

SUSAN OF THE WAVES

by ALLEN EPPES

Susan Esterbrook, New York glamour girl, who has known nothing but luxury, feels that she should be doing something worth while in the war effort. When a favorite cousin is killed overseas, she decides to put her life of gaiety behind her and join the Waves. This is a newsworthy news to two young men who want to marry her—Pierre Dupre, a Fighting Frenchman, and Dick Craig, who has a war job in Washington. However, she has no intention of marrying either of them, for she has recently fallen in love with Harvey Rogers, an Army flyer, and has promised to wait for him until the end of the war. After a short leave, he has now gone away. On the day of Susan's departure for a Waves training center, her parents and Pierre accompany her to the station.

CHAPTER XVI
SUSAN'S parents walked with her to the train gate, while Pierre stood in the background, watching.
"Be on the lookout for the things I'm now wearing," Susan said to her mother. "I have to discard them, you know, and I'll express them back."
Her father looked at her. "From chiffon and chinchilla to cotton khaki and overalls is a long, long step, honey."
"So's the step from night clubs to parade grounds and a barracks," said Susan. "But I can take them both!"
"Of course, you can!" said her father. "I'd like to watch you parade and do some drilling. One—two—three—four! One—two—three—four!"
Susan laughed. "And don't forget that one that goes 'Left, left, a good job, and I left.'"
"How can you two joke like that?" Mrs. Esterbrook said, tears in her eyes.
"Better to joke," Mr. Esterbrook retorted, "than to wall."
"Certainly," said Susan. "And as for the parade, think of all the times I've been on parade. Easter Sunday along Fifth Avenue. On my way to cocktail parties on Park Avenue. On my way to first-night on Broadway." She shrugged as if to say, "So what?"
The gateman said, "Last call. Train for Boston and points north!" Susan kissed her mother and father, waved to Pierre, then rushed away.

SHE did not look back as she hurried down the sloping platform to her train. Now that the moment of departure had actually arrived, she felt tears very near the surface. Maybe it would be all right to weep a little. Even Uncle Sam wouldn't begrudge such a little feminine privilege, such as tears.
The red-cap with her luggage found her a seat. She tipped him, and he grinned.
"Is one of them ladies whittin' going to the Wave camp?" he asked.
"Yes. How did you guess it?"
"So many ladies takes this train now," the man replied, "who's on their way to that camp?"
"Any on here now?" Susan wanted to know.
"Oh, yea'm," he said. "There's one already in uniform jest a few seats down."
Susan turned her head. The girl the red-cap indicated was slender, blonde and smart-looking in her trim uniform. Susan thought, looking at her, that there was something strangely familiar about her.

The Future of Air Transport

Babson Says Postwar Outlook Favorable

Washington, D. C. (Sp.)—Anyone who has visited a large modern airport or terminal such as the one here in Washington cannot help but be impressed with the great progress being made in aviation. Planes, airports and terminal facilities are all relatively new and clean. They appeal greatly to the aesthetic senses. The efficiency and the courtesy of all ranks of employees, even when laboring with the difficulties of war-time operations, is impressive. As a result of the war, hundreds of thousands of men and women have been introduced to air transport. Their enthusiasm for this entire industry—still in its childhood—forecasts an expansion which will make the past age of railroading look sick.

Manufacturing Vs. Transport Companies
I had much rather own the stocks of the air transport companies than those of the companies which manufacture airplanes. The basic reason for this is that the air transport companies are primarily distributors and merchandisers of a highly efficient and convenient form of transportation. They are much like the chain store, on which I am also bullish, in that they have no problems concerning fixed charges, production contracts or labor. The air transport companies will be carrying passengers and freight regardless of the ups and downs of the airplane manufacturing companies.

Economic Advantages in Air Transport
The history of transportation shows that from its earliest stages some "roadbed" had to be provided for besides equipment. For example, barges require that canals be dug; railroads require roadbeds and bridges; while automobiles require fine highways. For air travel no such extensive outlays are necessary. The construction of airports and terminals, aside from equipment, is the only "use" expense to which air lines are put. Usually they bear only a portion of this cost. Certainly, after the war, they will secure the use of many fields and terminal facilities without much expense involved.

The airplane has already given us greater speed than any mode of transportation that preceded it. It is our most efficient unit of travel, yet its perfection is still in its infancy. Certainly, in the near future, the convenience, safety, comfort and flexibility of air transport will improve greatly. The fact that planes move in the free medium of the air is a basic economic advantage not often considered. My bet is that air transport will expand far more rapidly than did the railroads and the trams, and that this will be accomplished at far less proportional expense. While the transport stocks have had a steep market rise, there is little question as to their basic soundness and future popularity. Events

are very favorable for the entire air transport industry. I advise hanging on to the stocks of the four largest companies provided one properly diversifies and distributes his investment among these four. These few companies handle 81% of the air transport business. To get a similar large interest and proper diversification in railroad transportation an investor would be obliged to purchase stock in nearly one hundred separate roads.

HISTORICAL SOCIETY SLATES ANNUAL MEET
A program for expanding the services of the Oregon Historical society will be discussed at the society's 46th annual meeting, to be held October 23 at 2 p. m. in the auditorium of the Public Service building in Portland. In addition to the report by the president, Lewis A. McArthur, a report on "Opportunities for the Oregon Historical Society" will be given by Lancaster Pollard, newly appointed superintendent of the society, who has recently completed a tour of many historical societies in the east and middle west. Officers and directors for the ensuing year will be elected at the meeting.

Due to war-time restrictions no annual dinner will be held this year.

Kearny, N. J., Oct. 18—(U.P.)—The destroyers Melvin and McDermut were launched yesterday at the Kearny plant of the Federal Shipbuilding and dry-dock company.

STRANGE AS IT SEEMS by JOHN HIX



Barney Google and Snuffy Smith—Snuffy's Silently Discreet!



Blondie—Taxi Service



Hap Hopper, Washington Correspondent—The Gang Clears Out



L'il Abner—An Added Attraction!



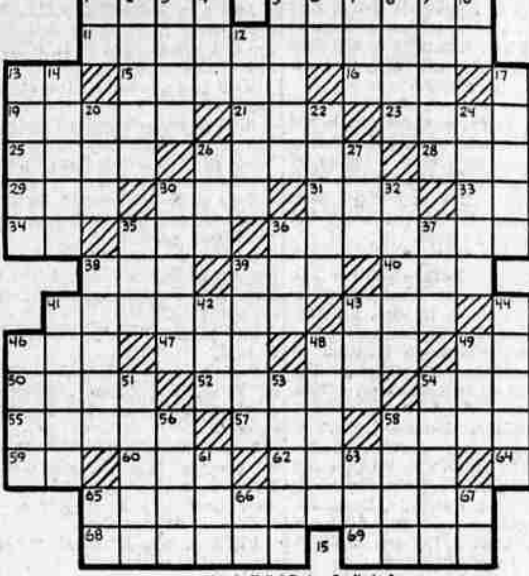
The Nebbes—Post Mortem



Crossword Puzzle

ACROSS
1—Greek letter
2—One soldier
3—United
4—Lucky strike (brand)
5—Vase
6—Month (abbr.)
7—Mad
8—Glacial ridge
9—Dangerous woman
10—Mother of Oester
11—Polish
12—Little drink
13—Hard seed
14—Hindu symbol
15—Plural ending
16—Seed cover
17—City in India
18—Man's nickname
19—Drunkard
20—Poland (abbr.)
21—Barrois
22—Thieves' hideout
23—High school (abbr.)
24—Prestige
25—Prefix: new
26—Spool
27—Child
28—Speed
29—Northwestern state (abbr.)
30—Mountains in Europe
31—Cow's stomach
32—Shakespearean king
33—Fabric used in stockings
34—Child
35—Speed
36—Northwestern state (abbr.)

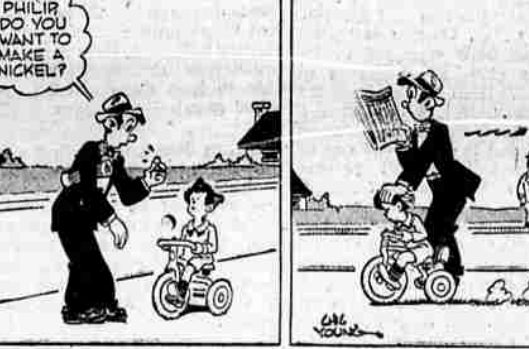
DOWN
1—Symbol for barium
2—Glowing coal
3—Small tile
4—Mail beverage
5—Creator
6—Part of "to be"
7—Sunbeam
8—Roman road
9—Kingdom in Asia
10—Man's nickname
11—Scottish blues
12—Fertile spot in desert
13—Cubist painting
14—Strike
15—Beller
16—Not charged by
17—Religious woman
18—Part of digestive tract
19—Candle
20—Friend (dangle)
21—Genus of cow
22—King Arthur's name
23—Plunderer
24—Pig's nose
25—Dish of greens
26—Over (post.)
27—Mileage city
28—Debauch
29—Farm building
30—Environment
31—Foot-like part
32—Strike
33—Where French met Germans in 1814
34—Caterpillar
35—War
36—One who inherits
37—Fisherman's implement
38—Bait (abbr.)
39—Toward
40—Rupia (abbr.)
41—Plural ending



Barney Google and Snuffy Smith—Snuffy's Silently Discreet!



Blondie—Taxi Service



Hap Hopper, Washington Correspondent—The Gang Clears Out



L'il Abner—An Added Attraction!



The Nebbes—Post Mortem



On the Radio Chains

STATIONS:
Chain station and where they are on the dial:
KALE (NBS) 136, Portland.
KEX (NBS) 136, Portland.
KOA (NBC-Blue & NBS) 510.
Spokane: KGO (NBC-Blue) 1310.
San Francisco: KGW (NBC-Red) 620, Portland; KJR (NBC-Blue) 1000, Seattle; KXN (CBS) 1070.
Los Angeles: KOA (NBC-Red) 850.
Denver: KOIN (CBS) 970.
Portland: KOMO (NBC-Red) 880.
Seattle: KFO (NBC-Red) 580.
San Francisco: KSL (CBS) 1360.
Salt Lake City.

Time Shows in PWT
Monday
5:00 p. m.—Vox Pop, KSL; Terry and the Pirates, KGO, KJR, KEX; H. V. Kaltenborn, KOA; News, KPO, KOMO; Personality Hour, KGW; Uncle Sam, KNX; Heathman Concert, KOIN.
5:30 p. m.—Harry W. Flannery, news, KNX, KOIN; Voice of Firestone, KPO, KOA, KOMO; Jack Armstrong, KGO, KEX, KJR; Home-Workshop of the World, KSL.
6:00 p. m.—Lux Radio Theater, KNX, KSL, KOIN; Telephone Hour, KOA; Eyes Aloft, KPO, KGW, KOMO.
6:30 p. m.—Dr. I. Q., KPO, KOA, KOMO, KGW; Victory Parade of Spotlight Bands, KGO, KJR, KEX, news, KGO, KEX, KJR; Swing news, KGO, KEX, KJR; Carnation Contented Hour, KPO, KOA, KGW, KOMO; Screen Guild Play, KNX, KSL, KOIN.
7:30 p. m.—Information Please, KPO, KOA, KGW, KOMO; Blondie, KNX, KSL, KOIN; Johnny Farrell, KEX; Song Session, KGO.
8:00 p. m.—Fred Waring in Victory Tune Time, KPO, KOA, KGW, KOMO; Roy Porter, news, KGO, KEX, KJR; I Love a Mystery, KNX, KSL, KOIN.
8:30 p. m.—Cavalade of America, KPO, KOA, KGW, KOMO; Counter Spy, KGO; Gay Nineties Revue, KNX, KSL, KOIN; Underground Swing, KEX; Greater Washington Hour, KJR, KSL, KOIN.
9:00 p. m.—News, KOA, KEX, KJR; Was There, KNX, KOIN; Telephone Hour, KPO, KGW, KOMO.
9:30 p. m.—Vox Pop, KPO, KGW, KOMO; News, KSL, KEX, KJR, KOA; Dance Orch., KGO.
10:00 p. m.—Reporter News, KPO, KGW, KOMO; News, KOA, KOIN; Vagabonds, KJR; Masterworks of Music, KSL.
10:30 p. m.—Dance Orch., KNX, KOIN; H. V. Kaltenborn, news, KOMO, KPO; Broadway Bandwagon,

First Battlefield Baby



The first baby to be born at an American Field Hospital in Italy during this war is shown with her mother, Theresa Russo and Nurse Lieut. Doris Dale. Two days after being brought to hospital with shrapnel wounds she gave birth to the child. The baby was nicknamed "K Ration Tossie" by Americans as the box she is using as a bassinet is a K ration box. Signal Corps Radio-Telephoto.

SUBURBAN HEIGHTS by GUYAS WILLIAMS



Fred Perley and his wife believe strongly that post-war planning should be done now and they have already mapped out the trips they want to take in the car. And things they want to eat when restrictions are off.

By AL CAPP