

Three Young Texas Women Run Multi-Million Firm

By DOROTHY ROE
A. P. Women's Editor
Half the people in the world are women, and most of them sooner or later have babies. Starting with this well-authenticated premise, Elsie Frankfort, a young Texan as smart as she is pretty, built up a business which has just won her a unique honor.

Elsie has been elected the first women member of the young presidents' organization, one of the most exclusive clubs in America. Each member must be president of a firm doing an annual gross business of a million dollars and all are under 30 years of age.

Elsie, who is only 33, is president of a Dallas maternity dress firm whose only other stockholders are her two sisters, Edna Rav-kind and Louise Gartner. The firm's annual gross is \$2 million.

The three girls started their business in 1938, when the eldest was barely out of her teens and the youngest still in pigtails. Edna, the first to marry, was expecting her first baby, and Elsie, recently graduated from Southern Methodist university, couldn't stand the way her sister looked which, she says, was something like an unmade bed.

So she designed a skirt, now known as the windowpane skirt, which has sold 250,000 copies to date. Edna wore the skirt, her pregnant friends saw, admired and demanded one like it, so the girls rented a Dallas store hired three seamstresses and set themselves up in business on a total capital of \$500.

"We just made the one pattern in all kinds of fabrics and colors, and after six months we had \$3000."

With this business in hand, the three girls decided to tackle the wholesale market, despite dire predictions from their father, who was shocked by their carefree business methods. The girls didn't borrow any money from anybody, you see, didn't ask credit from banks or suppliers, and gen-

Teacher Tells Of Socialism

By MALCOLM EPLEY JR.
Without actually saying so, Miss Elsie Perry left 100 members of the Klamath Falls Kiwanis club yesterday with the feeling that "socialism isn't for us."

Speaking before the service club's regular weekly luncheon, the Klamath Falls English instructor described her experiences during 14 months of the United Kingdom while teaching under an exchange program in North Wales.

Miss Perry reported taxes on such luxuries as radios, cameras and phonograph records are 50 percent, and on automobiles now taxes are 100 percent. And she said, the people of Great Britain rejected the socialist ticket because they had been promised "free" housing, health and welfare.

"The people of Britain," she reported, "are endowed with the national health service. They must wear the same models of false teeth, same glasses despite the length and breadth of face.

"Men there don't look half as interesting as the men (the Kiwanians here)," she said. "Miss Perry noted that the Brits suffer from shortages in everything, and think everything is free. Medical plans take five percent of every British citizen's income, but foreigners don't have to pay a thing. Many women from the continent, she said, come to England to have their babies and have a free three-week vacation.

"In England," she said, "the lights have never gone on again since the world war." Merchandise sells for two classes of people—those who can afford the best and those who can afford only the necessities. There are no in-betweens, Miss Perry said. In England today, she said, there

are but 20 persons earning an income after taxes of more than \$24,000. Under the British education system, at the age of 10 examinations determine which 12 percent of the students will go on to be the leaders, the attorneys, the physicians and the statesmen of England.

Another reason, Miss Perry noted, was that for centuries Great Britain has been overcrowded. There are 2600 square miles less in Great Britain than in Oregon, and 50 times the number of people.

Wreck Brings Damage Suit
Damage suit for \$6025 was filed in circuit court yesterday as result of a three car crash March 16 on Oregon 66 near the Lakeview junction.

Plaintiff in the suit, J. C. Plasker, is suing Charles Fleming and J. B. Wears, drivers of the other two cars involved. Plasker, represented by attorney E. E. Driscoll, is asking \$5000 general damages and the remainder for medical expenses, loss of his car and wages while recovering from injuries said incurred in the crash.

Death Takes Lake Woman
LAKEVIEW — Evelyn Mathews Steele was born October 27, 1884, at Fayette, Iowa, and died October 14, 1951, at Lakeview, 17 days.

Funeral services were conducted at 2 p.m. October 17, from the Quiley-Osterman chapel with the Rev. H. N. Traut Jr. officiating. Interment was in the Odd Fellows cemetery.

Two Honor Medals Began in Hattiesburg

By DOUGLAS LARSEN
WASHINGTON (NEA)—Strange enough, two of the most outstanding feats of heroism of the Korean war have their origins in the little town of Hattiesburg, Miss.

Lt. Henry Alfred Comiskey, of Hattiesburg, was the first marine to win a Medal of Honor in Korea. And Ensign Jesse Leroy Brown, also of Hattiesburg, inspired Korea's first navy Medal of Honor, won by Lt. (jg.) Thomas J. Hudner, Jr. of Fall River, Mass.

Brown's story of how he became the first Negro ever to win pilot's wings at Pensacola had already made him famous in the navy before he got to Korea and into combat aboard the carrier Leyte.

Hudner, good-natured and soft-spoken, and Brown had become close friends. On December 4, they were flying in separate formations, but toward the same target, in support of the marines retreating from the Chosin reservoir. Near the objective, Hudner heard over the radio that Brown's plane had been hit by anti-aircraft fire and had crashed, trailing smoke. A member of Brown's formation later described it:

HELP
We saw Brown set the plane down in a rough field about five miles beyond our friendly lines. I could tell he was alive so I went off to call for a rescue helicopter and left Hudner and another pilot to destroy the plane as soon as Brown got clear.

A Hudner anxiously circled low to be ready to drive off any Red troops, he saw flames burst from the tail of the crashed plane. Unhesitatingly he braced himself in his cockpit and skillfully crashed-landed his plane as closely as he could to Brown's. Unhurt, he ran to the flaming wreck. Hudner tore off his fingernails

and bruised his hands in an unsuccessful attempt to slide back and jammed canopy over Brown's head. Then with his injured bare hands he began packing snow around the fuelage between the cockpit and the fire in hopes of halting the spread of the flames. In the sub-zero weather his hands were soon almost frozen. He rushed to his crashed plane to radio the rescue helicopter to hurry, and to bring a wrecking bar.

By this time, although he knew that enemy troops must be getting very close to his position, he returned to Brown's downed plane and feverishly piled more snow around the cockpit until the helicopter arrived.

DEATH
But the heroic attempts of both Hudner and the rescue pilot, marine Lt. Charles Ware, were unsuccessful. Brown perished just as the enemy troops could be seen closing in.

Finally convinced there was no hope for his friend Brown, Hudner let Ware shove him into the helicopter just in time to escape. For this "exceptionally valiant action and selfless devotion to a shipmate," the 1946 Annapolis graduate was awarded the congressional Medal of Honor and had it presented to him personally by the president of the United States.



MILLENNIUM

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