

Bid For U.S. Sabre Rejected So Jacqueline Came to Canada

By The Canadian Press
Canada has been dragged into aviation's battle of the jet-propelled Jacqueline. The flying women's rivalry has been pushed through the sound barrier by a Canadian plane.

In California, Jacqueline Cochran, 43-year-old wife of an American millionaire, flew a Canadian-built F-86E Sabre jet fighter faster than sound.

But probably more important to her was the fact it went faster than the other Jacque-

line. Jacqueline Auriol, 35, the daughter-in-law of the president of France, had had the temerity to steal Miss Cochran's women's speed record.

Chances are Mme. Auriol now will get herself another jet and do some supersonic hair-pulling of her own.

WENT TO CANADAIR
The inside story of how Miss Cochran got hold of a Canadian Sabre has not been told. She tried to get a Sabre in the U.S. but couldn't, so she came to Canada.

She tried the RCAF and was turned down. Then she went to the Canadair plant in Montreal which builds Sabres and finally became a consultant to its directors. After that it was easy. Technically she took the Sabre south to make some tests that couldn't be made here.

Jacqueline Cochran has been used to getting what she wants since she took her first solo 15 years ago while working at a beauty parlor. She went on to head her own cosmetics company, become director of an airline, marry Floyd Odlum, multi-millionaire financier, start a big ranch with him and dominate women's flying—until Mme. Auriol came along.

The Harmon Trophy, awarded by the International League of Aviators to the world's outstanding woman flier, stood on the Cochran sideboard from 1937 to 1950. In 1938 she won the Bendix Transcontinental Trophy race against a field of men and became the only woman to receive the Billy Mitchell Trophy as the outstanding pilot of the year.

That was the year the other Jacqueline, a shy girl of 20 unheard of in the aviation world, married Paul Auriol. There was a child next year and another three years later.

While Jacqueline Auriol lived the quiet life of a wife and mother, Jacqueline Cochran was organizing a group of American women pilots to fly with the British Air Transport Service in England, became director of U.S. Women's Air Force service pilots (the Wasps), and in 1945 was awarded the Distinguished Service Medal.

In 1947 she established two world flying records which still stand, and in 1948 she set two more.

MME. AURIOL'S START
That year Jacqueline Auriol, 30, with her children in school most of each day, took flying lessons. In 1949 she gave an exhibition of stunt flying at Paris.

A few days later she crashed into the Seine on a routine flight. Her face was badly smashed but she flew again even before surgeons had finished a series of 22 operations on her.

May 12, 1951, Mme. Auriol broke the world speed record for women, averaging 509.245 mph in a Vampire jet fighter over a 100-kilometre circuit. The Harmon Trophy went to France. Last December she raised her record to 534.375 mph and was awarded the Legion of Honor.

Jacqueline Cochran already had the Legion of Honor and the honorary wings of the French, Turkish, Chinese and Spanish air forces, but she no longer had the record.

So last month in her Sabre, above the Mojave desert, she became the first woman to fly through the sound barrier. In making the 100-kilometre circuit at 652.337 mph, she not only regained the women's record, from Jacqueline Auriol, but exceeded the men's record as well.

It looks as though the Harmon Trophy will be on the Cochran sideboard again. But for how long?



JET-PROPELLED Jacqueline Cochran, 43-year-old wife of an American millionaire, is the first woman to fly through the sound barrier. In an F-86 Sabre-jet built by Canadair of Montreal and powered by an Orenda engine, she flew at 652.33 m.p.h. over a 100-kilometre circuit to win not only the women's speed record but exceeded the men's record as well. She also defeated her rival woman speed aviator, Jacqueline Auriol of France, who previously had wrested the women's speed record from Miss Cochran.

Murder Sentence Reduced

VANCOUVER (CP)—Court of Appeals has reduced to manslaughter the verdict against Glen Donald Smith, 22-year-old army deserter who had been sentenced to be hanged for murder in Whitehorse, Y.T.

The appeal court sentenced Smith to 15 years in penitentiary in the case arising from the shooting death of Ralph Caruso, Whitehorse taxi driver, last Aug. 11.

Defence counsel was Mayor John M. Cuelenaere of Prince Albert, who today withdrew all his grounds for appeal for Smith, except the application for reduction of the charge to manslaughter. He pleaded for a sentence of from seven to 10 years on the ground that Smith had no criminal record.

Chief Justice Gordon Sloan said Smith's sentence will be subject to review from time to time and he may be released before the end of his sentence if his conduct warrants it.

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Lawyer Eats Cockroach To Prove Point

SAVANNAH, Ga. (CP)—A lawyer ate a cockroach in court here to prove a point.

The incident occurred during a hearing on a suit by a woman asking \$20,000 from the Savannah Coca Cola Bottling Company, alleging she was made ill by swallowing a cockroach while drinking a coke.

The company contended the insect didn't get into the bottle at its plant and then Alex A. Lawrence, defence counsel, produced a cockroach in the courtroom and started eating it, bit by bit, to prove it harmless.

Superior Judge David S. Atkinson restrained Lawrence before the roach was entirely consumed and the amazed jury promptly returned a verdict in favor of the company.

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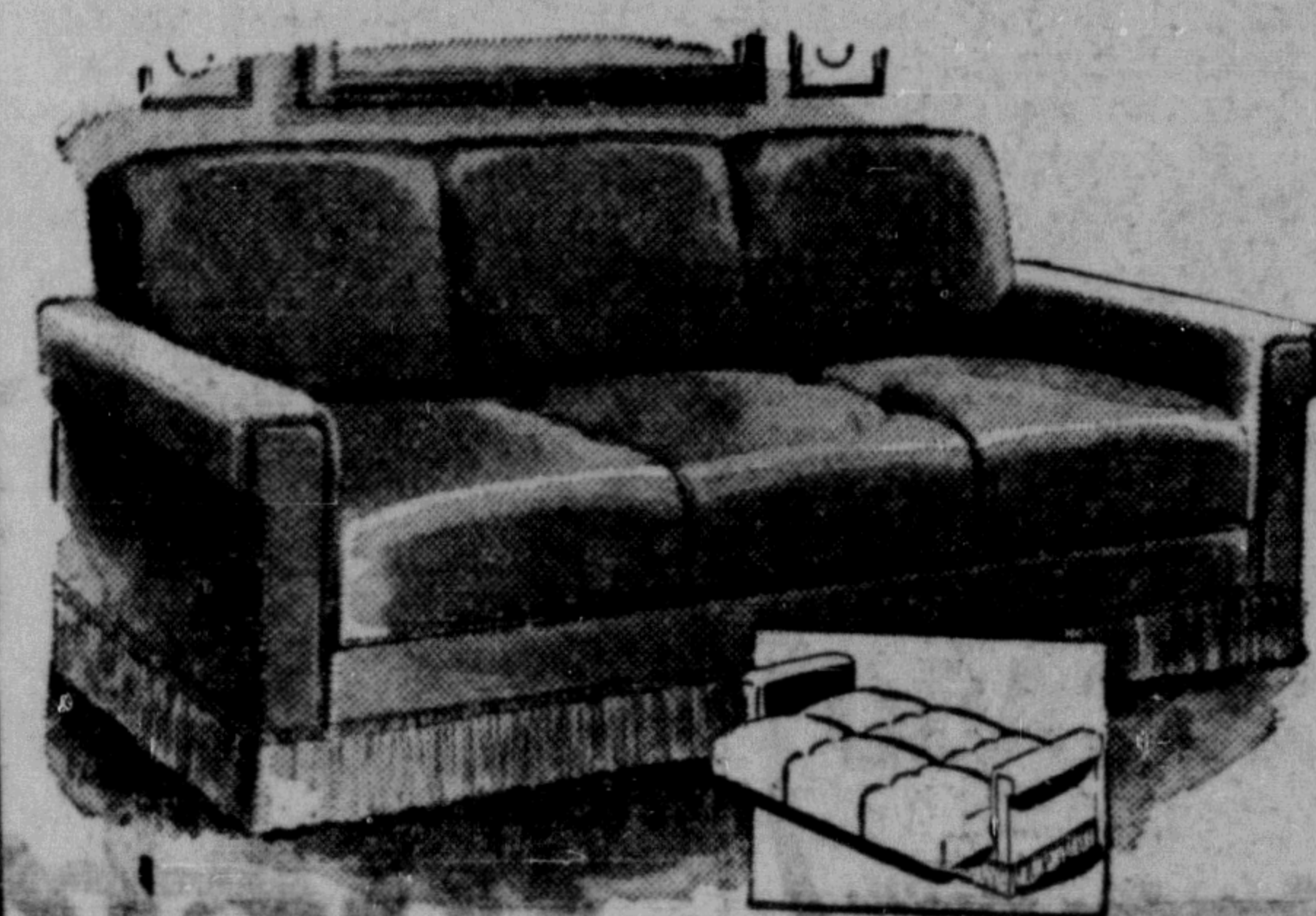
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RCR's Have One Good Battle During Tour

By BILL BOSS
IN KOREA (CP)—With one good battle and 46 nights of routine patrolling recorded, the 3rd Battalion, Royal Canadian Regiment, has completed its first tour in the Korean line.

The RCR's now hope an armistice will intervene to make their first tour also their last. But the 47 days between April 21 when the unit relieved the homebound-bound 1st Royal 22nd Regiment, until June 8 when the 3rd Princess Patricia's took over the sector, established that the battalion was found in all departments.

Says Lt.-Col. Ken Campbell of Perth Ont., officer commanding: "The troops proved to have been as well prepared for battle as the soldiers we took into battle during the war and who had four years of training. Perhaps our men were even more fit."

Highlight of the 47 days was the May 2 battle when the Chinese swarmed in strength over a plateau position commanded by Lieut. Ed Holyer of Toronto only to be destroyed by lashing artillery fire from the 81st Field Regiment, Royal Canadian Artillery.

The night's fighting yielded the RCR two Military Crosses, three Mentioned in Dispatches and three mentions in dispatches.

"For the rest it was straightforward, not very difficult, soldiering," says Campbell. "We learned a lot about patrolling . . . An officer who can handle a fighting patrol can do anything."

The command post worked out so efficient a counter-mortar technique that RCR mortar bombs were in the air, engaging enemy mortars, before the Communists' own bombs landed. Constantly watching the front through 50-power binoculars, RCR observers took on particular areas of responsibility. As soon as enemy mortars coughed from his assigned area an observer would shout a code word into the radio linking him with the mortars. Canadian bombs would be in flight toward the active mortar before the enemy's had arrived.

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