

Million Women Quit Jobs in Year to Resume Housework

During the last year, a million women workers left factories and offices to go back to their kitchens. Most of these withdrawals from the labor market were voluntary, according to a report on women's employment issued yesterday by the Women's Bureau of the Labor Department.

Unemployment among women has been small, hovering around the half million mark but there has been a certain amount of occupational shifting as industry converted to peacetime production and men returned to the jobs they had left, said Miss Frieda S. Miller, director of the Women's Bureau, who wrote the report.

Studies made by the bureau have shown that women whose experience was limited to war industry jobs have had the hardest time finding suitable postwar work. Most of them have been reluctant to take employment in fields where women were employed traditionally, but where low wages or other undesirable conditions existed. The report was based on figures from November, 1945, to November, 1946, when the number of women workers totaled 17,000,000.

Typical Cases Cited.

A typical illustration of shifts of women in employment, Miss Miller stated, was the story of a shipyard worker who had earned more than \$60 for a 48-hour week and now is employed in a department store and in a public utility company for \$22 and \$26, respectively, for a 40-hour week.

However, studies also showed that in certain cases, women workers who had been trained for certain jobs and laid off after V-J day, were now being called back to fit into the peacetime production lines. For example, in Baltimore, a plant being reopened by a large aircraft manufacturer is being recalled, it was said, to take over similar jobs.

A significant trend for women in industrial, white collar, and professional fields, the report said, is the year's advance in the "equal pay" front. "The wartime drive to promote adoption of the principle of equal pay for comparable work regardless of sex has gained momentum since V-J day," Miss Miller declared. She pointed out that many major unions have included equal pay clauses in their contracts, not only to benefit women members but to safeguard men's jobs.

Calls Outlook Encouraging. Employment opportunities for women are encouraging, Miss Miller said. Her studies revealed that gains made by women in such fields as chemistry, physics, biology, architecture, engineering, and other scientific branches, have a "good chance of lasting, despite the closing of some establishments utilizing the services of such technically trained women."

An even more encouraging development, she said, because of the number involved, is the continued use of women on a semiprofessional basis, as laboratory assistants, engineering aides, test analysts and computers, to assist professional workers.

The continued need of women as stenographers, typists, teachers, nurses, librarians, dietitians and social workers results from diversion into war jobs of women formerly employed in these fields, the report said, and more important for the future, of girls who would ordinarily have taken training in them. Many women after their wartime occupational experiences do not want to accept these jobs again.

The marked war excess of women from household employment has not been followed by a return to the field, Miss Miller said. But a survey by the Women's Bureau found 19 communities in the country were making an effort to set up standards for working conditions and wages and other ways to make the domestic field attractive to women workers.

Piloting Big Planes Held Safer Than Bartending

By the Associated Press
CHICAGO, Jan. 11.—A Trans World Airline official testified today that the airline pilot profession is considered by insurance companies to be less hazardous than bartending or baggage handling.

E. Lee Talman, administrator, TWA's vice president, testified before a three-man arbitration board hearing on the AFL Airline Pilots' Association demand for higher wages for two pilots flying high-speed Constellation and Skymaster planes.

Mr. Talman said airline pilots pay "an extra insurance premium that is only half that paid by the baggage handler, and a quarter of the rate paid by bartenders."

He added that the airline pilots' premium of \$50 extra for each \$1,000 of life insurance in 1931 "has been reduced consistently until it is now only \$2.50 per \$1,000." Mr. Talman said the baggage handler and bartender pay an extra premium of \$5 and \$10, respectively.

Comparing the fatality rate of airline pilots with that of railroad engineers, Mr. Talman said the rate for airline pilots in 1945 was 2.6 per 1,000. "For railroad passenger engineers," he said, "the rate was 32 per 1,000."

Arabian Prince Scheduled To Arrive Here Tomorrow

By the Associated Press
The State Department announced yesterday that the Crown Prince of Saudi Arabia, His Royal Highness Amir Saud, is expected to arrive in Washington at noon tomorrow for a state visit after which he plans to tour the country.

He was originally scheduled to arrive here today, but his plane was delayed by adverse weather conditions over the Atlantic.

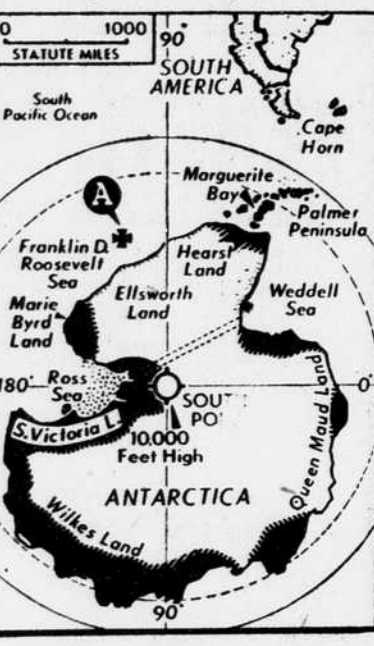
One of the principal objects of the visit is to inspect public works, including agricultural developments and irrigation projects. This is with the view of perhaps introducing similar enterprises in Saudi Arabia, financed by anticipated greatly increased royalties from American companies operating Arabian oil concessions.

The State Department has arranged for the Prince to call on President Truman at noon Tuesday. Undersecretary of State Acheson will give a dinner for him Thursday night.

This schedule calls for him to leave here Saturday at 10 a.m. for New York City.



CREW OF ILL-FATED ANTARCTIC PLANE—Members of the crew of the Byrd expedition's Navy reconnaissance plane, the burned wreckage of which has been found after having been missing since December 30. Front, left to right: Dickens, otherwise unidentified, William George Harry Warr, aviation machinist's mate 2/c, Reading, Pa.; James H. Robbins, aviation radioman 3/c, San Diego, Calif. Rear row, left to right, Owen McCarty, chief photographer's mate, Sonoma, Calif.; Lt. (j.g.) William H. Kearns, jr., U. S. N. R., Boston; Lt. (j.g.) Ralph P. Le Blanc, U. S. N. R., St. Martinsville, La.; Ensign Maxwell A. Lopez, U. S. N. R., Newport, R. I., and Wendell K. Henderson, aviation radioman 1/c, Portsmouth, Va. Frederick W. Williams, aviation machinist mate 1/c, Huntington, Tenn., was aboard the plane instead of Dickens. —Navy Photo.



Map locates the spot (A) in the Franklin Roosevelt Sea where the plane was located. Pointers locate the South Pole, Marie Byrd Land and Marguerite Bay. —AP Photo.

Antarctic

(Continued From First Page.)

they must have had some food and equipment in order to survive the 12 days in that cold and desolate region.

Rear Admiral Richard H. Cruzen, commander of the expedition task force, messaged Washington giving the names of the three men killed and asking that next of kin be notified.

The location in which the plane was found appears on maps as about 60 miles off Thurston Peninsula, about 10 miles from the coast. However, maps in this area often are inaccurate and that is no indication whether they are floating on ice or were found aground.

The rescue plane took off from the Pine Island at 8:07 a.m. today. Then in a dramatic message it gave the news.

The first dispatch said "Martin George One burned wreckage and alive men at 71 degrees 08 minutes south and 98 degrees 47 minutes west. More following." Martin George One was the code name for the lost plane.

This location was near the lost plane's last reported position given shortly after it flew away from the Pine Island.

Lost on Reconnaissance Flight. The big two-engine plane disappeared while on a reconnaissance flight over the Franklin D. Roosevelt Sea and Ellsworth Land.

The last radio report from the plane said snow and bad weather had been encountered over the Roosevelt seacoast.

Two-minute evening prayers for the safety of the missing men had been held nightly by members of the crews of vessels in the task force.

Only once before had the Pine Island been able to send out a plane for a real search. That was last Monday. Bad weather repeatedly hampered search efforts.

A plane with a doctor who could parachute to the lost plane had been ready to take off on the search New Year's Day but weather held it back.

Throughout the hours since the plane disappeared in the icy wastes, hourly messages of encouragement were broadcast by radio to the men and homing signals, to facilitate their possible return by wing back to the seaplane tender, also had been broadcast.

Ships on Antarctic Lake Move North While Sailing South

By Thomas R. Henry
Star Staff Correspondent

WITH NAVY ANTARCTIC EXPEDITION, January 10 (Delayed).—This is the story of Aladdin's Lake.

Three days ago, four ships of this expedition became marooned in a 50-square-mile open-water lake in the middle of the Ross Sea ice pack. Air observation showed the nearest open water was another large lake 100 miles southward.

Last night, the first lake was only 2 square miles in area and the ships, which had remained motionless for three days, were 18 miles north of the point on the map where they had stopped.

This morning, the lake had completely disappeared. The ships were surrounded by thin mushy ice and the lake itself was located, as large as it had been in the beginning, about 5 miles southward. After a hard five-mile run through fog-covered ice and the deepest "white darkness" of the summer, the flotilla again was safe in the lake.

It had made 13 miles reverse progress northward in three days while moving 5 miles southward.

(Note to Editor—If there is any difficulty about understanding

this simple statement of simple fact please consult Prof. Albert Einstein of Princeton University, who probably can figure it out in less than a month.)

This is what happened. The ice which formed the lake shores was blown northward by the wind over the area of as much as 1,000 square miles. All the time the shores were being compressed inward. The ships went with the open water, but without any awareness of motion.

Meanwhile, another area of open water was being raised behind the pressure which increased as the first area diminished, eventually producing an almost duplicate lake even with a few ice islands floating in it when it stood still and moved backward while moving forward.

The observation will be designed to produce simple mathematics but to many in the crews it seemed like enchantment—particularly as large coal-black birds were flying around the ships for the first time. They were skuas, vultures of the Antarctic, described as one of the most blood-thirsty creatures living.

appeared the men were on land, but he wasn't sure.

Capt. Quackenbush personally roused correspondents from bed this morning and gave them the news. He received the dispatches less than half an hour after they had been sent by the search plane to the Pine Island.

British Plane Crashes Near London, Killing 5

By the Associated Press
LONDON, Jan. 11.—Three passengers and two crewmen were killed tonight when a British Overseas Airways passenger plane crashed on an isolated hill in Kent Downs, about 50 miles southeast of London.

The air line said a final dash for the English coast and radioed its last message, an SOS, while over Cape Griz Nez on the French coast. It reported then it was nearly out of fuel.

The plane, which took off from London airport seven hours earlier on the first leg of a flight to Lagos, West Africa, was to have landed at Bordeaux, France. However, a Boac spokesman said, when it had almost reached Bordeaux it was diverted to Paris because of fog.

Unable later to land at Paris, the Dakota made a final dash for the English coast and radioed its last message, an SOS, while over Cape Griz Nez on the French coast. It reported then it was nearly out of fuel.

Draper Sees Trade Balance In Reich Occupied Zones

By the recent economic merger of United States and British zones in Germany, it is hoped to balance the foreign trade of the combined zones within three years, according to Brig. Gen. William H. Draper, Jr., economic director for the United States Military Government there.

The two governments are 50-50 partners in the merger, but the British zone has one-third more population than the United States zone and less per capita food production, he explained at a press conference here yesterday.

"This means greater food imports for the British zone," he said. "It also means that the one-half of the combined food requirements will increase our financial food liability by approximately \$130,000,000 the first year. However, we also will share in the greater export assets of the Ruhr, particularly coal, without which the American zone would never become self-sufficient."

Gen. Draper said a supplemental appropriation of about \$350,000,000 would be necessary to meet our first-year commitments.

Truman, Winant Accept Brotherhood Week Honors

President Truman has accepted the honorary chairmanship and John G. Winant, former Ambassador to the United Kingdom, the general chairmanship of National Brotherhood Week, February 16-23, according to Mrs. Verna D. Linzel, executive director of the Washington office of the National Conference of Christians and Jews, sponsors of the observance.

Theme of the week will be "Brotherhood—Pattern for Peace."

The observance will be designed to further efforts of the conference to promote better understanding among religious groups.

Weather Report

District of Columbia—Cloudy today with occasional rain today. Partly cloudy and colder tonight and tomorrow.

Virginia and Maryland—Cloudy and mild with occasional rain today. Partly cloudy and colder tonight and tomorrow.

River Report.
(From United States Engineers.)
Potomac and Shenandoah Rivers were clear at Harpers Ferry.

Temperature and Humidity.
(Readings at Washington National Airport.)
Temp. Humidity
Yesterday— Degrees Per Cent.
Now 42 80
4 p.m. 48 82
8 p.m. 42 81

Record Temperatures This Year.
Highest, 59, on January 11.
Lowest, 27, on January 1.

Tide Table.
(Furnished by United States Coast and Geodetic Survey.)
High 12:30 a.m. 12:41 a.m.
Low 7:05 p.m. 1:14 a.m.
The Sun and Moon.
Sun, today 7:37 a.m. 5:08 p.m.
Sun, tomorrow 7:30 a.m. 5:01 p.m.
Moon, today 11:30 p.m. 11:14 a.m.
Autumnal equinox will be turned on one-half hour after sunset.

Precipitation.
Monthly precipitation in inches in the Capital, current month to date.
Month 1947. Avg. Record.
January 1.5 3.2 6.84 .84
February 2.3 3.7 6.13 .89
March 3.7 5.0 10.86 .91
April 4.1 5.0 10.86 .90
May 4.1 5.0 10.86 .90
June 4.1 5.0 10.86 .90
July 4.1 5.0 10.86 .90
August 4.1 5.0 10.86 .90
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November 4.1 5.0 10.86 .90
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Gov. Lane Reiterates Plea for Adoption Of Sherbow Report

By the Associated Press
ANNAPOLIS, Md., Jan. 11.—Gov. Lane tonight reiterated his support of the report by the Sherbow Commission on Redistribution of State Revenues, adding that he and Judge Joseph Sherbow, commission chairman, "were in practically complete agreement" on the desirability of putting the report's recommendations into effect.

In a formal statement, Gov. Lane said: "At my request, Judge Sherbow came to Annapolis today and we spent several hours canvassing the situation and exchanging views. 'We find ourselves in practically complete agreement, not only as to the desirability of action by the General Assembly to put the recommendations into effect, but also as to the steps which ought to be taken to put the State in a financial position to make the recommended distributions to the localities.'"

Recalls Past Support of Report.
"There ought to be no misunderstandings as to the efforts being made by the present administration to carry out the recommendations. 'I endorsed the report during the campaign, since my election, and in my inaugural address, always pointing out that it would be necessary to provide additional revenues for the purpose and to balance the State budget. The plans to produce these revenues will be submitted to the General Assembly as soon as they can be formulated.'"

Several bills embodying recommendations in the Sherbow report were introduced during the first 10 days of the General Assembly session, which started January 1.

Annual Session Provided For.
They included measures to set up a uniform accounting system throughout the State, provide for an annual legislative session so that the budget can be placed on a yearly, instead of biennial, basis; provide that the counties and other subdivisions of Maryland be given a limited first call on the State income taxes collected from their individual residents, and that fees from certain licenses and documents be turned over to the subdivisions in which they were collected.

A modified version of the Sherbow report recommendations dealing with racing revenues was passed at the recent special session of the Legislature.

It is estimated that the State's various subdivisions would collect more than \$12,000,000 in additional revenues if the provisions of the Sherbow report were enacted into law.

The legislature is set to get down to committee work when it convenes Monday. The last of the committees were appointed yesterday and a logjam of more than 200 bills awaiting consideration will be tackled as soon as the lawmakers get back to Annapolis.

The Senate Judiciary Committee has scheduled its first open hearing for Tuesday. Up for discussion will be a number of legislative council bills. A large delegation from Montgomery County is expected to be on hand for the hearing.

2 Students, Adult Die In 500-Foot Car Plunge

By the Associated Press
LA GRANDE, Ore., Jan. 11.—A car carrying the Joseph High School basketball team to a game plunged over a 500-foot embankment in a blinding snowstorm last night, killing two boys and the father of another.

The three other young players from the small Union County community were injured. The car plummeted down at the mouth of Cold Canyon just 10 miles from Elgin, Ore., where the boys were to play a Tu-Valley league game.

Killed were Hugh Grandy, 45, and Howard Hughes and Leland Wright, both 16. The injured were Norman Basin, 17; Arliss Zollman, 15, and Robert Grandy, 16, the driver's son, who was thrown clear near the road and summoned aid.

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Marine Corps to Retire Lt. Gen. Roy S. Geiger

Lt. Gen. Roy S. Geiger, one of the pioneers of Marine Corps aviation, is to be retired February 1.

The Marine Corps also announced the promotion of Maj. Gen. Keller E. Rockey to the temporary rank of lieutenant general.

Gen. Geiger, whose home is in Pensacola, Fla., has been stationed at Marine Corps Headquarters here for the past several months, following his relief as commander of the Fleet Marine Force in the Pacific. He was on Guadalcanal during the landings there, and participated in other Pacific operations. At Okinawa, he became commander of the 10th Army, following the death in action of Army Lt. Gen. Simon Bolivar Buckner, Jr.

Gen. Rockey is now in command of the newly activated Fleet Marine Force, in the Atlantic. He led the 5th Marine Division at Iwo Jima and was commanding general of the 3d Amphibious Corps throughout the occupation of North China.

Bolivian Candidates Agree on Recount

By the Associated Press
LA PAZ, Bolivia, Jan. 11.—Enrique Herzog and Luis Fernando Guechalla, with only 844 votes separating them today in their race for the Bolivian presidency, agreed to name representatives to recount the January 5 election vote. With less than 2,000 ballots yet to count, Herzog had 42,637 votes and Guechalla 41,793.

Meanwhile, police were busy restoring order after a 12-hour Indian revolt in the Lake Titicaca region which the government believed for a time to be a revolt against the ruling junta.

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