

SCHOOL - HOUR CHANGE URGED

(Continued From Page One)

which are capable of providing safe transportation where established common carriers are unable to provide the service. Operators of school buses should cooperate with transit companies and defense industries located in the vicinity of schools served by them in solving the transportation problems of their communities.

Plan Would Lighten Peak Load
Applied to Seattle, municipal buses now used to carry students to school could be used from 7 to 9 o'clock mornings to carry workers to industrial plants, and the buses later could pick up students if schools were opened at a later hour. Buses of outside school districts bringing students into the city could be used in the general transportation program during rush hours and go back to their school transportation work at off-peak hours.

To Organize Auto Pools
Mayor Millikin told the conference yesterday that in addition to the staggering of school hours, steps will be taken to organize automobile pools throughout the city. Every worker who drives to work will be asked to fill his car with other workers, so that every car in the city will be used to capacity.

Community clubs will be asked to cooperate in organizing such pools, the mayor said.

Dietrich Schmitz, Seattle School Board president, last night commented that "it's doubtful if much advantage would be gained by starting school an hour later as it would simply mean that, in the afternoon, students would be boarding buses an hour later—or in the middle of the afternoon transit peak period."

Schmitz said that the board had discussed the question earlier in the year. No action of any kind was taken, however, on changing school hours "as it did not appear to be a practical thing to do."

Other highlights of the meeting were the appearance of Carl E. Fritts, Washington, D. C., of the highway traffic advisory committee to the War Department, and a vigorous address by Dave Beck, president of Seattle's Joint Council of Teamsters.

The nub of the transportation problem, it was brought out, is that automobiles traveling to the Seattle business district carry an average of only 1.6 persons per car. In Portland, the average is 3.4 persons per car, which gets many more people places in less vehicles.

Plenty of Cars Available
Fritts declared "there are 33,000, 000 automobiles in this country and there is plenty of space in them to carry everyone." But many are carrying only one or two persons.

"There just won't be any more rubber for the duration," Fritts said. "The government isn't going to look with favor upon additional equipment to mass transit systems. People will have to be carried in private cars. The government in Washington expects each locality to plan its program and suit it to the needs of the locality."

"I'm sure the government doesn't want to regiment private property—your own automobiles," Fritts favored pooled riding as a means of conserving tires and gas and as an aid in transporting people who cannot be carried on the public transportation systems.

Beck Urges Full Cars
Beck, who said he recently talked with Eastman, Washington, D. C., the city and the Federal Transportation Agency should cooperate to require persons obtaining gas to use it in the interest of the traffic problem.

"We should advocate a check on who gets rationing cards, and who deserves them," Beck asserted. "We should insist that nobody driving downtown in the morning should have the privilege of getting any gasoline without filling his car with passengers."

The teamster official asked that routes to town be designated, that "spotters" be placed along them to observe unfilled machines that pass pedestrians by. Revocation of rationing cards should be the penalty if drivers cannot explain why they do not carry others to work, he said.

Lloyd P. Graber, Transit System general manager, said the Transit System uses all its buses in the forenoon and evening transportation peaks, but that 46 per cent of the system's equipment is not in use between the period peak periods.

"That's our problem," Graber said. "We'll have to get people to ride more during the off-peak hours, and have them get more private riding in the peak hours."

Pooling Plan Important
The car-pooling plan, in which some people leave their cars at home to ride with others to reduce traffic, is an important part of the program laid down by the Office of Defense Transportation. Staggering of working hours so that all workers will not be on the streets at once is the other principal part of the plan.

**Top Plane Builder
Of Russia Is Killed**

MOSCOW, May 23.—The Russian aviation industry was said to have suffered a great loss with the death of Matvei Borisovich Shenkman, director of the most important aircraft factory in the Soviet Union. He was killed yesterday in an air accident.

Shenkman, who introduced mass production of airplanes to Russia, was said to have met death "while performing official duties." He recently completed a tour of American aircraft plants.

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AT LEADING DRUG STORES

WITH MEN WHO VOLUNTEER THEIR BOATS TO GUARD SOUND



Members of the 7th Flotilla, United States Coast Guard auxiliary, operated by Seattle civilian men who own cabin cruisers, for the aid of the Navy, are shown as they receive instructions from Ensign Robert S. Helm on the minesweeper. Aboard the cruiser Commando are Philip Baker (left) and Ernest Wolf, with Philip Gardner in the cockpit.

On long night duty tours, coffee is a favorite beverage to help prop open heavy-lidded eyes. At the miniature galley of the cruiser Tern are George F. Warren (left), the boat owner, and his one-man crew, Karl A. Seastrom.

SALUTE TO SERVICE MEN

Harold M. Dagg Promoted To Lieut. Colonel

Maj. Harold M. Dagg, Quartermaster Reserve, who was called into active duty at Geiger Field a year ago, has been promoted to lieutenant colonel, commission retroactive to February 1, according to word received yesterday.

Colonel Dagg, who was in the investment business in Seattle for several years, and whose home is on Bainbridge Island, is now quartermaster in one of the Western Defense Command air bases.

Lieut. Col. Harry O. Compton, formerly with the Pacific Telephone & Telegraph Company here, now holds the responsible position of district postal censor in New York. He is the son of Mr. and Mrs. Harry Compton, 12023 Exeter Ave., N.E., and a graduate of the University of Washington.

Colonel Compton now has 2,000 censors in his office, 900 of whom are translators. A reserve officer, he went into active service last year. His wife is with him in New York.

Assurance that the boys in Australia have music for their marches came last week when Mrs. Gwyn Gray, 1421 15th Ave., received a cable from her son, member of a Field Artillery band. He is Eddie Diamond, private first class, and Odeia High School graduate, who played with various Seattle dance bands before his enlistment September, 1940.

Promotions of six Seattle men were announced yesterday by the Army and Navy. At the Army Flying School in Greenville, Miss., Wallace W. Larrigan, son of Mrs. J. C. Larrigan, 115 W. 4th St., has been advanced to the rank of sergeant, and James E. Matsuka, son of Mr. and Mrs. James J. Matsuka, of 12024 S. 26th Ave., to the rank of corporal.

Advancements made at Geiger Field, Spokane, gave both Harry K. Powers, 5758 28th Ave. N.E., and Robert B. Evans, son of Mrs. Beatrice C. Evans, 4312 2nd Ave. N.E., the rank of corporal in the air corps. Powers is a graduate of Odeia High School, while Evans attended West Seattle High School and the University of Washington.

Raymond Bruty, son of Mr. and Mrs. Ernest Bruty, 4538 51st Ave. S.W., has been promoted to the rank of sergeant. He is an airplane mechanic, stationed at the Victorville, Calif., army air base.

The Navy announcement concerned the promotion of Robert R. Nestos, Jr., son of Mr. and Mrs. R. Nestos, 857 Gwin Pl., to machinist's mate first class. He is on duty "somewhere in the Hawaiian area."

Frank E. Schneider, son of Mrs. R. G. Mason, Poulsbo, Kitsap County, has been promoted to the rank of sergeant. The Boise, Idaho, Gowen Field air base has announced. He was graduated from Richmond Beach High School.

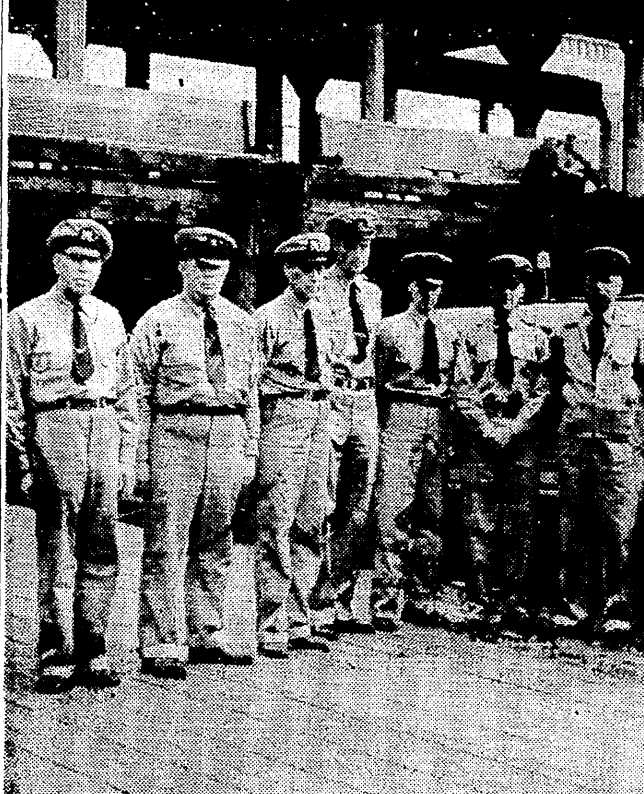
A former University of Washington chemistry teacher, Lieut. LeRoy Dugan, Jr., 5210 12th Ave. N.E., has begun an advanced course at the Chemical Warfare School at Edgewood Arsenal, Md., the Army announced yesterday.

Three Seattle men, who received petty officer ratings as chief carpenter's mates in the Navy, and are now receiving instruction in the fundamentals of seamanship and naval procedure at the Ninth Naval District, Great Lakes, Ill., are Leland B. Foster, 29 years old, son of Mr. and Mrs. Harry W. Foster, 611 W. 73rd St.; Blain Cobb, 38 son of Mrs. Anna Cobb, 3223 35th Ave. S.; Donald D. Ellen, 337 17th Ave. N.

After completion of their training they will be ordered to active duty with the United States Fleet at sea, at a naval station on foreign soil or at a shore station in this country.

William B. Lockwood, a former purser with the Alaska Steamship Company, has been commissioned a first lieutenant in the Army, according to word from Washington, D. C.

Lieutenant Lockwood, son of Mr. and Mrs. J. B. C. Lockwood, 1632 17th Ave., won his commission after months of responsible work in civilian capacity with the Army Transport Service at Fort Mason, Calif., where he is stationed.



Grouped in front of the cruiser Bonita, together with two officers, are some of the voluntary workers who serve long hours, without pay, as their contribution to the defense of Puget Sound. Left to right—Ernest Wolfe, George F. Warren, Karl A. Seastrom, George Moore, Charles Moore, Philip Gardner, Lloyd Vosper, Walter Gro-

Volunteer Flotilla Prowls Sound on Navy Missions

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the direct jurisdiction of the Navy. Specific duties of these men are secret, but they are all men who know how to keep their mouths shut. Ninety per cent of them own their own businesses in Seattle, the others are top executives who may leave their desks at any time of the day without making excuses to anyone, for when men of Flotilla No. 7 are needed, they are needed immediately.

I Wouldn't Know, Brother
The other day one of the men asked another as the latter arrived in his cruiser: "Where've you been, Brother?" Answered the "skipper" of the cruiser, jokingly but secretly nonetheless: "I wouldn't know, my friend. I wouldn't know nothing at all."

The affairs of Flotilla No. 7 are deadly earnest, but the men in it joke among themselves like that, and in deprecatory manner they call themselves the "stooges" of the Navy.

Yet a good idea of what the Navy thinks of Flotilla No. 7, and its vital functions, may be had from Capt. E. Friedrich, commander of the Inshore Patrol of the Northwestern Sector, Northwest Sea Frontier.

Supplementary Work
Said Capt. Friedrich: "The work of the auxiliary is very valuable to the Navy. It supplements the work of the Naval and Coast Guard units by providing more boats than we have available either in the Coast Guard or the Navy. The captains and owners of the boats are uniformly zealous and efficient. They have always been willing to offer their services and their boats, wherever called on."

It is not for nothing that these Seattle business men have won such high words of praise. They work hard and for long hours. They receive no pay. Government gasoline powers their boats, but everything else comes out of their own pockets. Daily they are on call, and since Pearl Harbor, if they want to go on a pleasure trip they first must receive permission from their immediate superior, Comdr. Richard Mason, retired Navy officer who is the flotilla commander.

Also superior to Flotilla No. 7, of course, is Lieut. Comdr. William Biddle Combs, commanding officer of the naval section base from which the flotilla operates.

Know How to Shoot
All 59 men in Flotilla No. 7 have had instruction in the operation of automatic rifles and machine guns; they know first aid, navigation and naval rules and regulations. If they do such work as manning guns and challenging strange vessels which run too close to naval installations, they can say nothing about it, but certainly their work is not all as peaceful and innocuous as it may seem when the little pleasure craft set out on mission.

At least two men, the owner and

shong, Capt. E. Friedrich, commander of the Inshore Patrol of the Northwestern Sector, Northwest Sea Frontier; Lieut. Comdr. William Biddle Combs, commanding officer of the Naval Section base at Pier 41, from which the auxiliary flotilla operates; Jerry Bryant, Junior Comdr. Reuben Tarte, Philip Baker and Louis Schwarz.

BRAZIL BOOSTS RAILROAD YARD PRICE OF RUBBER ACCIDENT FATAL

RIO DE JANEIRO, May 23.—(UP)—Finance Minister Arthur de Souza Costa today announced that the price of Brazilian rubber has been increased from 39 cents to 42 cents per pound.

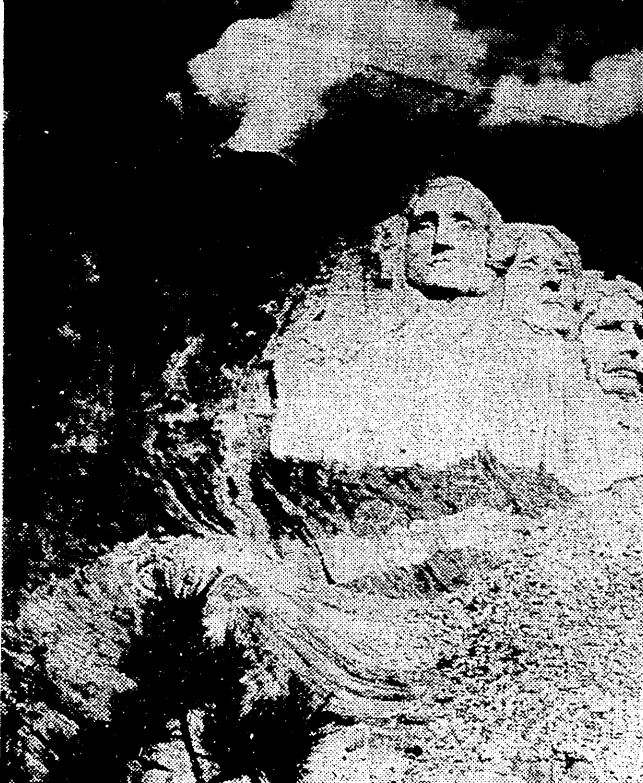
In accordance with the terms of an agreement recently signed at Washington the additional 3 cents will be used to defray cost of rubber exploitation.

**10,000 Japs Will
Move to Wyoming**
SAN FRANCISCO, May 23.—Col. Karl R. Bendtsen, head of the Wartime Civil Control Administration, today announced 10,000 Japanese evacuated from Pacific Coast will be transferred to a relocation center to be built by the Army in the Big Horn area of Wyoming.

Rubber Experts Flayed
CHICAGO, May 23.—Dr. Thomas Midgley, Jr., discoverer of tetraethyl lead as an anti-knock agent in motor fuels, asserted last night that rubber technologists have been guilty of "mental slothfulness" in failing to develop practical methods of obtaining rubber from plants which grow plentifully in this country.

Robert Henderson, Jr., 21-year-old section man, was injured fatally yesterday afternoon when a railroad gondola ran over him in the Great Northern Interbay yards. Henderson's father, who also was a member of the section crew, was the first one to reach the injured man. Deputy Coroners S. B. Charlton, Jr., and Ben Hays said young Henderson had been working under the gondola and someone inadvertently removed the warning flag and a switch engine moved the gondola while Henderson was at work.

PHOTO OF MT. RUSHMORE AVAILABLE



Twenty-five color reproductions of scenic photographs of American beauty spots, being offered to customers of the Standard Oil Company with the purchase of a war savings stamp, will be shown in a special exhibit entitled "This Is America" at the Frederick & Nelson fifth-floor auditorium from Monday to Friday this week. The first of the series, Mount Rushmore, is shown here. Details of the offer are published in a large Standard Oil Company color advertisement in today's Magazine Section of The Times.

SOLDIERS SAVE 35 FISHERMEN

NEW YORK, May 23.—(UP)—A squall marooned 35 fishermen on the end of a jetty late today but 20 soldier volunteers from Fort Tilden rescued them, despite waves 20 feet high which washed over them and threw them against sharp rocks.

Capt. Frank L. Coleman of Brooklyn, unable to swim, directed the rescue. The soldiers tied themselves together with a long rope and inched their way out to the marooned fishermen. On reaching the end of the jetty the soldiers tied the fishermen to the rope and started back to shore. Several trips were required to bring all to safety.

All the soldiers, including Captain Coleman, were cut and bruised. Sergt. Arthur Rosin of New York City and Pvt. Raymond W. Munson of Winthrop, N. Y., were hospitalized but their injuries were said to be not serious.

Takahashi, Osawa Set for New Trial

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new trial on ten days' notice. There was some speculation that the trial may be delayed longer, however, since Judge Black has a crowded calendar.

Immediately after being returned to the marshal's office, Takahashi lit a cigar, sat down at a typewriter and wrote a telegram to his wife at the Japanese evacuation center in Puyallup, telling her of the mistrial.

Takahashi said he had expected a verdict of acquittal. In one way, he said, he looked forward to a new trial because "I am hopeful that we can make some things more clear to everyone concerned."

Osawa, who said they were both anxious "to go to bat again as soon as possible," also stated that he had thought they would be acquitted. He said that in the new trial they "might be able to explain a lot of things better than before."

In Jail Since December 7

The two Japanese have been held in the county jail under \$25,000 bond each since their arrest December 7. Both said yesterday that they hoped the federal government might release some of their frozen funds to permit them to put up bond.

"We would like to be with our families down in Puyallup," Osawa said. "We wouldn't run away—in the first place there's no place to run to and we would also be under restrictions down there."

United States Attorney J. Charles Dennis, who with his chief assistant, Gerald Shucklin, represented the government, had little comment except to say: "It is going to be retried."

George H. Crandell and Samuel E. Bassett, who defended the Japanese, said they, too, are anxious to retry the case at an early date. The indictment against Takahashi and Osawa charged them with making a false statement in connection with an application to ship three large storage tanks to Shanghai.

The government contended that the tanks actually were destined for Japan, to where their shipment was banned by United States regulations.

Pooling of Radio Parts Is Proposed

WASHINGTON, May 23.—A cooperative pool of replacement equipment for the radio industry to insure technical maintenance of standard broadcast stations throughout the war was proposed by the Defense Communications Board tonight.

It asked approval of the plan by the War Production Board and recommended that the Federal Communications Commission be authorized to administer those sections of the proposal which call for centralized administration by the government.

Embezzler Wins Probation
SPOKANE, May 23.—Charles N. Barbor, Pullman, yesterday was sentenced to two years on each of three counts of embezzlement from the First National Bank of Pullman and then was placed on probation for five years. Barbor was formerly assistant cashier of the bank.

The carnival which Bryant Gray gave last week to raise money for baseball equipment netted the boys enough for sweat shirts and started them on their way to the show.

University boys who have signed up for the summer include: Dick Rawson, Nicholas Vythall, Harold Barnhart, Richard Ryan, Fred Darwill, Donald and Jeffery Prugel, Harry Griffith, Frank Mark, John Johnston, Dick Jones, Larry Raliff, Arthur Burr, Jerry Lyon, Rodney, Fred, and John. The following list for the friendly Indian section: Harold Sherman, Paul Knudsen, Ronnie Cameron, David Creech, Philip Edwards, Stewart Smith, Miles McCoy, Bobby Willard, Ralph Lariz, Elmer Wagner, Leroy Morris, Don Chatterton, Frederick Yates, and Jerry Hennings. Bill Scholen, Ren Mottley and John Heinz.

Jerry Hennings, Bryant Jr. Gray, Tommy Mogridge, McDonald, Gray-Y, and Jack Swanson, McDonald, J. Gray-Y, bicycled over the Lake Washington Floating Bridge to Mercer Island last week.

Ten boys from the University Prep Y club spent the day at Ravenna Park recently. They were Kenneth Case, David Mekeel, Virgil Monnet, Bobby McDaniels, Douglas Chesney, brothers Stanley, Gerald and Gilbert Olson, Gordon Bradley and John Avery.

Eighteen West Seattle boys have passed swimming tests: Bill Shirley, Don Frohnie, Douglas Hine, Dennis Peterson, Gordon Arbuckle, Meyer Mjelle, Richard Shirley, James Abernethy, Don McCarthy, Jim Anderson and Frank Jackson passed the narrow test. Victor Donaldson and Don Erickson, the shiner test; Walter Patterson, Robert Tremaine, Dave Gilmore, Phil Falcone and Lou Perkins, the fish test.

WHEELS VISITS WAR FACTORIES

MILWAUKEE, May 23.—(UP)—Capt. Hewitt T. Wheelless, American Army flyer whose daring in the Battle of the Philippines won him the praise of President Roosevelt, visited two war-production plants here today, greeting personally many of the men who help build the planes he flies.

Wheelless, wearer of the Distinguished Flying Cross, praised the workers for speed and efficiency in turning out weapons of high quality for air warfare. Wheelless was given an ovation by the men. He said that production soon would be sufficient to give the Allied Nations an edge in battle strength.

The young Texas flyer's visit here was the sixth stop on an eight-day tour of principal United States production centers.

'Y' Boys Volunteers Will Meet Wednesday

Closing activities for the school year, West Seattle volunteer leaders will meet Wednesday night at 8 o'clock at the Community Y to discuss summer activities.

Scheduled to attend are H. F. Price, R. F. Robinson, Don Patterson, Jim Brown, Clark Woodard, Arthur Rogers, Hal Shorrock, Dave Potter, Walter Litch, Howard Bellows, Bob Pierce, Clair Carlson, Cecil Davis, Gerald Taylor, Jake Gunderson, William Whitesel, Lawrence Pierce, William Fenton, Dean Stowell, Arthur Luehrs, Charles Anderson, Roy Ostrom, Joe Madguch, James Litch, Archie Powell, S. W. MacMorris, Sam Lowry, P. S. Gustafson, William Burke, Gary MacDonald, Bob Durham, Glen St. Charles, Dick Wilson, the Art King, Sam Lawry Jr., Robert Abernethy, Milton Ritchie and Kenneth Colman.

Boys who went on the Yankee Clipper cruise yesterday included Jimmie Ritchie, Bill Rice, Jack Sanborn, Dick Burnham, Bob Price and Dick Hughes.

Viking chapter Y boys graduating from the Ballard High School were honored at a dance Friday night. Bruce Watson, Dick Hagar and Joe McNeese arranged the party, which featured Bob Andrew, Bob Col, Jim Grafton, Tom Green, Dick Hagan, Bob Kopta, Roy Lager, Bernie Martens, Don McMillan, Joe McNeese, Harold Peaton, Ray Fenton, Ray Ramsauer, Don L. Scott, Roy Skibo, Holcombe Tuggle, Bob Twig, Bud Wheat and Bill Kneader.

Members of the Ballard Phalanx Y fraternity, which was chartered this week, are Helmer Akervick, John Bonano, Taylor Borge, James Boyle, Bill Buse, Don Dickson, George Gunderson, Ed Jacobson, Jim Johnson, Dale Mitchell, Leo Nunn, Dick Wilson, and Ray Ramsauer. Warren Kalback, Jack Gustafson, Bob Marshall, Frank Cook, Runo Lunquist and Gene Mason.

The University Hobby Club for girls has two new members, Betty Russell and Betty Russell, who are making corner shelves. Joyce Cunningham, Betty Russell, and the same project, while Jean Mogridge and Sue Burch are making flower not shelves. Nancy Burch almost has finished her and her brother and Caroline Rueter's broom holder is almost ready for use.

The carnival which Bryant Gray gave last week to raise money for baseball equipment netted the boys enough for sweat shirts and started them on their way to the show.

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