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## WITH D.C. FIGHTING MEN

**WILLIAMSTOWN, Mass.**—Naval Aviation Cadet Michel Rizik, son of Mr. and Mrs. A. M. Rizik, 3130 Woodland drive N.W., recently was graduated from the Naval Flight Preparatory School here at Williams College. Cadet Rizik attended Amherst College.

**CAMP CLAI-BORNE, La.**—Corpl. Edmund R. Perry, son of Mr. and Mrs. Edmund Perry, 231 Sixteenth street S.E., who is attached to a fire-fighting platoon here, is home on furlough. Prior to his induction, Corpl. Perry was employed by the United States Steel Corp. and the District Fire Department. Two brothers are in the service, Corpl. Warren H. Perry, attached to a medical battalion now overseas, and Pvt. Harry C. Perry, who is receiving basic training at Camp Davis, N. C.

**COURTLAND, Ala.**—First Lt. Theodore G. Arends, son of Dr. and Mrs. Frederick L. Arends, 4418 Thirteenth place N.E., recently was promoted to captain here at the Army Air Forces pilot school, where he is assistant dental surgeon. Capt. Arends is a graduate of the University of Maryland and formerly practiced in Chevy Chase, Md.

**FORT SILL, Okla.**—Technical Sgt. Floyd W. Kessel, 1211 Trinidad avenue N.E., has been trans-

ferred to a field artillery battalion stationed here. He formerly was with an air training battalion.

**BAKERSFIELD, Calif.**—Aviation Cadet Phillippe Hardy, 3051 Idaho avenue N.W., recently was graduated from the Army Basic Flying School at Minter Field. He now will enter advanced flying school.

**CINCINNATI, Ohio.**—Second Lt. James A. Saltzman, 3107 Thirty-fourth street N.W., recently was promoted to first lieutenant here, where he is assistant allocations officer for the Ferrying Division, Air Transport Command. He enlisted in June, 1942, and was commissioned in March upon graduation from Officer Candidate School at Miami Beach, Fla.

**LI. Saltzman** attended Western High School and Washington and Lee University, and did liaison work for the Royal Air Force Ferry Command in Washington, later moving to Dayton, Ohio, before entering the Army.

**LOWRY FIELD, Colo.**—Pfc. Frederick H. C. Bickford, Jr., son of H. C. Bickford, 7202 Meadow lane, Chevy Chase, Md., and Pfc. Henry F. L. Riordan, son of Mr. and Mrs. F. L. Riordan, Clifton, Va., have been graduated from the Armament School here. Pfc. Bickford attended Maryland University and

was employed by the American Security & Trust Co. before entering the service. Pfc. Riordan formerly was a foundryman at the Naval Gun Factory.

**GREAT LAKES, Ill.**—Ralph Fabian Whelan, son of Ralph F. Whelan, sr., 2118 P street N.W., has been rated musician, second class, upon completion of his recruit training here at the Naval Training Station.

**John Elmond Caslow, son of Mr. and Mrs. Joseph S. Caslow, 218 Ninth street S.W., received the rating of motor machinist, second class.**

**ROSWELL FIELD, N. Mex.**—Second Lt. Carl K. Leivo, son of Carl Leivo, 117 Avenue F, District Heights, Md., recently completed pilot transition training course here and is now qualified to fly a Flying Fortress. He received his commission and wings in July at Marfa, Tex. A graduate of Montgomery Blair High School, he was employed at the Navy Yard before entering the service.

**Charles E. Kerby, son of Mr. and Mrs. Charles N. Kerby, 4600 Wheeler road S.E., recently was promoted to technical sergeant here. Sergt. Kerby attended Eastern High School and was employed by the Safeway Grocery Co. in Washington before entering the service in July, 1941.**

**HENDRICKS FIELD, Fla.**—One of the youngest Flying Fortress pilots graduated from this Army Air Forces School is Second Lt. Richard E. Cobb, son of Mr. and Mrs. Roy L. Cobb, 1300 Iris street N.W. Lt.

Cobb, who was 20 in June, won his commission and wings in July at Moody Field, Ga. He enlisted in the Air Corps Reserve in May, 1942, and began his flying career in November, 1942. A graduate of Roosevelt High School, he formerly was employed by the American Security & Trust Co. Lt. Cobb has been assigned to Pratt, Kans.

**JACKSONVILLE, Fla.**—George Thomas Warfield, son of Mr. and Mrs. William Edward Warfield, Rockville, Md., recently was graduated from aviation machinist's mate school here and promoted to seaman (first class) in the Navy. He enlisted in the Navy in February and received recruit training at Bainbridge, Md.

**MAXTON, N. C.**—Pfc. Edward Burriss, son of Mr. and Mrs. H. Burriss, Layhill, Md., has been promoted to corporal here at the Laurinburg-Maxton Army Air Base.

**WICHITA, Kans.**—Corpl. Robert O. Sornson, 22, son of Mrs. Argie Sornson, 2000 H street N.W., and Pvt. Hal H. Taylor, 25, son of J. R. Taylor, Morganton, N. C., recently training center.

arrived at the University of Wichita for courses of instruction prior to their appointments as aviation cadets in the Army Air Forces.

**CORPUS CHRISTI, Tex.**—James Wood Burch, son of Mrs. Elsie Burch Day, 3846 Maccomb street N.W., recently was graduated from this Naval Air Training Center and commissioned an ensign in the Naval Reserve. He is a former student of George Washington University.

**FORT BENNING, Ga.**—Pvt. Gene O. Showers, son of Mr. and Mrs. Nish Showers, 1346 East Capitol street, has arrived at this Army specialized training program basic



Ensign Burch.

## ★ BARGAINS IN ★

- |            |                 |                       |
|------------|-----------------|-----------------------|
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**GUY LOMBARDO at 10:30 p. m.**

Superlative blend of the sweet rhythms of Guy Lombardo and the tart humor of poet Ogden Nash. The musical Lombardo clan interpret romantic ballads and favorites of yesterday and today... punctuated with the witty verse of famous author Nash.



**VALIANT LADY at 10:00 a. m.**

The lush hospitality of a remote African ruler, the intrigue of crafty Axis spies surrounded lovely Joan Scott in her strange secretarial career. Bartlett Robinson and Joan Blaine (left), are two of a fine cast.



**LIFE CAN BE BEAUTIFUL at 1:00 p. m.**

Lovable Chichi and the Papa David who adopted her years ago are trusting and innocent of the city's pitfalls. They know only the world of David's bookshop, and it is worldly Stephen who saves them from disaster. Alice Reinhart (left).

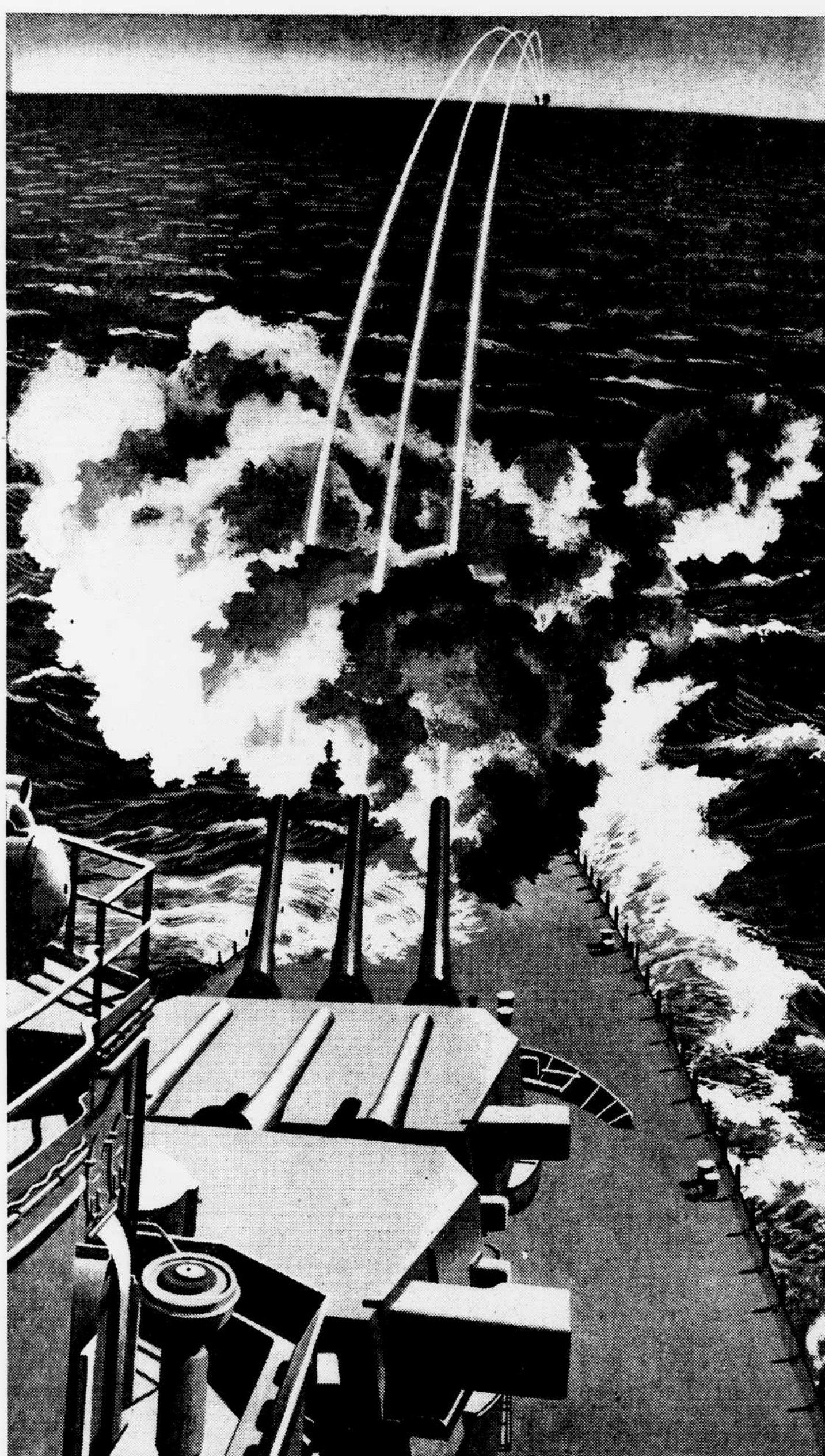


**JOSEPH C. HARSCH at 6:55 p. m.**

Joseph Harsch was there... in Germany when war began with Britain... at Pearl Harbor... in Java and Australia. From this broad experience, Harsch draws background for his concise news summaries five times weekly.

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# Battleship X sinks an enemy ship 18 MILES AWAY!



## How was this done? What made it possible?

**T**O HIT AN ENEMY SHIP miles away, from a rolling, pitching warship, involves complex problems, the complete answers to which are known only by our naval personnel and by a small group of companies specializing in such problems.

Here are a few of the factors which enter into the solution of these problems:

1. Direction and speed of enemy ship.
2. Direction and speed of our ship.
3. Distance to enemy ship.
4. Time required for shell to travel to enemy.

Furthermore, the shell travels in a curve, its true course being affected by many things, such as:

5. The rotation of the earth.
6. Direction and velocity of wind.
7. Weight, shape, and velocity of shell.

The answer, which takes into account these and other problems, must be available immediately, since both our ship and the enemy ship are on the move.

Our Navy must know where the enemy ship will be when our shells arrive, many seconds or even a minute after leaving the guns. And to get our shells to arrive at this precise spot, the angle of gun elevation, lead, and all other factors must be calculated with unbelievable accuracy, and the gun put into correct firing position.

The present mechanical marvel, called *fire control*, which solves these problems, involves among other things the use of hydraulics, optics, calculating machines, and electronics. Naturally, it did not spring into being overnight.

It is the result of years of inventive development by companies like Sperry, co-operating fully with and receiving full co-operation from the Armed Forces.

Since it takes so many years to perfect such equipment, the development work, engineering, and testing had to be completed during peacetime.

Otherwise there would have been no equipment ready when war came.

All this took large sums of money and the best efforts of highly trained, specialized engineers.

In addition to the development of many peacetime devices, Sperry companies have specialized in the creation and manufacture of fire-control equipment for the Navy since 1908.

*The United States Navy leads the world in accuracy and speed of gunfire.*

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