

WEEKLY NEWS ANALYSIS

Allies Take Offensive in Pacific Area With Naval Attack on Solomon Islands; British Thwart Sabotage Plan in India; Nazis Reap Profits From Russian Drive

(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.) Released by Western Newspaper Union.

OFFENSIVE:

In Southwest Pacific

Exactly eight months after the bombing of Pearl Harbor—eight months of gloom-laden defensive warfare—Allied air, sea and land forces carried the battle to the enemy in the Southwest Pacific theater of war.

In a fierce battle for the Solomon Islands, the United States fleet and warships of the Pacific flotilla struck heavy, continuing blows at Japanese bases in America's first great offensive of the war.

Adm. Chester W. Nimitz, U. S. naval commander in the Pacific, stressed the force of enemy resistance. The fight was at the northern boundary of the Coral sea, where a U. S. task force in May inflicted the first great naval defeat in history upon Japan.

Although not discussed in official communiqués, navy spokesmen made it clear that the assault on the Solomons was the first major attempt to regain Japanese-seized territory. Equally clear was the fact that all possible fire power was being brought to bear upon the enemy. This would include army and navy bombing planes, shelling from big guns of naval surface ships and possibly strong land action.

Some thousands of miles north a Pacific fleet task force had bombarded Jap ships and installations at Kiska, one of three Aleutian islands upon which an estimated 10,000 Japanese have entrenched themselves.

LABOR:

Another Crossroads

As "peace" committees of both AFL and CIO begin preparations for their meeting to bring about labor peace both Philip Murray, CIO president, and William Green, head of AFL, issued public statements indicating that they favored the objective.

There were definite signs, however, that the method of reaching the objective might encounter some difficulty along the way. For in one of his statements on the subject President Green urged that CIO "come back to the AFL, the House of Labor."

Later in a speech to the important CIO United Automobile, Aircraft and Agricultural Implement Workers of America, meeting in their convention in Chicago, Philip Murray avoided all reference to this statement. But he did say: "I hope, I pray, that their (the AFL's) attitude will have changed, that experience has taught the need for giving recognition to the aspirations and objectives of those organizations



PHILIP MURRAY "... hoped and prayed."

which make up the Congress of Industrial Organizations."

Biggest stumbling blocks in labor peace talks for the seven years that the two groups had gone their own way had been personalities and the refusal or inability of AFL to recognize CIO's organization of unions by grouping all workers in an industry into one union.

As far as personalities were concerned, Philip Murray had bypassed John L. Lewis by appointing to the CIO peace committee members not necessarily committed to the head of potent United Mine Workers. Lewis and Green had constantly differed on peace terms in the past and with the former out of the front trenches (but still very much in the fight) some observers were forecasting an outside chance for a united labor front—united for U. S. victory.

HIGHLIGHTS . . . in the week's news

GENEVA: Guglielmo Ferrero, noted Italian historian and foe of the Fascists, died here at the age of 71. Seven years ago his books were seized by the Mussolini government and he was forced to flee Italy. He had taught history at the University of Geneva ever since. Among his most noted books was "The Grandeur and Decadence of Rome."

INDIA:

Action

As the crisis in the latest drive for India's independence approached, Britain acted with speed and surprise. By official decree, Mohandas K. Gandhi and almost 200 other All-India Congress party leaders were arrested as they prepared to launch their nation-wide non-violent civil disobedience movement as a protest against Britain's refusal to grant India immediate freedom.

Some sources reported that the British acted because it was learned that an extensive sabotage campaign against the war effort was about to get under way.

Rank and file of Gandhi's party did not take their rebuke quietly. Dispatches from New Delhi reported rioting in Bombay and Ahmedabad. In addition government grain stores were looted in protest against the British action.

It was the sixth time that Gandhi had handed himself over to government officials in his life-long fight for Indian independence. As he gave himself up he called upon his followers to remember the slogan: "Either we get freedom or die." Technically Gandhi was not being imprisoned but he was to be kept under "strict surveillance."

Britain's attitude seemed to be summed up in the thought that while India's independence was important, the most vital problem of the United Nations at present was the winning of a war.

GRAIN AND OIL:

To the Nazis

Though the cost in men and machines has been terrific, the Nazis are already reaping the benefits of their 1942 drive for the oil and grain riches of the Caucasus.

This was evidenced by an admission on the part of Red Star, official Russian army newspaper, that already the Germans were shipping trainloads of foodstuffs from the Kuban area. Kuban is one of Russia's finest farm sectors but now has been practically cut off from Soviet control.

However, the Nazis were not harvesting all the grain nor pumping all the oil that the Russians were forced to abandon. For as they retreated, the Cossack defenders were employing the "scorched earth" policy to the best of their ability. Grain fields and granaries crammed with wheat were blazing as the Germans advanced to them. Oil wells in the Maikop field were blown up by Soviet troops. Yet experts were forced to admit that the Nazi prize that remained was worth the battle losses. For these are the things Germany needs to continue fighting—oil and grain.

GRIM ENDING:

For Saboteurs

The greatest execution in the history of the nation's capital took place when six of eight Nazi saboteurs who came to this country by submarine to cripple the war effort were electrocuted in the District of Columbia jail's electric chair.

It was an hour and a half after the first of the plotters was pronounced dead that the White House made its official announcement. The six were Herbert Haupt, Heinrich Harm Heinck, Edward John Kerling, Hermann Otto Neubauer, Richard Quirin and Werner Thiel. Two other saboteurs escaped death by aiding the prosecution. One of them, Ernest Peter Burger, was sentenced to life in prison at hard labor. The other, George John Dasch, was sentenced to 30 years at hard labor.

Meanwhile, the nation's first important sedition trial since the outbreak of the war came to a close when a federal court jury in Indianapolis found William Dudley Pelley, founder of the Fascist Silver Shirts, guilty of criminal sedition.

Pelley's co-defendants, Agnes Marion Henderson, his secretary, and Lawrence Brown, were found guilty only of conspiracy. Pelley was found guilty on all 11 counts in the indictment.

Even as the erstwhile dictator of the Silver Shirts braced himself for the penalties ahead, the American public demonstrated again its stern temper when Federal Judge Arthur J. Tuttle pronounced a death sentence for treason upon Max Stephan, Detroit restaurant owner, for betraying his adopted country by befriending an escaped Nazi prisoner.

STEEL:

Probe 'Black Market'

In answer to charges that a "black market" in steel existed, where "immediate delivery was made from bulging warehouses scattered over the nation," two government investigations were immediately begun.

First probe was undertaken by Price Administrator Leon Henderson after charges made by Frank Higgins, associated with his father in a New Orleans shipbuilding yard, that



SENATOR HARRY S. TRUMAN "... negligence or willful misconduct."

his company had bought steel from such markets at higher premiums. The second investigation was undertaken by Congressman Carl Peterson, chairman of the house subcommittee investigating the maritime commission's cancellation last month of the Higgins' company's contract to build 200 liberty ships because of an alleged steel shortage.

Meanwhile, Chairman Harry S. Truman of the senate committee investigating national defense charged the navy department's bureau of ships with "negligence or willful misconduct" in connection with the construction of tank-landing boats. Senator Truman's charges contained in a letter to Navy Secretary Frank Knox referred to the navy's insistence on substituting its own models of tank-landing boats for ships of proved value built for this purpose by the Higgins company in New Orleans.

HOUSEWIVES:

Face Job 'Draft'

Spokesmen for the manpower commission intimated that one out of every four American housewives between the ages of 18 and 44 may be needed in munitions jobs for this country to attain full war production.

It was indicated that a nationwide occupational registration of women might be undertaken as a means of cataloguing the country's total feminine adult resources.

Paul V. McNutt, manpower chief, has estimated that about 5,000,000 more women must be placed in war jobs by the end of 1943.

CARGO PLANES:

Get Green Light

A "go-ahead green light" for the construction of vast cargo planes in months to come was given by both the army and navy.

Speaking for the army, Lieut. Gen. Henry H. Arnold, commander of the army air forces, told a senate military affairs committee that 21 per cent of all multiple-engine bomber planes to be produced for the remainder of 1942 will be cargo or transport carriers. Including all planes of comparable flying range, he added, 30 per cent of the total output will be essentially for cargo purposes.

General Arnold revealed that cargo and transport carriers now being produced are used to move paratroops and airborne infantry, to tow gliders and to carry supplies to combat zones. Planes are moving about 2,500,000 tons of material a week, he said.

Speaking for the navy, Rear Admiral John H. Towers, chief of the Bureau of Aeronautics, disclosed that the navy is speeding a huge program for building cargo planes.

SUBMARINES:

Lull Near U. S.

That American coastal waters are no longer a soft spot for German submarines was the view expressed by British officials in a communiqué from London. Consequently it was believed that Axis U-boats had been forced to seek other waters in which to prey on United Nations' commerce.

Adoption of the convoy system in the Panama and Caribbean areas plus increased air defenses were cited as coinciding with a decreased scale of submarine attacks.

American military authorities commenting on the recent drop in submarine sinkings, warned, however, that the Nazis might now be preparing to bring the full brunt of their undersea attack against the heavily convoyed supply lines across the North Atlantic.

Increasing Allied effectiveness against submarines was said to be due to the fact that the "bottleneck" regarding engines for submarine chasers, defensive craft and dirigibles has been broken and defensive craft are coming forward in greater numbers.



Washington, D. C.

WOODEN SAILING SHIPS

When Undersecretary of Commerce Wayne C. Taylor was flying to Rio for the Inter-America conference, he remarked:

"Our toughest problem is shipping. We have to find something that will give us the most cargo space, using the least critical material. That's the formula."

Then he looked out of the plane window and saw a tiny sailing vessel below. "You may laugh," he said, "but we may even come to that." That was last January. What Taylor had said on an impulse stuck in his mind. At Rio he talked it over with Brazilians who were worried about moving their coffee crop. He was sure he had the answer to the submarine campaign—ships requiring no critical materials, ships that would coast along in shallow waters and keep alive the trade among the Americas.

But he struck a snag in Washington. The Maritime commission was not interested. Skeptics said it was a reversion to the "horse-and-buggy days" of the sea. Three times Taylor worked up his project in revised forms, but each time it failed to click.

Then he tried another tack. He published an account of the project in a trade weekly of the department of commerce. Immediately it struck fire. Boat builders all over the country wanted to take part in the enterprise. Official interest was kindled.

Result was that RFC allocated \$10,000,000, with which the Rockefeller Office is setting up a corporation to build and acquire wooden sailing vessels for inter-American trade.

Two designs have been completed, one for a shallow draft vessel and one for a heavy sea vessel. Yards have been selected in Latin America, and contracts are being let.

There will be an endless belt of 300-ton sailing ships, making long and short voyages, using auxiliary engines when necessary, but saving fuel by using, most of the time, the trade winds that made the Caribbean famous in the days of Clipper ships.

VICE PRESIDENT'S RECREATION

On a hot August morning, when residents of the Wardman Park hotel had fans turned on full blast, they looked with surprise to see four figures come out on the tennis court. They looked a second time. It was the vice president and a party of friends out for a set of doubles.

Henry Wallace took off a pair of slacks, threw them into a corner, and trotted out onto the court in white shorts and a white sports shirt. It was eight o'clock as the game began.

Wearing no hat or eyeshade, and wielding the racket in his left hand, Wallace entered into the game with the gusto of a high school boy. It was not tennis of professional quality, but it was high class amateur play. Frequently the ball was returned eight or ten times in a single exchange. Once when Wallace was at the net, he made five returns in succession, finally won the point.

At 9:05 the set ended. Wallace retreated to the corner of the court, pulled on his slacks, headed back to his apartment for a shower. Other apartment dwellers, still sitting in front of the fans, sighed and shook their heads in wonderment.

MERRY-GO-ROUND

Red Cross Boss Norman Davis remarked on the "excellent service" when he lunched at the local Red Cross canteen for service men the other day. But he didn't know that his waitress was Mrs. Jed Johnson, wife of the congressman from Oklahoma.

Popular, white-thatched Representative Joseph J. ("Judge") Mansfield of Texas, who gets around in a wheel chair faster than most people walk, was telling colleagues about a political opponent in his district "who's always trying to make people believe I am 89." Remarkable GOP Representative Charles A. Eaton of New Jersey: "Shucks, Judge, you'd just be getting started at 89."

Greatest pals of Rumania's exiled King Carol and the titan-haired Madame Lupescu in Mexico City are U. S. Ambassador George Messersmith and wife. The Messersmiths got to know the couple when they came to Cuba while Messersmith was ambassador there. In Mexico City they played bridge together frequently.

Ex-Ambassador Josephus Daniels, now editor of the Raleigh News and Observer, is writing more pungent editorials at 80 than most editors at 40.

NO BOASTER

The 43rd division's signal company from Rhode Island has a young buck private who has a great future before him—of some kind.

The other morning, while on K.P. duty, he offered to bet the mess sergeant \$5 that he could eat two good-sized watermelons in ten minutes flat. The sergeant was suspicious.

"What makes you think you can?" he parried. "Because," was the reply, "I just polished off two when you weren't looking."



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White House Wedding

WHEN Harry Hopkins, adviser to President Roosevelt, and Mrs. Louise Macy, New York fashion writer, were married in the White House recently, it marked the 15th time that the halls of the Executive Mansion had resounded to the strains of the wedding march. The first was back in 1811 during President Madison's administration and the last was 103 years later while Woodrow Wilson was President. Here is the chronological record:

1811—Thomas Todd, associate justice of the Supreme court, and Lucy Payne Washington, the widow of George Washington's nephew and the sister of Dolly Madison, the President's wife.

1812—Congressman John J. Jackson, a great-uncle of Gen. T. J. ("Stonewall") Jackson, and Anna Todd, a cousin of Dolly Madison.

1820—Samuel L. Gouverneur and Marie Hester Monroe, daughter of President James Monroe.

1828—John Adams, son of President John Quincy Adams, and Marie Helen Jackson, niece of Mrs. John Quincy Adams.

1829—Alphonse Joseph Pageot, a member of the French legation, and Miss Delia Lewis, daughter of a member of President Jackson's "kitchen cabinet."

1831—Lewis Donaldson, grandson of Thomas Jefferson, and Emily Martin, niece of President Andrew Jackson.

1835—Lucien B. Polk, related to James K. Polk, and Mary Easton, niece of President Andrew Jackson.

1842—William Waller and Elizabeth Tyler, daughter of President John Tyler.

1874—Algernon C. F. Sartoris, an officer of the British legation, and Nellie Grant, daughter of President U. S. Grant.

1878—Russell Hastings, United States army officer, and Emily Platt, niece of President Rutherford B. Hayes.

1886—President Grover Cleveland and Miss Frances Folsom.

1906—Congressman Nicholas Longworth and Alice Roosevelt, daughter of President Theodore Roosevelt.

1913—Francis B. Sayre and Jessie Woodrow Wilson, daughter of President Woodrow Wilson.

1914—William Gibbs McAdoo, secretary of the treasury, and Eleanor Wilson, daughter of President Wilson.

Of all the weddings that have taken place in the White House, the ceremony on June 2, 1886, was outstanding. For on that date Grover Cleveland, one of our two Presidents who entered the White House as a bachelor but the only Chief Executive to be married there, was wedded to Frances

Folsom, the daughter of his former law partner. The beauty of the bride and the advance newspaper accounts of the President's wedding gift to her (it was a superb diamond necklace) and of the lavish display of flowers which were to decorate the Blue Room, where the ceremony was to be held—all combined to create great public interest in the event.

According to a Frances Folsom contemporary newspaper description, "the fireplaces were filled with red begonias to represent burning fires, with centaureas scattered at their base to imitate ashes, while blossoms were laid below in the form of tiles. One mantelpiece was banked with dark pansies, bearing the date in light pansies; the other with red roses."

Although only a few relatives of the bride and high public officials were invited to the ceremony, a vast crowd gathered around the door of the White House to hear the music of the United States marine band when the ceremony began. It was still there when the newlyweds tried to slip out the back door of the White House and it showered them with rice and old slippers. Grover Cleveland may have been President of the United States but on that day he was a bridegroom and American democracy insisted upon exercising its traditional right of treating him as one!

President Cleveland's Wedding.

President Cleveland's Wedding.



President Cleveland's Wedding.

AAF Learns Art of Camouflage

AT FORT BELVOIR, VA., where the engineer board is training officers from all over the country in the gentle art of making things look like what they ain't, much knowledge is crammed into a two-week course.

Three busloads of officers, ranging from second lieutenants to lieutenant colonels under the direction of two first lieutenants, set out each morning to a special sector three miles from the post. In a field of about five acres are Curtiss P-40 pursuits staked down amid a group of pines. No airplane, one concludes, could land in such rough terrain. However, these planes are carefully constructed dummies, made of plywood.

These "mock-ups" serve to misdirect the enemy while the real planes, hidden a short distance away, are camouflaged and safe.

One of the lieutenants says: "Captain Blank will take ten men with strong shoulders, pick a likely spot and get going. You'll find ample supplies over there—tools, brushhooks, pickaxes. Pull your plane to your spot, find drapes, and try to conceal it."

Officers, lieutenants and lieutenant colonels alike grab the 300-pound dummy plane and carefully haul it to the appointed spot. Chips fly, stumps are razed and the ground smoothed out. In no time at all the space is cleared. The plane is pulled into position, and the officers swarm over the ship like the Lilliputians over Gulliver.

When the job is done the students return to their instructor to report. He criticizes the job from every angle. They do the job over and over again until it is done right.

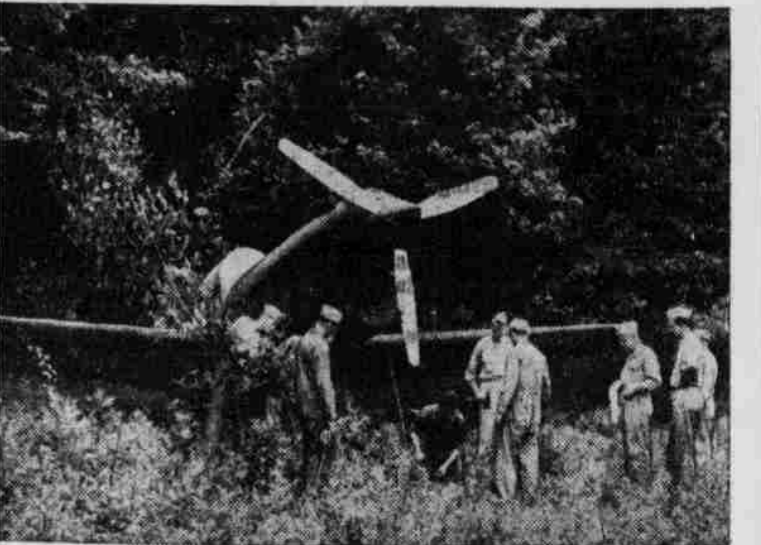
The following series of pictures show you the camoufleurs at work.



Student officers from all parts of the country plot positions for camouflage and emergency fields on a relief map.



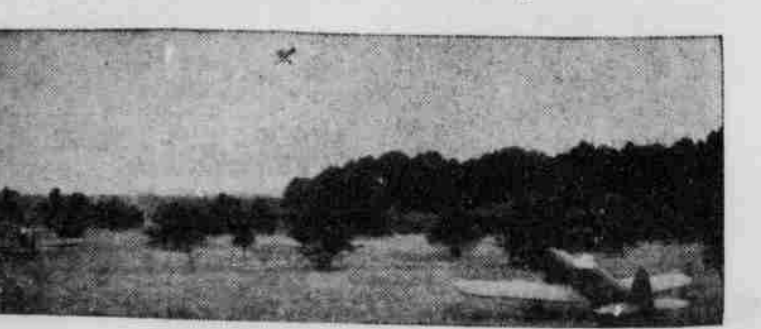
Studying turtles, one of nature's best examples of camouflage.



Officers cover the plane with trees after hauling it to a wooded area.



A green netting is placed over the plane.



These dummy planes look like the real thing from ground or air.