

in other words

by JOHN CLINTON



I'm handy around the house. I can fix the refrigerator so that it takes a service man only half a day to

repair the damage. I do handy electric wiring that often lasts until the fire department arrives.

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But whenever I raise the hood of the Hispano-Plymouth, I sort of give up! I know there are a million mysterious things under there that are probably wearing out or needing adjustment. But me... I can't tell which!

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But then, I don't have to, on account of the Union Minute Men do it for me. And they'll do it for you, too, if you just utter the simple words, "Stop-Wear! Lubrication."



* * *

For Stop-Wear is no ordinary "grease job." Far from it. For one thing, it's guaranteed in writing 1000 miles against faulty chassis lubrication. Besides you don't have to keep track of your mileage, the Minute Men do it for you—even the 3000 and 5000 mile checkups are automatically called to your attention.

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And even though they use factory specifications, 9 different lubricants, and a whole bench full of special tools, the big thing to me is—they check all the mysterious things that worry me—fan belts, battery cables and terminals, spark plugs, wheel bearings, and that sort of thing.

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So, give up your nail biting and worrying over car maintenance and let the Union Minute Men give your

car Stop-Wear Lubrication, too. For the Minute Men give you "Expert Care To Save Car Wear."

ALUMNI HONORED FOR HEROISM IN ACTION

Lieutenant Colonel Phillip T. Durfee, '28, has been awarded high recognition for heroism in flying battle planes against enemy positions during hazardous flying weather in the Aleutian Islands.

Following Lt. Col. Durfee's graduation from Caltech in 1929, he enlisted in the Army Flying School at March and Kelley Fields, and in 1930 joined the Western Air Express, where he was considered an outstanding pilot. Later he joined the Richfield Oil Company as an aviation engineer, and in April, 1939, rejoined the Army and was stationed at Hamilton Field until December, 1941, when he was sent to Alaska.

Mrs. Durfee and their two sons, Phillip, 6, and William, 4, are living in San Marino. * * *

Capt. Thomas R. White, '31, of Haiku, Maui, former interne at Queen's hospital, has been promoted to the rank of major. He served as flight surgeon with the American air squadron that bombed Tokyo and other Japanese industrial centers last April under Brig. Gen. James Doolittle. Major White has been awarded the silver star for gallantry. He has also received the Distinguished Flying Cross and the Military Order of China.

Major White graduated from Caltech in 1931, then studied aviation, and later attended the Harvard medical college. He is still flight surgeon for General Doolittle.

His wife and three children live in Redlands, California.

HANS KRAMER WINS ENGINEER POST IN HAWAII

Brig. Gen. Hans Kramer, former commandant of cadets at the California Institute of Technology, has been named as the Hawaii Department Engineer. He has risen through the ranks of major, lieutenant colonel, colonel to brigadier general in the past two and a half years.

General Kramer's chief of operations is announced as Major Joseph Matson, Jr., '26. Following his graduation from Caltech, Major Matson was commissioned a reserve officer. He was chief engineer for the Waiialua Agricultural Company at Waiialua, Oahu, when the Japanese made their attack on Hawaii. He was called into active service in January as a captain, and was promoted to the rank of major in June.

IF YOU ARE NOT NOW IN WAR WORK, THE ALUMNI PLACEMENT SERVICE WILL BE GLAD TO RECEIVE YOUR APPLICATION FOR CONSIDERATION.

FORMER R.O.T.C. INSTRUCTOR RESCUED AT SEA

Those alumni who were in attendance at Tech during the late twenties will remember the Assistant Professor of Military Science, then Lieutenant Louis J. Claterbos. Now Colonel Claterbos, he has recently taken over new duties on the Engineer faculty at Fort Belvoir, Va., after an adventurous year of war around the world.

On his way to a new post in Africa last December, his plane was delayed in Honolulu, where he became mildly interested in the "beautiful show the Navy put on," as he wrote his wife on the morning of the 7th. He learned quickly and thoroughly that (1) he was watching no "show" and that (2) he was no longer on his way to North Africa. For two weeks he was Engineer Supply Officer, handling work ranging from gasoline rationing to the conversion of pineapple fields into vegetable gardens.

In January he again left for Africa, by Atlantic Clipper. He went to Eritrea to supervise some of the big U. S. engineering projects for six months, working in temperatures as high as 120°. After that period, he was ordered back to the U.S.A. because of his health, and, for the same reason, was told to take a boat rather than a plane, as "planes are too exciting." Whereupon Colonel Claterbos, following directions, took a boat, which was torpedoed in the Caribbean. The lifeboats headed toward Trinidad, were picked up two days later by a Navy vessel, and last week the Colonel was released from Walter Reed Hospital, ready to join the "gang" at Fort Belvoir.

COVER

The cover is a reproduction of one of a series of beautiful snow scenes taken by the late Ferdinand Ellerman on January 18, 1907, on Mt. Wilson after a record storm lasting three days. Mr. Ellerman was an astronomer at the Mt. Wilson Observatory from the time of its organization in 1907 until retirement in 1937. His death occurred in March, 1940. The staff of the REVIEW is indebted to Mrs. Ellerman for permission to use this photograph.

Watch for the announcements of the

ALUMNI DANCE

February 13 at the Rendezvous Room Biltmore Hotel, Los Angeles