

## WEEKLY NEWS ANALYSIS

## Allied Generalship, Planes and Guns Decisive Factor in Tunisia Windup; Farm Situation Improves, Davis Says; Red Drive Perils Nazi Caucasus Hold

(EDITOR'S NOTE: When opinions are expressed in these columns, they are those of Western Newspaper Union's news analysis and not necessarily of this newspaper.)  
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How blood plasma contributed by donations of Americans to the Red Cross is used to save lives on battlefields is illustrated by the above photo of doctors treating a wounded U. S. soldier at a portable field hospital in New Guinea. Clayton Mitchell (left) of Wyandotte, Mich., and Maj. William Gaffick of Baltimore, Md., are administering the plasma.

### TUNISIA: Master Generalship

Axis resistance in Tunisia had steadily crumbled as the Allied armies moved inexorably toward their goals. As American artillery pounded the Bizerte harbor area setting fire to wharves and docking facilities, the British First Army had swept over the Tunisian plains leading to the capital city of Tunis.

The moves on Bizerte had been expedited by the capture by American and French forces of hilly strongholds protecting Lake Achkel and Lake Bizerte. In mopping up operations in the Mediterranean coastal region the Allies had continued to capture numerous prisoners.

In analyzing the results of the successful offensive, observers credited master Allied generalship with outmaneuvering the Axis. The Allied high command had led the enemy to believe that the principal blows would be struck by General Montgomery's British Eighth Army from the south. After the Axis had thrown heavy strength to repel Montgomery, American forces in the Bizerte area and British First Army forces before Tunis had struck crushing blows simultaneously.

### Europe Drive 'Sure'

As the North African climax had approached, Elmer Davis, director of the Office of War Information, had declared there is "no question but that there will be Allied operations on continental Europe this summer." Expressing his confidence that the Allies would clean up Tunisia in time to permit invasion of the continent this year, Davis added that it might possibly be necessary to leave a pocket of Axis resistance at Bizerte to be reduced by sustained pounding even while continental operations were under way. Following the death of Lt. Gen. Frank M. Andrews, Lt. Gen. Jacob L. Devers was named U. S. European commander.

### STRIKE BAN: More Power for WLB

Congress moved swiftly to strengthen the government's hand in dealing with strikes.

First step was the senate's overwhelming enactment of legislation empowering the government to take over plants in which war production is stopped by labor disputes and making it a crime to instigate a strike in war plants or mines which have been taken over by the government.

The senate measure was a much-amended version of a bill by Senator Connally of Texas to give congressional sanction for government seizure of struck plants and mines. Originally introduced months before, it had lain dormant until John L. Lewis refused to submit the soft coal wage dispute to the War Labor Board and the miners' work stoppage resulted. The final version contained a clause giving the WLB legal power to enter and settle labor disputes.

As the bill went to the house, it provided maximum penalties of one year's imprisonment or \$5,000 fine upon anyone guilty of inducing a strike or slow-down in a government-operated plant.

### RUSSIA: Nazi Setbacks

Hammering at the northeast approaches to Nazi-held Novorossisk, Russian forces had captured numerous towns, including Krymskaya and killed 10,000 German troops in a smash through the Kuban delta bulge of the Caucasus toward the Black sea.

Although the Axis forces were weakened by the break-through, Hitler had been preparing for weeks for action by bringing up fresh troops, tanks and munitions.

The capture of Krymskaya had two strategic benefits. It placed the Red army in a position to seriously menace Novorossisk and it enabled the Russians to cut the German-held railroad between Novorossisk and Protoka, 36 miles northeast of the port.

Significant was a Soviet report announcing the presence of powerful Russian naval units in the Black sea, led by the flagship "Paris Commune." This sea force was awaiting an opportunity to pounce on any German attempt to evacuate troops from the Caucasus.

### FARM PROSPECTS: Situation Improves

Heartening tidings that the farm labor, equipment and supply situations are showing "improved promise" were heralded by Chester C. Davis, food administrator.

"A current appraisal of the farm labor situation," he declared in a letter to James F. Byrnes, economic stabilization director, "indicates that there is an available labor supply sufficient to produce and harvest a 1943 crop up to the levels of the announced goals."

While not entirely satisfactory, Mr. Davis said, the farm machinery and supply situation for 1943 recently has been improved. He revealed that the War Production board has agreed to permit an increase in farm machinery production from 23 to 40 per cent of the 1940 level and an increase in repair parts to 160 per cent of the 1940-41 average. The petroleum administration has promised full gasoline supplies for food production, even if further cuts in civilian supplies should be necessary, he added.

### COAL: Take and Give

Reversing the procedure of "give and take," Fuel Administrator Harold L. Ickes announced a new "take and give" policy as an insurance against any new coal emergency. The doctory interior secretary set up machinery by which he may take coal from persons or plants with safe margins of supply and turn it over to those caught short.

The action was taken at a time when coal miners of the nation were at work on a 15-day truce before final settlement of wage demands had been made.

Mr. Ickes issued regulations setting up procedure under which he could act to protect war plants and essential civilian users from shortages, regardless of whether they arose from a work stoppage in mines, faulty distribution or other causes.

### CONTROVERSY: Russ Add New Fuel

More fuel was added to the flaming Russ-Polish controversy when the Soviet foreign office charged that cabinet officers of the Polish government-in-exile had engaged in espionage activities against Russia. To this charge the Reds added the further allegation that the Polish government had refused to permit use of Russian-trained Polish troops on the Soviet front.

United Nations' chancelleries had previously been heartened over the prospects of a resumption in Russ-Polish relations when Premier Josef Stalin had advocated the establishment of a strong and independent Polish state after the war and suggested a Polish-Russian pact directed against Germany. Observers viewed the Soviet foreign office's supplementary charges as an indication that while Russia desired good relations with Poland, it was bitterly at odds with members of the present government-in-exile.

Stalin's statement appearing in a letter to Ralph Parker, Moscow correspondent of the New York Times, had unequivocally endorsed the idea of a strong and independent post-war Poland and declared that future Russ-Polish relations should be on the basis of "good neighborly relations, or an alliance against Germany, should the Polish people desire it."

### DRAFT: Fathers by August

Nation-wide induction of fathers into the armed forces will be started by August "if not sooner," Maj. Gen. Lewis B. Hershey announced. In a subsequent move Selective Service headquarters issued instructions under which fathers in 35 listed essential industries may be given essential deferment. Observers believed that the new order indicated that the ban against the induction of fathers soon would be lifted.

Under the new instructions to local draft boards, care will be taken to keep fathers in essential occupations out of the armed forces until fathers working in less essential jobs have been inducted.

General Hershey ordered all essential war production employers to file with draft boards evidence of their employment of men who maintain bona fide homes with children under 18 years of age and born before September 14, 1942.

### PACIFIC: U. S. Air Upsurge

Surging American air strength took its toll of the Japs in widely separated actions on the far-flung Pacific front.

In the foggy Aleutians off the North American mainland American bombers kept up their incessant aerial pounding that has prevented the enemy from completing the airfield that has been under construction for several months on Kiska island.

Reporting an action of tremendous implications because it showed that heavy reinforcements had reached the U. S. air forces in China and that enemy bases near to Japan were now being laid open to our attacks, Lieut. Gen. Joseph Stilwell's headquarters in China reported that newly arrived four-engine Liberator bombers had "pretty nearly wiped out" a Jap airport on the southern end of Hainan island.

From American army headquarters in New Delhi, India, came the announcement that U. S. heavy bombers had dropped more than 30 tons of bombs on Japanese installations in Toungoo, Burma, in the Mandalay area, blasting the enemy headquarters there and causing severe damage to other buildings.

In the Solomon Islands American planes continued their attacks on Jap positions, raiding Vangavanga and Ringi Cove on the island of Kolombangara, as well as Ritaka Bay and Kila.

### ALIEN BUSINESS: Now in U. S. Hands

The United States has thrown back the economic invasion launched nearly a quarter of a century ago by the aggressor nations with whom we are now at war, the Office of War Information announced in making public figures showing that \$7,000,000,000 in assets of enemy and enemy-occupied countries are now under control of the alien property custodian.

"Every company in which Nazi influence was known to exist has been Americanized," the OWI said. "These companies are now giving valuable support to the war and are playing an important part in helping the nation meet its production goals."

More than 2,000 such business firms are operating under licenses from the treasury department. A total of 41,077 patents and pending patent applications owned by enemy nationals are now under control of the alien property custodian.

## Our Air Mail Observes Its 25th Birthday

By ELMO SCOTT WATSON  
Released by Western Newspaper Union.

YOU lived on the Atlantic seaboard and you wanted to send a letter to a friend out on the Pacific coast. So you put a two-cent stamp on it, dropped it in the mail and about a week later your friend was reading what you had written.

That was back in 1918.

Today you put a six-cent (air-mail) stamp on your letter and the next day the postman hands it to your friend.

And that, in brief, is the modern version of Aladdin and his magic carpet which has become such a commonplace that we accept it as a matter of course and never give it more than a passing thought.

But Uncle Sam thinks we shouldn't take it so casually. So this month, even while he's busy fighting a global war, he's putting on special ceremonies to honor the 25th anniversary of regular air mail service and he's signed up a number of pioneer air mail pilots, army and navy aviation leaders and others prominent in aviation development, to help him in this nation-wide celebration.

It all began back in May, 1918, when a group of World War I pilots, sitting in the open cockpits of Liberty-powered DeHavillands, began flying the first scheduled air mail service between New York and Washington. Today, as the nation observes the 25th anniversary of that event, air transportation is accomplishing a job which, even two years ago, would have seemed impossible to its most enthusiastic advocates. The 218-mile air route between New York and Washington, which in two decades and a half has developed into respectable proportions as a passenger - mail - express network within the continental United States, and to foreign lands, suddenly has become a vast system of scheduled and unscheduled lines sprawling all over the face of the globe.

Of course, there were demonstrations of the possibilities of delivery by air even before the 1918 New York to Washington venture, such as that of Pilot Earl E. Orvington in carrying letters between Mineola and Long Island, N. Y., away back in 1911. But 1918 is now recognized as the real "birthday" of air mail. For it was in that year that the post office department inaugurated the service in co-operation with the war department which supplied planes and pilots.

President Woodrow Wilson was on hand with a large crowd which saw the start of the service from Washington's Potomac park on May 15, 1918. So successful was the experiment that the post office department began making plans for transcontinental air mail service. It was logical that it should project this route in the air over the mid-continent pathway which had been used by the early explorers on foot, the covered wagon, the Pony Express, the stage coach and the first transcontinental railroad.

The Chicago-Cleveland leg of the route was opened May 15, 1919; the Cleveland-New York section a month and a half later, on July 1; the Chicago-Omaha on May 15, 1920; and the Omaha-San Francisco on September 8, 1920. Thus, in a little over two years air mail began winging its way from coast to coast. True, it had to depend part of the way on the railroad, for the mail was carried by plane only in daytime and then transferred to trains at night. But, even so, it cut down the travel time for letters to approximately three days.

Looking at this plane-railroad arrangement, air mail pioneers said: "We can't let air mail grow up with one foot on the ground!" So a group of volunteer post office pilots determined to prove the effectiveness of all-air schedules from the Atlantic to the Pacific. On February 22 and 23, 1921, they celebrated George Washington's birthday by making the first through day and night flight from San Francisco to New York. That paved the way for the lighting of the transcontinental airway which made night flights of mail planes possible and by July 1, 1924, regular day and night service had been inaugurated.

A milestone in air mail history was the transfer of operations from the post office department to private companies in 1926 and 1927. Having proved the practicability of scheduled air mail service, the post office department began turning over routes to private contractors on open, competitive bidding. Predecessor companies of the present-day United Air Lines - National Air Transport on the Chicago-New York



THEN—This DeHavilland was built for the First World War, became a mail plane when the post office department started the first coast-to-coast airway in 1920. Equipped with a 400-horsepower Liberty motor, it carried its pilot and up to 400 pounds of mail at a cruising speed of around 100 miles an hour. It was an open cockpit job—as was the ancient Model T in the background!



NOW—This United Air Lines Mailer, with its two 1,500-horsepower Pratt and Whitney Wasp engines carries two pilots, a stewardess, up to 21 passengers, baggage, and approximately 2,000 pounds of mail and express at a cruising speed of 200 miles an hour. It flies coast-to-coast overnight.

section and Boeing Air Transport on the Chicago-San Francisco section—took over operation of the nation's first coast-to-coast airline, the pioneer mid-continent route.

### Build Special Planes

Having won their new air mail contracts, the newly formed air mail lines tackled the job with determination and energy. United's predecessor, Boeing Air Transport, for example, built an entire fleet of 25 special mail planes in just 150 days



THEN—E. Hamilton Lee was one of the original post office department pilots on the New York-Washington air mail route.



NOW—Capt. E. Hamilton Lee is dean of all air mail pilots with a record of 3,506,000 miles of flying. He now flies the San Francisco-Los Angeles section of United's Pacific Coast airway—sometimes accompanied by his son, Robert E. Lee, who is a United co-pilot.

to handle the San Francisco-Chicago operation. In these days of mass airplane production, that doesn't sound so startling, but it was a genuine achievement 16 years ago.

Developments on old "U. S. Air Mail No. 1" between New York and the Pacific coast were rapid. The sturdy single-engine mail-two passenger Boeing 40s which began the service were replaced by 12-passenger tri-motored Boeing 80s. On the Chicago-New York route of National Air Transport, tri-motored Fords made their appearance. Through connections of the two companies, multi-motored coast-to-coast transport service was established, also

T.A.T. soon inaugurated its coast-to-coast rail-air trips.

Among the air mail companies were several no longer in existence, including such companies of the past as Clifford Ball, Inc., Stout Air Services, Universal Air Lines, Interstate Airlines, Gulf Air Lines, Maddux Air Lines and Standard Airlines. Most of these companies became parts of larger group systems. The start was made in the grouping of routes and companies which resulted in American Airlines, TWA, Eastern and other present major companies. Pan American got its start as the world's greatest overseas operator by flying from Miami to San Juan, Nassau and Havana.

One of the greatest technical developments was the adaptation of radio to airplane use. "Father" of this far-reaching project was the late Throp Hiscock of United Air Lines, who insisted that two-way radio-telephone communication between planes and ground stations could be effected. Through his efforts, installations of two-way radio-telephone equipment proceeded on a large scale in 1929. Pilots and ground stations were linked by voice communication to the everlasting benefit of all scheduled air transportation.

Other aids were summoned to add to the efficiency and reliability of mail-passenger-express schedules. Weather reporting services were improved, the radio range came along with its provision of an "aerial highway," planes themselves became more efficient. The Boeing 80s, after five years of meritorious service, gave way to the Boeing 247s of United Air Lines, first all-metal, low-wing, twin-engined transports in the country. These 10-passenger, three-mile-a-minute planes revolutionized air transportation, introducing new factors of speed, comfort and all-around efficiency. Travel time from coast-to-coast was cut to 19 1/4 hours.

Coast-to-Coast Overnight.—Then came the Douglas DC-2—the speedy Lockheed and later Douglas DC-3s and the Lockheed Lodestars again to spell big gains in speed, comfort and efficiency.

By the mid-1930s, air mail had become a habit with a large part of the American public. Business and industry had come to rely on its speed. Air mail poundage had increased year by year, even as air mail rates had gone down. As against the 217,000 pounds carried in 1926, 7,400,000 pounds were carried in 1934. Air mail pound miles performed by the nation's airlines rose from 6,280,000,000 in 1931 to 22,233,000,000 in 1941. Meanwhile, air mail postage had dropped from 10 cents for one-half ounce or fraction thereof in 1927 to a flat six cents per ounce for the transportation of a letter from any place to any place in the United States.

Starting from the keystone of air mail, there has been built under private enterprise in this country the world's greatest air transport system. And that's one of the reasons why Uncle Sam looks back so proudly over his air mail's epic achievement in the relatively short time of a quarter of a century!

## Who's News This Week

By  
Delos Wheeler Lovelace

Released by Western Newspaper Union.

NEW YORK—Big, white-haired Byron Price hasn't the whimsical authority of the first censors. He can't take a senator's toga sway or a citizen's vote. But he gives warning to a tough director of the Office of Censorship. He does, within limits, decide what Left and Right may read these war times. And when he says, as he just did, that the sound and fury on the air waves isn't all static and commercials, the wise will take the hint.

After the President picked him 16 months ago to sieve the nation's news, Price said he was sure the honor system would do for both press and radio. Now he reports that some "wise-cracking" announcers are "loving" with the code; and he warns that his staff's ears are bent 24 hours a day, and their eyes, too.

He has been a newspaper man over 30 years. He got out his first paper with a pencil when he was ten; got his first lesson in censorship, also. His dad's foot came down hard. He didn't try again until he reached Wabash college.

Price was born in Indiana, 32 years ago. After college he quit a few newspaper jobs just for fun, as cub reporters did in those days, and then the AP took him on. Barring time out for the first World War—Captain Price—he stayed with the AP, married in 1920, and kept on rising. When he left to become chief censor he was second only to General Manager Kent Cooper.

ONCE Julius A. Krug hustled back to Milwaukee swearing that nothing, nobody, could ever coax him into another federal job.

Has a Firm Hand That was after a time  
On the Throttle of with the  
Our War Machine Federal

Communications Commission. Now he rises to the No. 3 spot in the War Production board, with only Charles E. Wilson and Chairman Nelson above him. Krug's change of mind was chiefly due to the persuasions of David Lilienthal. Lilienthal was with the Wisconsin Telephone company where Krug got a job. He went, shortly, to the Tennessee Valley authority and nothing would do but Krug must go along.

The TVA allowed Krug later to quit his job as power manager to join WPE and now he rises to high authority. Few younger men, in federal jobs or out, have as much. Krug is just 35. He was born in Wisconsin of a German family. His grandparents didn't like Bismarck's Germany and cleared out.

Krug married at 19, worked as an iceman, an engine wiper, a day laborer to get through the state university, and here he is now, with a daughter and a son, and a tremendously important key position in the country's great war effort. He keeps at his task 70 to 80 hours a week, for all that he seems too heavy for so much work. He weighs an eighth of a ton.

THERE were the tireless legions of Caesar. There were the cool bowmen at Crecy. There were Pickett's dauntless 4,000. There are the

Gen. 'Vinegar Joe' millions of Puts Infantry in its shank's

Proper High Place mares who will have

the last say in this war, airplanes and tanks be whatchamacallit. The man who can read the bright history of infantry and not take fire is a cold fish. And if, as the rumor runs, Lieut. Gen. Joseph Stilwell talks up its virtues so warmly and so long that he skips the fighters aloft and on wheels, his enthusiasm is understandable.

Of course, the rumor may have grown out of all conscience with repetition. The general did pass up an airplane and foot it 400 miles into India after the Japs swarmed into Burma. But he will hardly have come to Washington to ask just for more G.I. field shoes and feet to wear them out chasing Japs in China.

Shoes or whatever, a recording of the general's requests would be fun. Follier biographers refer to his sulphurous speech. They mean that the general sometimes calls a spade a—spade. He isn't Vinegar Joe for nothing. He isn't Uncle Joe for nothing, either. He may ask—didn't Grant?—but ever since he got into the army his men have sworn by him.