

Washington Merry-Go-Round
DREW PEARSON

Washington, D. C.

SUBMARINE ANTIDOTE

A history making event took place recently in the long war against the submarine. Official tests were made of the helicopter, which, despite opposition of the navy, has been urged by officials of the army and War Shipping Administration for anti-submarine patrol.

Within a few hours after the publication of a Merry-Go-Round story on this subject, a group of officials from Washington, including highly interested and highly placed officials of the British admiralty, British shipping mission, and the RAF, stood in amazement on the deck of a tanker offshore while a little airplane with a crazy rotary wing on top landed and took off from a deck space not more than twice the size of the plane itself.

It was a Sikorsky helicopter, piloted by a boyish colonel who reminded everybody of Charles Lindbergh in his younger days—H. F. Gregory, from Wright Field, Dayton, Ohio, who knows more about helicopters than anybody else in the air force.

Gregory made 24 landings on the tanker during the two days of trials. He operated under all conceivable conditions—when the tanker was riding at anchor, when she was running at 15 1/2 knots, when she was headed into the wind, and when she was running with the wind.

The War Shipping Administration, which supplied the tanker, had offered to remove the mast, to provide a safer landing space. But inventor Sikorsky scorned that as "too easy." Accordingly, his plane was set down by Colonel Gregory in the space between the mast and the deck house, with only a 14-foot clearance on either side.

Far-Seeing 'Eyes.'

To the British and American shipping experts whose ships are going to the bottom every day, the significance of this feat was inescapable. They firmly believe the helicopter can be used to supplement the escort vessels for the greater protection of merchant ships in convoy.

It is too light to carry much striking power of its own, except a few rockets, but it can fly out ahead of the convoy, hover over the sea, spot the wolf pack, and report by radio to the escort vessels. This saves movement of the escort vessels, which in present practice have to maneuver constantly around the merchant ships, with heavy consumption of fuel oil.

Moreover, the helicopter, without firing a shot, brings alarm to the prowling submarine and causes the U-boat to dive.

Earlier acceptance of the helicopter was prevented by the navy's bureau of aeronautics, which contends that the machine is defenseless against the guns of a submarine. The defenders reply that the plane can dart about so crazily that it is too evasive to be easily hit. Moreover, helicopters can be built for \$15,000 each, and the loss of a few would not be serious, compared with the loss of escort vessels.

In any case, the matter has gone beyond the stage of argument. The War Shipping Administration is determined to have helicopters, and if the navy won't come along, WSA will make a deal with the coast guard to train pilots, and another deal with the war department to place the planes on its ships.

ARMY AND COAL MINES

John L. Lewis would have got the surprise of his life if he could have had a dictaphone recording of the conversation of Secretary of War Stimson and Gen. B. B. Somervell regarding the use of troops in taking over the coal mines.

Lewis had expressed public apprehension that the army had a plan to seize the coal mines in case of a strike. Undoubtedly subordinate army officers did have such a plan in mind.

But when Secretary Stimson sat down with Secretary Ickes, plus General Somervell and other army officers, the army expressed vigorous opinions to the contrary. General Somervell, accused by some of wanting the army to take over all civilian activities, made this remark:

"The last thing we want is an issue of the army against the people."

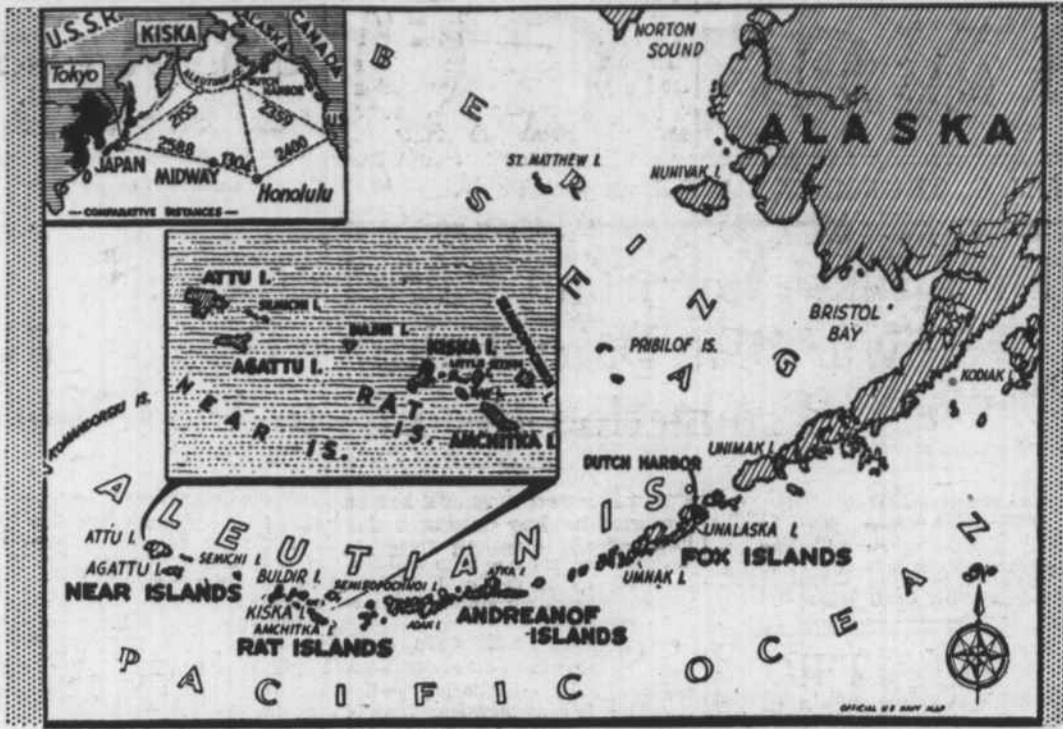
Secretary Stimson also expressed relief that Secretary Ickes, known as a staunch defender of civil liberty, had been selected by the President to handle the coal crisis. He offered Ickes every co-operation but expressed the hope that he would not have to use troops.

CAPITOL CHAFF

Freshman Representative Charles La Follette is the only Republican congressman who supported the President's foreign policies in the last campaign. La Follette also has a liberal labor record.

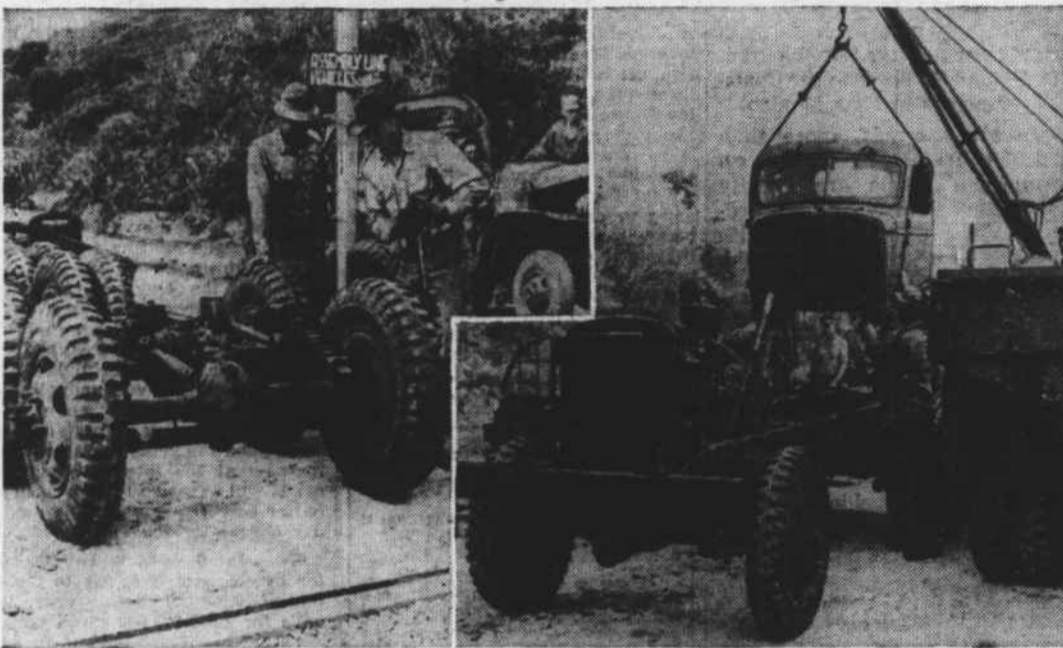
Radio Operator R. W. Dunn, who first received the coded message of an armistice November 11, 1918, is eager to serve again. He has enrolled as a junior radio operator in Pan American Airways Seattle school, preparing for Alaska service.

Area of U. S. Push in North Pacific



The strategic position of Attu island, in the Aleutians, where the navy landed strong forces to engage Japanese troops, is graphically shown in this official U. S. navy map. Japanese troops occupied the island about a year ago. In the upper left hand corner is a chart of the comparative distances from Attu to various points in the Pacific area.

Assembly Line in Southwestern Pacific



Mechanically minded American soldiers are taking their mass production assembly line methods with them to the Southwest Pacific. Here troops take parts of trucks, jeeps and ambulances as they come from the ships and put them through the line. One improvement on the assembly line system is their "Change over." When the boys tire of one operation, a command switches all members of the line to a new position and a new job. Left, rear running gear of a two-ton truck is assembled. Right, a cab is added to the truck and soon it will be ready for duty in a battle zone.

Maltese Tribute to Stalingrad



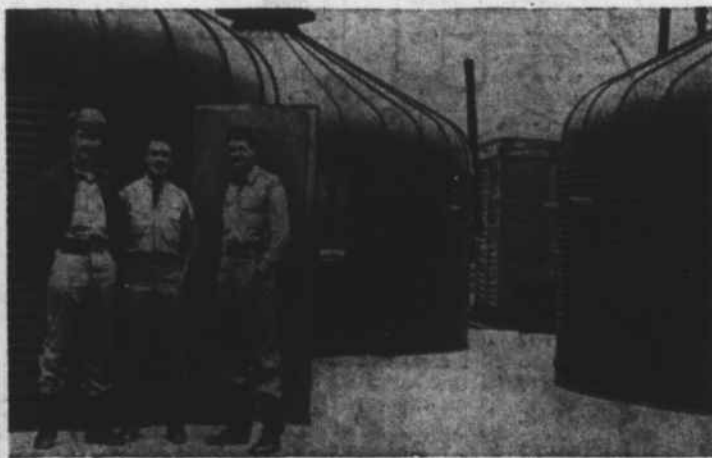
A stone shelter on Malta, most bombed spot on the earth, bears the name "Stalingrad." It is a tribute from Malta to the Russian city which also rocked under Nazi mass raids, yet held out grimly to victory. Beneath Malta a great system of subterranean workshops hewn from solid rock were the battle stations of thousands of workers who made British tools of war even as Axis bombs exploded above them.

She's a Major



The first woman physician to be commissioned directly into the United States Army is Dr. Margaret D. Craighill. She is shown being sworn in as a major by Col. Frederick Schoenfeld, commanding officer of the Philadelphia recruiting district.

Army Officers Quarters in Metal



These metal buildings in Iran were formerly used for storing grain. Now they serve as officers' quarters for U. S. forces in that country. Three tenants standing outside of their peculiar homes are, left to right, Captains B. E. Seisinger, Fairfield, Iowa; J. W. Coker, Louisville, Ky.; and E. L. Clayton, Minneapolis, Minn.

Outta My Way



Dashing over the home plate, Babe Barna of the New York Giants knocks both ball and glove from the hands of Catcher Hernandez of the Chicago Cubs during a tight game at the Polo Grounds in New York.

PEAKING SPORTS
By Bob McShane

Released by Western Newspaper Union.

THE "match of the century" will develop when bashful Gunder Haag, famed Swedish middle-distance runner, arrives in the United States to pit his speed and endurance against America's best athletes.

The match of the century, of course, would see barrel chested Greg Rice, formerly of Notre Dame, meet the Ghost of Gavle, in a match designed to end a lot of arguments.

Holder of five official world records at distances from 1,500 meters to 5,000, including a 4:04.8 miles, Haag is looking forward to competition in America with all the eagerness of a rookie seeing big league action for the first time.

Haag boarded a tanker at Goteborg for his voyage across the Atlantic. In an interview before he left, he said:

"I love to run and it has always been my dream to go to the United States. I have never been outside Europe and I am looking forward to competing with America's great runners.

"When I get there I'll run any place and any time, and the AAU can let the profits of any meets go where it finds suitable—whether to war benefits or other funds."

Explanation

The sandy-haired Haag, a village freeman at Gavle, had a very definite purpose in mind when he made the latter statement. Previous reports published in this country in-



GREG RICE

icated that he was unwilling, as a citizen of a neutral country, to compete in meets staged for the benefit of war relief agencies.

Haag denied the statement flatly. "I am ready to run, especially if it helps war invalids or other victims of the war," he said.

Tentative arrangements for Haag's appearance in this country include the National AAU championships, to be held in New York June 19-20, and special meets in other cities.

The AAU championship program has been arranged so that Haag, if he wishes, could run in the 1,500 meters on June 19 and in the 5,000 meters on June 20.

It is in the latter race he probably would be called upon to face Greg Rice, world indoor record holder at two miles and far and away America's leading distance runner. Rice is a chief specialist in the United States Maritime service. In New York, Dan Ferris, secretary-treasurer of the AAU, said that all benefits from meets in which Haag competes would go to the U. S. Air Forces' Aid society.

Sports Spectacle

The race should be one of those rare sports spectacles where the issue is a clean cut test of superiority between champions. Such meetings seldom take place—largely because two great competitors seldom arise at the same time.

Old timers recall that in the field of distance running, the victory of Italy's Pietro Dorando over America's John J. Hayes at the old Madison Square Garden was one of the most talked of events of the century. Hayes had been proclaimed the Olympic marathon winner in London in 1908, after Dorando, leading until a few yards from the finish, fell and was helped over the line by friends. Hayes was given the title after Dorando was disqualified.

Then Dorando and Hayes turned professional and engaged in a series of marathons. The first of these took place in New York. The crowds were slightly terrific. Thousands couldn't attend because of safety restrictions. But Dorando proved himself. He won a majority of their races, thus vindicating himself in the eyes of his followers.

SPORTS SHORTS

The major league fielding record for first basemen is a .999 average set by John P. ("Stuffy") McInnis of the Boston Red Sox for 152 games in 1921.

Since Doug Mills became basketball coach at Illinois seven years ago, the Illini have won 61 games and lost 26 for a .701 percentage against Big Ten competition.

In 1942, 116 major league double headers resulted in standoffs and 123 others produced double wins for one of the contesting teams.

WAR ON ALL FRONTS
A SERIES OF SPECIAL ARTICLES BY THE LEADING WAR CORRESPONDENTS

Inside Story Of Toulon

By J. C. Fernand-Laurent

(WNU Feature—Through special arrangement with Collier's Weekly)

It was nothing but German stupidity that lost Hitler the French fleet last November, and the arms and munitions at the great naval base of Toulon. I know the story, because I was in Toulon.

Admiral De Laborde, the French commander, had received no recent instructions from Vichy. The only orders in his possession were those dating from the armistice, commanding him to resist all aggression from whatever source, and to sabotage the fleet rather than surrender it.

These orders never had been countermanded. Preparations for sabotage had been made. On the morning of November 27, Vichy, in the name of Marshal Petain and as ordered from Berlin, tried to rescind this order by telephone from Vichy to Toulon.

The new instructions authorized surrender of the fleet to the Germans. But the telephone was not functioning.

Why not? The truth is simple. Germans Cut Wires to Isolate.

The German commanders at Toulon, having completed encirclement of the place and not wishing to be disturbed in carrying out their intentions, cut every telephone wire on the night of the 26th, and jammed all radio transmission in order to isolate the naval base from the rest of France—including Vichy. It is for this reason alone that Vichy's orders to surrender the fleet never arrived—until too late to save the ships for Germany.

Here was Justice: self-administered! Many accounts have been published concerning what happened at Toulon and why it happened. Most of the accounts have contained mistakes. This article, I believe, is the first true story of the heroic end of the major part of the French navy.

On November 27 I was near Toulon at the home of a member of our underground movement. We were awakened a little before seven in the morning by the crash of explosions.

Germans Filter In At Night.

During the night, the German troops had filtered through the sleeping city. They encountered no one. The French sailors were aboard their ships, the infantry and the Senegalese were in the arsenal, the forts and the casemates. The Germans hesitated, losing precious time.

After a while, two columns formed, one heading toward the arsenal, the other toward the docks. Soon the Nazis were throwing themselves into every boat they could find, crowding upon pontoons they had brought with them. Suddenly a gun boomed from the flagship.

Gun Signal Booms.

It was the signal—the order to sabotage all ships, to destroy port installations, to spike the guns of the coastal batteries. Aboard the 70 vessels moored or anchored in the harbor, commanders were at their posts. They gave the pre-arranged orders. Soon the old dock, the water front, the harbor and the roadstead—the anchorage where France's proud ships had lived—were no more than cemeteries.

Fresh explosions came from the arsenal. Machines and workshops in the factories were being destroyed. To the south, flames and clouds of smoke from burning ammunition dumps rose high. All around the base, from the Saron to Cape Brun, there were new explosions. Mortars, huge rifles, shells in vast quantity—all were destroyed. France's most powerful naval base, the work of 20 years, was a mass of smoking wreckage.

Blind with rage, the Germans stormed the arsenal, killed the sentinels and forced open the heavy gates. They were too late. There was hand-to-hand fighting in the workshops between Nazi soldiers and French workers, many of whom were killed or wounded.

In their rage the invaders then turned against the cadet school, surrounded the youngsters and by weight of numbers manacled them, thrust them into trucks and rushed them to a concentration camp. Several times along the route, crowds tried to free the lads.

First reports after the tragedy said that crews had gone down with their ships. This was not so. The truth was simpler but no less fine: Officers and sailors, to a man, having done their work of destruction, remained at their posts to the last moment, and then in perfect order abandoned their ships and reached shore.

A number of both officers and men were explosion victims; some others were drowned.

When the crews got ashore, they met heavy German forces, and most of them were taken prisoner.

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SNAPPY FACTS ABOUT RUBBER

Considering cost of oil, gas, tires and upkeep, it is estimated that the cost of driving the average car for 1000 miles at 45 miles per hour is \$22.03. At 25 mph the cost is cut to \$14.38 and at 35 mph it is held to \$17.55.

Malaya and the Netherlands Indies were the only sources of natural rubber in the world which had been successfully exploited to an important extent prior to the present war.

Rubber and gas rationing did not drastically cut motor-vehicle operations last year. Official figures show that during 1942 trucks haul an estimated 46 billion ton miles of freight on main rural highways, compared with 46.7 billion in the more normal 1940.

In war or peace
B.F. Goodrich
FIRST IN RUBBER

WNU-4 22-48

Kidneys Must Work Well

For You To Feel Well
24 hours every day, 7 days every week, never stopping, the kidneys filter waste matter from the blood. If more people were aware of how the kidneys must constantly remove surplus fluid, excess acids and other waste matter that cannot stay in the blood without injury to health, there would be better understanding of why the whole system is upset when kidneys fail to function properly. Burning, scanty or too frequent urination sometimes warns that something is wrong. You may suffer nagging backache, headaches, dizziness, rheumatic pains, getting up at night, swelling. Why not try Doan's Pills? You will be using a medicine recommended by the country over. Doan's stimulates the function of the kidneys and help them to flush out poisonous waste from the blood. They contain no irritating laxatives. Get Doan's today. Use with confidence. At all drug stores.

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