

Merry-Go-Round

John L. Lewis Weakens Labor

By DREW PEARSON

WASHINGTON—Not many knew it, but during the early stages of the coal controversy, John L. Lewis received scores of telegrams from labor groups not affiliated with the miners, many of them rival CIO unions, lauding his stand in bucking the War Labor Board and the Administration.

This was one of the things which spurred Lewis' fight, also caused Lewis' rival, CIO's Phil Murray, severe headaches.

But if those who wired Lewis could have had their say, Lewis could have had a different reaction. They would have seen the effect of Lewis' tactics had he done the labor movement.

Working like greased lightning, the Military Affairs Committee approved the Smith-Connelly Bill in record time. Sincere hard-working Chairman, Mac, got it through with such speed that many members scarcely knew what was in it.

Several Republicans very significantly were much more friendly to labor than the Democrats. Southern Congressmen were for going the limit. But Mrs. Clare Luce of Connecticut and Mrs. John L. McCloy of California protested a good many of the drastic anti-labor provisions and were the only committee members to reserve their decision to vote against the bill on the House floor.

Later when Assistant Secretary of War McCloy, most liberal executive in the War Department, testified before the committee in opposition to the bill, the chief question thrown at him was regarding John L. Lewis. Congressmen wanted to know if some legislation such as the Smith-Connelly Bill was needed to curb strikes of this kind. McCloy, a genuine friend of labor, admitted that Lewis' action had weakened the War Department's position.

One day after this hearing, the Military Affairs Committee met for final consideration of the bill, allotted from 10:30 A. M. to noon to rewriting it, rushed it to the floor at 12 o'clock sharp.

In other words in just one hour

Farm Fight Grows Hot

Bailey Attacks Plan Of Bankhead

WASHINGTON—(AP)—New fuel was added to a Senate controversy over the \$200,000,000 Agricultural Appropriations Bill today by proposals to raise farm price ceilings and provide the Rural Electrification Administration with \$30,000,000 for loans to co-operatives.

Balanced in an attempt to call up an amendment yesterday to prohibit the Administration from deducting soil conservation payments before fixing maximum prices for farm products, Senator Bankhead, Democrat, Alabama, announced he would move to suspend the rules for its consideration.

A point of order also was made against a proposal by Senator Russell, Democrat, Georgia, to authorize the REA to borrow \$30,000,000 from the Reconstruction Finance Corporation for making loans to co-operatives. Russell likewise decided to seek a suspension of the rules today.

The House allowed REA a \$20,000,000 appropriation for soil conservation payments from \$300,000,000 to \$400,000,000.

It saw adopted, without roll call votes, amendments to continue Federal insurance on wheat and cotton and authorizing a continuance of parity payments on the 1943 and 1944 basic crops of wheat, cotton, corn, rice and tobacco.

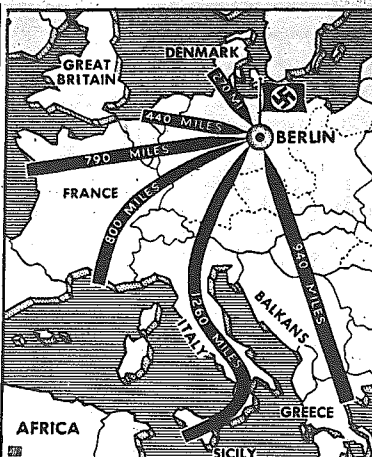
King Funeral Services Held

Brother of Local Woman Dies in S. C.

Funeral services for John Thomas King, 59, resident of Van Wyck, S. C., and brother of Mrs. Mollie Wingate of Charlotte, were held this afternoon at 4:30 at the Roundtop Baptist Church of Waxhaw, S. C. The Rev. N. S. Joyner officiated. Interment was in the church cemetery.

Mr. King died yesterday after a prolonged illness. He was a member of the Woodmen of the World and attended the Ebenezer Baptist Church. Survivors are his wife, Mrs. Clarence King; five daughters, Mrs. Joe Yandle, Mrs. Gertrude King, Mrs. Lee Robinson, Miss Sadie King, all of Van Wyck, and Mrs. Myrtle King of Waxhaw; three sons, Ben S. King, Monroe, George W., and Roy L. King, Lancaster, S. C.; three brothers, Henry and Houston King of Monroe, Lawrence King of Van Wyck; two sisters, Mrs. Hollis Wingate, Charlotte, Mrs. Mattie Brambley of Matthews; and thirteen grandchildren.

Yates, daughter of three, resides in Charlotte. She was born in 1908.



SIX ROADS TO BERLIN—These are the distances which stretch between six possible invasion beachheads in Western Europe and realization of the pledges by United Nations leaders that Allied soldiers will march through the streets of Berlin. Some of the routes are complicated by the barriers of mountains, broad rivers, narrow defiles and rough terrain, in addition to Nazi-made fortifications, so that some of the longer ways round might in actual operation prove the shorter way home to the final target.

Says Nazi Industry Is Being Wrecked

At Least Half of 15 to 20 Per Cent Decline Attributed to Air Raids

LONDON—(AP)—Lord Selborne, Minister of Economic Warfare, said today his department estimated that German industrial production is 15 to 20 per cent lower than last year and that "we attribute at least half of this decline to air raids."

Industrial production in the Ruhr area, he added, is around 35 per cent below that of the 1942 rate, due very largely to RAF attacks.

Selborne told a press conference that the bombing of Germany has greatly accelerated the "slow economic rot" resulting from the Allied blockade. He said that while the Ruhr is bearing the main weight of the air attacks, "there are many other targets in Germany and they will be studied at the right time and in the right manner."

"As fast as the Germans re-build their industries we will knock them down," he added. Selborne predicted that German efforts to disperse industries would fail "because they can't pick up the Ruhr coal mines and set them down somewhere else."

If bombing does drive some industries to eastern Europe, he said, it would create a terrific strain on Hitler's transport system to carry raw materials to the East and then bring the finished products back to the West where they can be used.

He estimated that more than 1,000,000 houses had been destroyed or seriously damaged by the bombing of twenty German localities.

Japs Given Grim Hint Of Future

Liberators Strike at Seized Stepping Stones

ALLIED HEADQUARTERS IN AUSTRALIA—(AP)—The Japanese, who seldom have been disturbed in the island stepping stones they seized southeast of Singapore landing toward Australia, were given their second grim hint in ten days by far-reaching Liberator bombers yesterday of things to come.

These Liberators, flying daringly in daylight behind the range of escorting fighters, carried 10,000-pound bombs to the harbor of Waingape on the north coast of Bougainville in the lesser Solomons group, more than 900 miles west of Darwin.

Through a curtain of anti-aircraft fire thrown up by four batteries on ship and shore, the big four-engine American bombers succeeded in damaging a 5,000-ton cargo ship, the biggest one in the harbor. On June 3, another Liberator struck the same long flight to bomb Waingape, two of them flying over further west to strike at the island of Lombok.

ARC EXTENDED—Thus the bombing arc of Lieut. Gen. George C. Kenney's air force, which is traced from Bougainville in the Solomons through New Ireland, New Britain, New Guinea and the islands of the Bonin, Aradura and Timor Seas, now is being extended westward.

Today's communique which reported the Waingape raid also told of Allied bomber attacks on Dili and Koepeang, Timor, Babo, Dutch New Guinea, and a small enemy convoy off Kavieng, New Ireland. A single bomber spotted the convoy of three merchantmen, a small freighter and escorting gunboats but was unable to observe the results of its attack.

Over Babo, Catalina flying boats touched off such a tremendous explosion in an ammunition dump area that the force of it was felt 5,000 feet up by the raiders.

Near the scene of ground jungle fighting in northeastern New Guinea, swift, twin-engine Beaufighters, long range raiders, manned by Australians, swept down to the height of tree tops in the area of Komintang to pour cannon and machine-gun fire on suspected Japanese positions.

One old B-10, often in front of the bombers, was all on fire, and the pilots were laughing about it. It had been wrecked in a landing a month before the war, but the Japanese pilots dive-bombed it.

"There it is!" was the reply. "Those four old P-26's scattered around the field. We have one other like it, and a couple of Becherer. One of them is going to take General George Brett to Mindanao."

Later General Brett's pilot took off from a highway in the Becherer and landed safely in Mindanao. Then the General got a bomber to the Netherlands East Indies where he served as Air Force commander before going to Australia.

The Americans in Manila were beginning to sense that something was afoot. The USAFEC communique were worded optimistically, but not much fighting seemed to be going on. If the Asiatic Fleet was in action, we didn't know it, and the Army didn't seem to be doing anything to chase the Japs out of their air bases on Luzon.

In the Manila Hotel there were still nightly dances in the backcourt, air-conditioned dining room. Lunch was served in the big out-

From Bataan To Solomons They Call It Pacific

By Clark Lee

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He'd been firing a .30-caliber machine gun at the enemy planes. "For Christ's sake," he said, "you people are reporters. Tell the people back home to send us some anti-aircraft guns and some fighters. They'll fight those Japs knock down those bombers. All we can do now is sit here and take it and it's a hell of a lousy situation. Tell them this isn't our war, it's the war of every American."

At his insistence, I took out my notebook and wrote "try to impress Roosevelt and Washington" that. We must have planes here! The book by that time had many such notations.

Another day Russell Brines and I reached Zamban Field as the dust from the bombs was still settling. Under the trees dividing the field from the Waik Wack golf course we met Colonel Backus, American commander of the Philippine Air Force, and his chief of staff, One of them was Captain Villamor.

The Colonel said only two more had been killed in the raid. "Both of them failed to duck, or get down in a fox-hole, and were cut to pieces."

He showed us a fragment of the Jap bombs, a wickedly jagged, shining piece of the casing, about a foot long.

"When the bombs burst, they throw out the casing fragments like whirling saws that cut to pieces any man they hit."

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In the Manila Hotel there were still nightly dances in the backcourt, air-conditioned dining room. Lunch was served in the big out-

door restaurant right on the water front. The "more carefree" of the guests could sit there, eating and drinking, and watch the bombers falling around Pier 7, only a couple of hundred yards away.

Many preferred to sit out the raids in a small, low ceilinged, dark-paneled taproom. There was so much noise inside that even with the bombers overhead it was difficult to hear them. Bombs falling within a quarter of a mile made only a faint whoomp inside.

To the American and English people living in the Manila Hotel the greatest annoyance was the nervous watchman assigned to enforce the blackout. If you lit a cigarette in your rooms a bullet from a .45 revolver or a .30-06 carbine might come whistling through the window and plunk into the ceiling. The only light in the rooms was a dim blue bulb in the bathroom. Even when the whole city was lit up by fires from all tanks or buildings hit by Jap bombs, the blackout regulations in the hotel discharged their duties—and their guns—scientifically.

The Americans in the hotel adapted the anti-aircraft men of the 20th Air Force National Guard. They would load their arms with sandwiches and soft drinks and stumble through the darkness along the Lunetta to the gun emplacements. Then they would chat for several hours with the gun crews, recalling their own experiences in the last war and passing around cigarettes and listening while the youngsters told stories of their own homes. When the boys from the guns weren't busy being at Jap planes they would come into the hotel to get their hair cut or have a cot or a sandwich.

One evening, a week after the war had started, we sat around a table in the hotel and talked things over. Most of them thought the Japs would go for Singapore and not attempt a major invasion of the Philippines. They were optimistic.

The General Motors man had the best news of all. "This is confidential, but it comes from a high source. There are two American aircraft carriers off Corregidor. They'll be here within a few days."

C. C. "Chappie" Chapman of Mackay Radio had heard that one too, but didn't for the crown that the reports were true.

I said, "Look, you fellows, this may be fifth column. But here's the way I've got it figured out and I've been telling to everybody in town. You all heard Sayre's frantic appeal for help today in which he said 'Time is of the essence. Frant Harbor has been snatched up. Wake Island is the tip-off. We have planes that can fly easily from Midway to

Wake to give these Marines a hand. One ship only has been reached there by sea to fight off those Japs."

"But we're back on our heels now. Our admiral's air punch drunk. We have lost our old dash and recklessness. The U. S. is going to play this thing slowly and cautiously and take no chances. This means they are going to let us get our heads buried in the sand."

Chappie laughed at me. He was a fountain of rumors and optimistic reports in those days. "The Lexington is off the coast," he said. "We are getting plans tomorrow."

After I saw MacArthur for the first time, I tried to force myself to believe that, maybe after all, the Lexington was on the way. I hadn't seen him before because I was constantly on the move getting first-hand stories of the bombing, and he didn't have time to attend the press meetings.

MacArthur didn't speak. He just walked with long strides through the room at No. 1 Victoria where we were waiting for the press communique, and up the stairs to his office.

He nodded confidently to us on the way past. His gold-brided cap was tilted jauntily. His shoulders were back. He was smoking a cigarette in a long holder, and smiling a canny smile.

He looked so young that I nearly asked, "Is that MacArthur or his chief of staff, General Sutherland?"

Then I saw the four silver stars gleaming on the shoulder of his neatly pressed shirt.

He looked completely sure of himself. He looked like a man who wouldn't lose.

B New Stars Are Put In Church Service Flag

DARLINGTON, S. C.—Eight stars have been placed on the service flag, recently dedicated at the High Hill Baptist Church, near Darlington.

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