



Tips Scales In His Favor

WASHINGTON (UP)—If you are not satisfied with mail service, Postmaster General Arthur E. Summerfield has some suggestions for you.

He outlined 10 "basic postal pointers" which he said will improve the safety, speed and sureness of mail delivery.

"The users of the mails can help themselves get better mail service by following these 10 suggestions," Summerfield said.

1. Address mail fully and clearly. Use zone numbers and avoid confusing abbreviations.
2. Put a return address in the upper left hand corner of all letters and packages.
3. Mark letter for hand-stamping when mailing coins or other hard objects.
4. Do not mail cash, use postal money orders or checks.
5. Make sure parcels are well packed and wrapped securely. Enclose a card with the address of the recipient and your return address.
6. Check to be sure your mail has sufficient postage.
7. Always place the stamp in the upper right hand corner.
8. Insure parcels and use registered mail for valuable letters. If proof of delivery is required use certified mail.
9. Mail early and often. Separate mail into local and out-of-town bundles.
10. Be certain your correspondents have your correct address and notify them of any change.

Ramjet Engine Thought to Have Great Future

SAN FRANCISCO (UP)—The "flying stovepipe" may be full of hot air, but it's more than a pipe dream.

In fact, there may be one in your future, if you live long enough. And even if you're getting along in years, you are due to hear a lot more about this new twist on an old aviation tune.

It's called the ramjet engine. Engineers say it's future looks as bright today as that of the piston engine when the Wright brothers first soared into the air in 1903.

The optimistic men who are building and experimenting with the ramjet predict it will drive aircraft at speeds of 1,500 to 1,000 miles per hour someday. And they say it will take man closer to the rim of the earth's atmosphere than any other air-breathing engine can.

The ramjet principle is not new, but for a long time it was despised by jet pioneers. It is only now taking its place in aircraft design.

The simplicity of the ramjet is one of its most attractive features. Like the more familiar turbojet, it drives today's jet aircraft, but the ramjet causes forward motion because of the thrust of exhaust gases.

No Moving Parts. Unlike the turbojet, the ramjet has no moving parts which, engineers say, limit the potential of the turbojet.

The ramjet depends for its push on a highly inflammable mixture of fuel and air. The air enters through the nose of the jet, is compressed as it goes rearward, mixes with fuel and ignites in a burst that rockets the jet forward.

There's one rub and a sixth grader could spot it. What makes the air enter in the first place? It's obvious that the mechanism must be moving to begin the explosive cycle.

So the ramjet can never be used to launch a plane or guided missile, but it can provide the cruising power once the craft is in flight.

"A cruising power plant," the ramjet is called by Roy Marquardt, president of Marquardt Aircraft of Venice, Calif., a pioneer in ramjet production.

Marquardt, who became interested in the ramjet principle while working at Northrop Aircraft in 1932, two years later founded his own company and has spurred government acceptance of the need for experimentation in ramjets.

On Helicopter. Wright Aeronautical and Pratt & Whitney also are doing work with ramjets.

Stanley Heller, the "boy wonder" of the helicopter industry, introduced the ramjet to "coptering" some time ago, and only this year his H-32, an Army helicopter with "copters" on the rotor tips, was approved by the Civil Aeronautics Board.

But Marquardt said the ramjet's future in helicopters is limited due to the low speed of revolution of the rotors. He insisted the ramjet attains its peak of efficiency at very high speeds—Well into the supersonic range.

He believes the best current application of the ramjet is to guided missiles. Chiefly powered by rockets, these missiles have a tremendously high fuel consumption and thus a limited range.

With the relatively economical "taking over" after the missile has been launched by rocket or turbojet, the missile—and someday the airplane—would attain its maximum speed, range and efficiency of operation, Marquardt maintains.



Grinding Human Skin Best Done Now Without Freezing

By DELOS SMITH
United Press Science Editor

NEW YORK (UP)—When grinding human skin, the preferred method now is not to freeze it first.

Dr. Joseph J. Eller, who probably has ground more human skin than anyone else, now usually gives only a local anesthetic and then applies a grinding wheel which revolves at 30,000 revolutions per minute.

Medical science has produced few techniques as satisfying to the persons who can use them. Skin grinding removes the pit-marks of acne and small-pox; it eliminates scars, it even removes tattoos. It is used to be that nothing could be done with a disfigured face. Its owner was marked for life.

Eller has reported in medical journals and at the recent International Congress of Plastic Surgery in Stockholm that he has now just about given up hardening skin with a freezing chemical before grinding. This "firming" of the too-worked surface has been made unnecessary by high-speed grinding.

Freezing of the skin distorts the field of operation," Eller said, but it was necessary with the old, low-speed grinders (12,000 revolutions per minute). Those old grinders were likely to produce such profuse bleeding that the operator found it hard to grind to uniform depths.

Easier Control. With the improved high-speed technique, the operator uses his thumb as a pivot to stretch the skin taut. Then "with very light pressure the area is abraded — a

HEADED FOR JAIL? IZUMO, Japan (UP)—Children with a fondness for black crayons are headed for jail, according to Japanese art teachers.

The teachers said a survey of 7,000 students under 16 revealed the following tendencies. Fondness for black — a tendency to steal, red and green — consciousness, orange and yellow — a longing for love, violet and pink — illness, and brown — thieving habits.

The national plowing contest will be held on the Trossvik Brothers farm near Rothsay, Minn., Sept. 16-17.

thin layer at a time—until the desired depth is reached. The abrasion is done at right angles to the rotation of the stone wheels." Eller added that a protective sleeve which fits over the whirling stone "collects the ground tissues and blood and prevents spattering, gives the operator a clear working field."

"In my experience," he continued, "it has been easier to control the depth of abrasion with the firmer stones or steel fraises than with the steel-wheel brushes. However, one must be careful in placing the grinders lightly on the area to be treated. Steel and stone-burrs can be more easily cleaned and are much more durable."

"I have also used diamond and ruby fraises with satisfactory results. These fraises, like the heat-treated stones, generate very little heat and have the advantage of producing a very smooth and fine grinding."

Eller had reported on his use of the old technique, with 12,000 revolutions per minute, last year. That report involved 200 cases—all quite satisfactory in removing scars.

No Hospitalization. Essentially the new method, which was first advanced by Dr. H. T. Schreus, a German, grinds away scars easier with less bother for the patient.

In one of his medical reports Eller described how he had ground a mass of freckles from the face of an otherwise beautiful girl. For the average case of acne scars, a high-speed abrasion is usually enough. For severe and deeply pitted scars, two and even three planings are needed. They are made five to six months apart.

The patient is not put in a hospital. The grinding is done by the doctor in his own office. After it is done, the ground area is bandaged and the patient must return daily to have the bandages changed until the healing is completed which usually takes five or six days. The new skin has usually formed completely over the ground areas within 14 days—and it's "all visible scar."

It is all very "simple and safe," Eller told his fellow physicians in detailing both the techniques and the required apparatus. He is attending dermatologist at New York City Hospital and executive director of the Pan American Medical Association.

TOO LATE
HARTFORD, Conn. (UP)—A man-made designed to aid legislators in their law-making duties was finally delivered on the last day of the five-month session.

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TONIGHT'S PROGRAM

6:00—Gabriel Heatter	11:00—Quinn for a Day
6:15—Dinner Melodies	11:30—Tonight's Melodies
6:30—Behind the Story	12:10—Today's Classics
6:45—Sam Hays News	12:15—Sports Review
6:55—Don Green News	12:20—Now Time Melodies
7:00—City Editor	
7:10—Behind the News	1:10—Farmer's Hour
7:15—Remember When	1:30—Redmond Digest
7:30—Evening Melodies	1:45—Reality News
7:40—Setting Up Source	2:00—Laramie Time
7:50—Passport to Daydreams	2:10—Head Ministerial Association
8:00—Jazz	2:30—Platter Preview
8:15—Fulton Lewis, Jr.	2:45—Platter Preview
8:30—Off the Record	2:55—Northwest News
8:40—Off the Record	3:00—Central Oregon News
8:50—True Detective Mystery	3:10—Kraft Star Newscast
9:00—Rip-Off	3:20—Motions Time
9:10—Triple B's	3:30—Pop Quiz
9:15—Farmer Reporter	3:40—Popular Demand
9:30—Frank Hemmingsway News	3:45—Frank Hemmingsway News
9:45—Breakfast Gang	3:50—Her's the Answer
10:00—Morning Melodies	4:00—Sam Hays News
10:10—News	4:05—Rat Fiction
10:15—Morning Roundup	4:10—Melody Way
10:20—Cedar's Choice	4:15—Kraft Star Final
10:30—Northwest News	4:20—Gabriel Heatter
10:40—Kraft 6-Star Newscast	4:25—Smash of Our Times
10:50—Haven of Rest	4:30—The Alexander
11:00—The Morning Special	4:35—Don't Shave
11:10—Kraft 6-Star Newscast	4:40—Bob Greene News
11:20—Morning Special	4:45—Foolish Prankster
11:30—The News & The Star	4:50—Dead Garage News
11:40—Top Tune	4:55—Remember When
11:50—Tollie Toot	5:00—Evening Melodies
12:00—Fashion Trends	5:05—Camera Club
12:10—Song of the Day	5:10—Passport to Daydreams
12:20—Like a Woman's World	5:15—Edie Fisher Show
12:30—Man About Town	5:20—Musical Portraits
12:40—Northwest News	5:25—News
12:50—Kraft Star Newscast	5:30—Fulton Lewis Jr.
1:00—Off the Record	5:35—Island Parade
1:05—Off the Record	5:40—Off the Record
1:10—Off the Record	5:45—Off the Record
1:15—Off the Record	5:50—Off the Record
1:20—Off the Record	5:55—Off the Record
1:25—Off the Record	6:00—Off the Record