charged that the WLB, bound by the Little Steel wage ceiling formula, could not decide the dispute "upon the basis of equity and justice."

In addition to the possibility that all 450,000 soft coal miners would quit work at the expiration of a 30-day contract extension, there was the threat that 80,000 Pennsylvania anthracite miners also would stop production. The hard coal miners' contract expires at midnight tonight and negotiations for a new contract are deadlocked.

Both the soft and hard coal miners have been demanding a \$2-a-day wage increase. Sen. Claude Pepper, D., Fla., accused Lewis of leading a rebellion against the government in a personal quest for power.

John L. Lewis has not only opposed the government, he has defied it," he said. "In time of war he is leading a rebellion, not so much to gain advantage for the miners as to gain power for John L. Lewis. It is up to the president to show the nation that we are not going to have any dictators. It was assumed that troops would be sent to protect mine management and those miners who choose to work. Labor and government circles still relied on the president's popularity in the mine-producing areas and the urgent wartime need for coal to

get the strikers back to work. There still was no hint from the mine areas how the miners will react if Lewis stands his ground. In the Pittsburgh area, where the series of "wildcat" strikes started, local union officials said they would have to have Lewis' approval to work without a contract.

11 Eugene Students In Phi Beta Kappa

Eugene led all other towns in the state in the number of Phi Beta Kappa pledges selected Friday by the national honorary scholastic fraternity with 11 students chosen out of a total of 28. New members will be initiated at a special ceremony May 15.

At the top of the Phi Beta Kappa list is Francis King, Ashland, sociology. Eugene selectees are Mary Elizabeth Earl, English; Paul Callahan, classics; Ethel S. Barger, business administration; Clara Hering, general science; Armin H. Gropp, chemistry; Abbie Jane White, romance languages; Jeanne Parker, romance languages; William Maltman, business administration; Ella Anita Simmons, economics; Mildred Wilson, journalism; Leone LaDuke, music.

Students chosen from towns are Clinton Palmer, administration; Mary T. English, Paul L. Lee, biology; Arthur Bert, school; Frances Monte, administration—all of Portland. Mary Alderson, Indiana, physical education; Lisa Osanic, Milwaukee, business administration; Dora Jane Marshfield, economist; Nelson, Salem, political science; Kathryn Yount, Hillsboro, psychology; Helen Moore, Falls, business administration; Tyra T. Hutchens, Newberg, school; and Hugh MacFalls, Mont., business administration.

The prize of \$25 worth of awards annually by the Phi Beta Kappa to the highest ranking student was voted to Kathryn Anderson, Eugene.

Eyes Examined Glasses Made DR. ELLIOTT Optometrist-Optician I.O.O.F. Building 87 East Broadway Eugene

Be Prepared . . . For Oregon's New Motor Law

which requires that any owner or driver of an auto mobile involved in an accident, whether to blame or not, must either have liability insurance or furnish evidence of financial responsibility, or HIS DRIVER'S LICENSE AND CAR REGISTRATION WILL BE SUSPENDED.

Insurance is always easier to obtain before the accident and is cheaper then also.

Rates have been lowered. "A" Card holders—\$10 and 10 limits—\$16.00 in Eugene and vicinity. There is safety in Stock Company insurance. See or phone

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