

TIME

THE WEEKLY NEWSMAGAZINE



BORIS ARTZYBASHEFF

NAZI ADMIRAL RAEDER

For the first time since Jutland, blue water called the German Navy.
(*World Battlefronts*)

SPAM AND EGGS

...a new kind of breakfast by **HORMEL**



WHAT'S THE
LATEST THING
FOR LUNCH?

HOT
SPAM WICH

ANYTHING
DIFFERENT
FOR
DINNER?

BAKED
SPAM

How to get your husband up

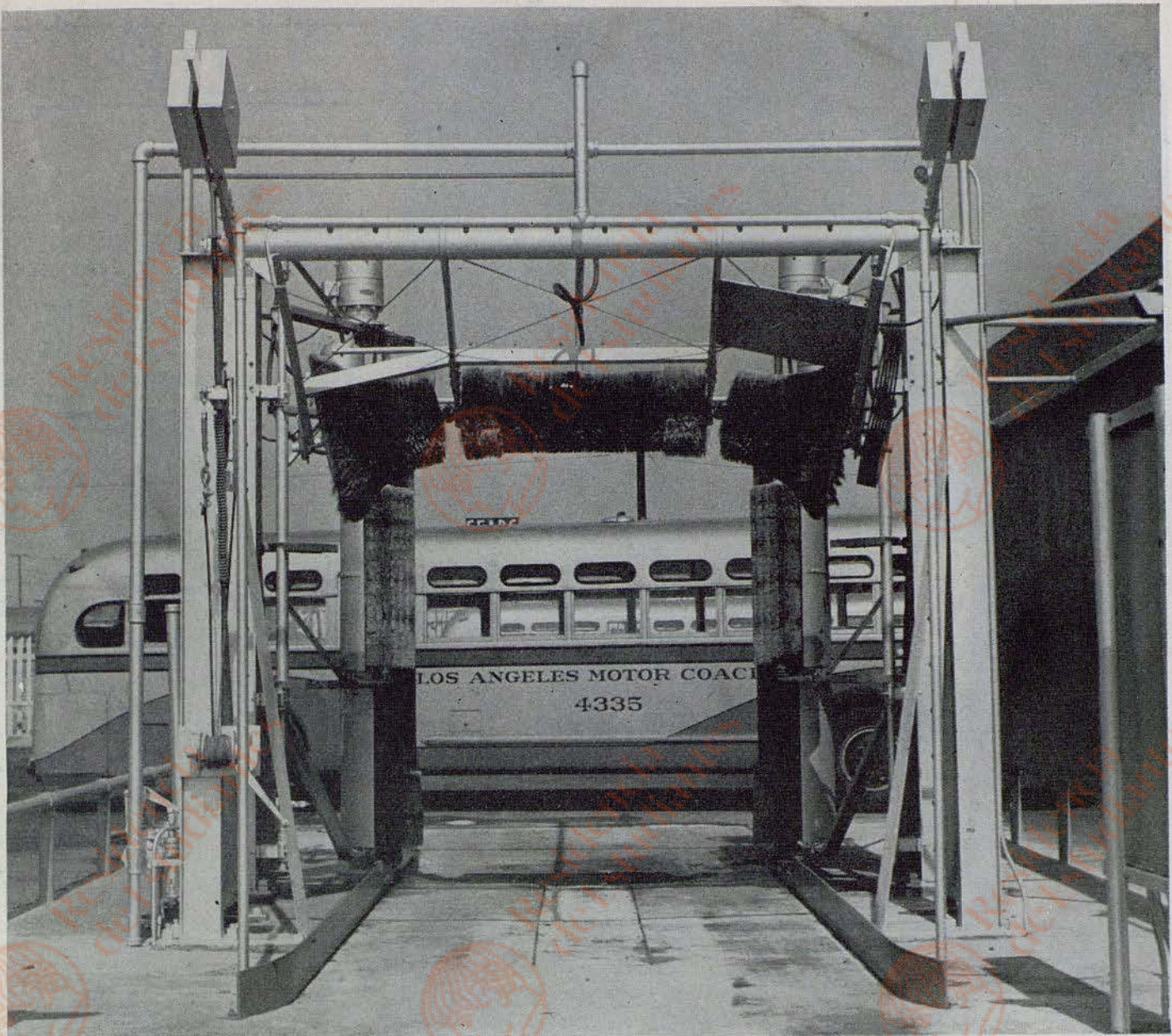
Quickly fry a few thick slices of SPAM, and serve with eggs. A mere whiff of this sizzling platter is usually all it takes to make men sprint for the breakfast table. That's because SPAM has a flavor all its own—juicy sweet pork shoulder blended with tender ham meat. Comes in handy 12-ounce cans that need no refrigeration. It's the Hormel meat of many uses. Cold or hot, SPAM hits the spot!

HORMEL
GOOD FOODS

CHILI CON CARNE • HAM • CHICKEN • SOUPS

SPAM is a registered trade mark Geo. A. Hormel & Co., Austin, Minn.





The machine that gives busses the brush-off

A typical example of B. F. Goodrich development in rubber

IF WASHING a car is a chore, what would you think about a mud-spattered bus? And bus companies like to keep their busses shining clean all the time.

Engineers of one big company worked out a machine that shoots streams of water around 10-foot revolving brushes, and these brushes scrub the sides and top all at the same time—while the bus is being driven slowly under and between them. They believed the machine would be practical for general use if it could be kept simple in operation, and the simplest

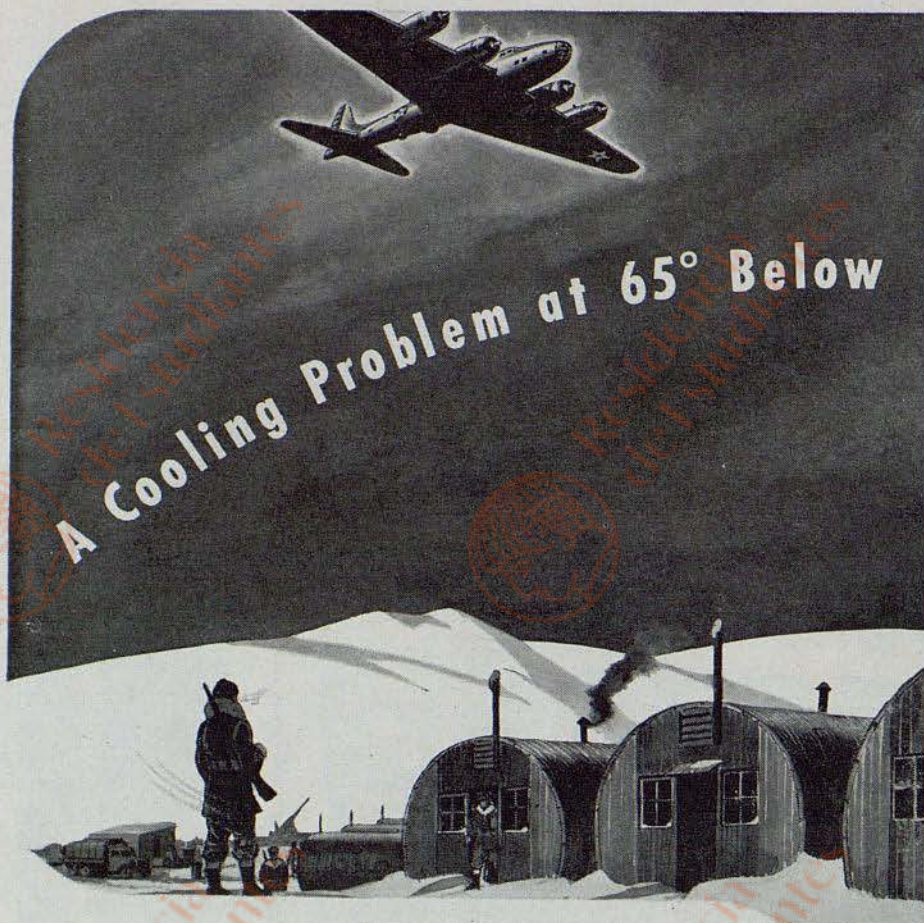
way to drive these whirling brushes was with V belts. But the engineers knew bright sunlight is hard on rubber and that fabric in these belts sometimes absorbs moisture and loses its strength. Had V belts been improved enough to stand up for months and years in outdoor service?

B. F. Goodrich could assure them they had. In fact, Goodrich V belts had been improved more than a dozen times in five years. They now have improved resistance to heat, dust, sunlight, and to wear caused by flexing, and they have a type of covering that

acts as a "raincoat" to keep moisture away from the inner cords. So they were installed on the bus-washing machines and are now giving long and satisfactory service.

Even during the period of rubber restrictions B. F. Goodrich development work goes on and future improvements in all kinds of products will be planned and ready for industry when the war is over. *The B. F. Goodrich Company, Industrial Products Division, Akron, Ohio.*

B. F. Goodrich
FIRST IN RUBBER



A Cooling Problem at 65° Below

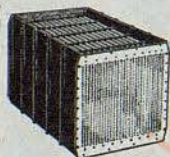
One of the incredible problems of high altitude flight is to keep engines cool, even in temperatures of minus 65° and lower.

AiResearch engine oil coolers and supercharger intercoolers on one Flying Fortress, cruising at 35,000 feet, have a job to do equivalent to that of 1,800 refrigerators of the type used in your home.

To meet these problems of heat transfer at greatly varying temperatures and pressure, different on each new type of airplane, AiResearch engineers and craftsmen are working 'round the clock to assure complete superiority for future American aircraft.



AiResearch Oil Cooler for controlling temperature of engine oil.



AiResearch Intercooler dissipates heat generated by superchargers.

AiResearch Manufacturing Company

Division of The Garrett Corporation

Inglewood, California

HEAT TRANSFER PRODUCTS
CABIN PRESSURE CONTROL EQUIPMENT



AiResearch

TO THE END THAT AMERICAN AIRCRAFT
WILL FLY EVER HIGHER, FASTER AND FARTHER

LETTERS

Farmers' Good Thing

Sirs:

TIME, the poor fish, is wet to the gills, when it says: "In short, labor has a good thing in the war, a better thing than any other large group except possibly the farmers, a good thing that looks bad compared to the sacrifices made by men in the armed forces" [TIME, March 30].

GARLAND HAYES

Hartwell, Ga.

Sirs:

Please help me explain the following TIME statement to a group of wheat belt high-school students: "In short, labor has a good thing in the war, a better thing than any other large group except possibly the farmers."

LOUIS A. COPPOC

Belpre Public Schools
Belpre, Kans.

Sirs:

... It is plainly apparent that you do not know very much about farming or the farmer....

FRANK HENDRICK

Omak, Wash.

► The Department of Agriculture's indexes of prices received by farmers:

	March 15, 1941	March 15, 1942
Grains	84	122
Cotton & cottonseed	82	151
Meat animals	129	182
Chickens & eggs	90	130
Dairy products	118	144
Fruits	83	111
Truck crops	134	136
Miscellaneous	94	132

The combined index of prices received by farmers increased 42%; the combined index of the prices they paid rose 19%.—ED.

Cable from Antipodes

SIRS:

THE CABLED DISPATCH OF ROBERT SHERROD (TIME, APRIL 6) HAS STIRRED ME DEEPLY AND I WISH TO EXPRESS MY PROFOUND GRATITUDE. YOU MAY BE CERTAIN THAT MY FEELINGS ARE SHARED BY ALL NETHERLANDERS, NOT IN THE LEAST BECAUSE SHERROD HAS SO WELL RENDERED WHAT LIVES IN ALL OF US.

DR. A. LOUDON

Netherlands Minister

Royal Netherlands Legation
Washington, D.C.

Jaws

Sirs:

... I read Congress has passed a bill to regulate the measurement of jaws for false teeth [TIME, March 30]. I am just wondering if there ... is ... any prohibition in the law against the development of the jaw bone? ...

NEWTON H. BOWMAN, M. D.

Mercedes, Tex.

Gingerbread

Sirs:

"... Australians were stripped for action ... fighting mad. ... The gingerbread was gone. ..."

To use the word "gingerbread" as a synonym for superfluity is a grievous error. ... From antiquity, gingerbread was a ceremonial food and regarded as an appropriate sacrifice to the gods. ... As such it was ... often prepared in fanciful shapes and elaborately gilded. It was from this archaic custom that the expression developed, "the gilt is off the

She's In The Army Now!

*Dish mortality has been running high
since the maid joined the army of factory workers,
leaving Father to help in the kitchen.*

*In his business, too, the influx of women into men's jobs
creates new problems—among them a need of revising
the techniques of production to accommodate female psychology.*



TO HELP MANAGEMENT EXECUTIVES deal with the accident prevention aspects of *women in industry*, special studies have been made for many years by American Mutual safety consultants. In many plants where the problem is new, we are helping to improve conditions, increase worker efficiency as well as morale, and reduce accidents.

In one important plant the accident frequency trend followed closely the increasing proportion of women workers. Special training of foremen to cope with this new problem, plus certain measures of a mechanical nature, checked the accident rise and shortly produced a decided reduction in losses.

American Mutual, an insurance company formed and still operated principally by and for business firms, is following closely Industry's new needs for accident prevention. Right now, when your organization is probably undergoing important changes, is the ideal time to employ the services of the *first* American liability insurance company.

Write for our latest study "Six Million Women," and for information on practically any form of business or personal insurance — offering the opportunity to save through regular cash dividends of 20% or more — address American Mutual Liability Insurance Co., Dept. D18, 142 Berkeley St., Boston, Mass.



An American Mutual Representative Is Near You

ITCHY SCALP?



It may be INFECTIOUS DANDRUFF!

START TODAY WITH
THE TESTED LISTERINE TREATMENT
THAT HAS HELPED SO MANY

TELL-TALE flakes, itching scalp and inflammation—these “ugly customers” may be a warning that you have the infectious type of dandruff, the type in which germs are active on your scalp!

They may be a danger signal that millions of germs are at work on your scalp... including *Pityrosporum ovale*, the strange “bottle bacillus” recognized by many foremost authorities as a causative agent of infectious dandruff.

Don't delay. Every day you wait, your condition may get worse, and before long you may have a stubborn infection.

Use Medical Treatment

Your common sense tells you that for a case of infection, in which germs are active, it's wise to use an antiseptic which quickly attacks large numbers of germs. So, for infectious dandruff, use Listerine Antiseptic and massage.

Listerine kills millions of *Pityrosporum ovale* and other germs associated with infectious dandruff.

Those ugly, embarrassing flakes and scales begin to disappear. Itching and inflammation are relieved. Your scalp feels fresher, healthier, your hair looks cleaner.

76% Improved in Clinical Tests

And here's impressive scientific evidence of Listerine's effectiveness in combating dandruff symptoms: Under the

UGLY SCALES?



TELL-TALE FLAKES?



PITYROSPORUM OVALE, the strange “Bottle Bacillus” regarded by many authorities as a causative agent of infectious dandruff.

exacting, severe conditions of a series of clinical tests, 76% of the dandruff sufferers who used Listerine Antiseptic and massage twice daily showed complete disappearance of or marked improvement in the symptoms, within a month.

In addition to that, countless men and women all over America report joyously that this grand, simple treatment has brought them welcome relief from dandruff's distressing symptoms.

Start tonight with the easy, delightful home treatment—Listerine Antiseptic and massage. It has helped so many others, it may help you. Buy the large, economy-size bottle today and save money. Remember—Listerine is the same antiseptic that has been famous for more than 50 years as a mouth wash and gargle.

LAMBERT PHARMACAL CO., St. Louis, Mo.

HONESTY

shines forth from a product just as it does from a man. You will find it in
LISTERINE TOOTH PASTE

LISTERINE—the delightful treatment

gingerbread... But mark you, it was the gilt that was “off,” the gingerbread remained.

Gingerbreads of “honor” were gifts of distinction on special occasions... The birth of Peter the Great, for example, moved the city fathers of Moscow to dispatch several such huge gingerbreads of “honor,” one in the form of the coat of arms of the City of Moscow, another in the form of the double eagle. Louis XIV, a gourmet of parts, restored the French counterpart of gingerbread, *pain d'épice*, to the place of eminence it had enjoyed for centuries in France...

Gingerbread very early ceased to be a monopoly of the nobles. Even the poorest citizen of ancient Rome somehow found it within his means to proffer a spicy gift to the gods. In ancient Greece, where bread-baking was a fine art, the city of Rhodes was as famous for its gingerbread as it was for its harbor-besiding Colossus. Part of the loot that the roving Crusaders carried home was culinary lore of the East, including the recipe for gingerbread. As spices came to be a more

TIME

THE WEEKLY NEWSMAGAZINE

EDITOR Henry R. Luce
MANAGING EDITOR Manfred Gottfried
EXECUTIVE EDITOR T. S. Matthews
SENIOR EDITORS John K. Jessup, Sidney Olson, J. Dana Tasker, Charles Wertenbaker.

ASSOCIATE EDITORS Roy Alexander, Carlton J. Balliett Jr., Robert Cantwell, Whittaker Chambers, Robert Fitzgerald, John Hersey, John Osborne, Fanny Saul, Walter Stockly, Leon Svirsky.

CONTRIBUTING EDITORS Lawrence Abbott, James Agee, La Rue Applegate, Robert W. Boyd Jr., Fillmore Calhoun, Hannah Durand, Calvin Fixx, Christopher Gerould, Palmer Harman, Ernest C. Havemann, Wilder Hobson, Tom S. Hyland, Schuyler Jackson, William W. Johnson, Elaine Keiffer, Pearl Kroil, Samuel B. Lyons, J. L. McConaughy Jr., Peter Mathews, John McCarten, Emeline Nollen, Duncan Norton-Taylor, Content Peckham, Green Peyton, Williston Rich, Ted Robinson Jr., Winthrop Sargeant, Joel Sayre, Penrose Seull, Lois Stover, Felice Swados, Samuel G. Welles Jr.

EDITORIAL ASSISTANTS Sheila Baker, Sonia Bigman, Eileen Boyle, Elizabeth Budelman, Lee Borgida, Virginia Clemmer, Jeanne Curtis, Dorothy Gorrell, Frances Henderson, Diana Jackson, Elsie Lincoln, Kathrine Lowe, Helen McCreery, Lillian McGrath, Marian MacPhail, Ruth Nichols, Anna North, Anne D. Powers, Margaret Quimby, Marion Rice, Frances Stevenson, Patricia Tucker, Mary Welles, Betty Youngstrand.

BUREAU HEADS David W. Hulburd Jr. (Chief), Felix Belair Jr. (Washington), Eleanor Welch (Chicago), Walter Graebner (London), Harold Horan (Buenos Aires), William S. Howland (Atlanta), Melville Jacoby (Manila), Sidney L. James (Los Angeles), Bernard Clayton (San Francisco), Holland McCombs (San Antonio), Robert Strother (Detroit).

STAFF CORRESPONDENTS John F. Allen, James A. Bell, Jane Braga, George Caturani, John Crider, James Cullinane, John Denson, William Fisher, Jerome Greene, Suzanne Hammond, Reg Ingraham, Lael Laird, Stephen Laird, Edward Lockett, Sherry Mangan, Jeffrey Mark, Frank McNaughton, Allan Michie, Hart Preston, Wilmoth Ragsdale, Dennis Scanlon, Robert Sherrod, Edward Stansbury, Mary Welsh, Theodore H. White.

GENERAL MANAGER Eric Hodgins
PUBLISHER P. I. Prentice.

Address all correspondence regarding subscription, index, binders, bound volumes, to the *Circulation Manager*, 330 East 22nd Street, Chicago, Illinois.

Editorial and advertising offices, TIME & LIFE Building, Rockefeller Center, New York.

Subscription Rates: One Year in the Continental U. S., Hawaii, Alaska, Philippines, Canada, \$5. Elsewhere in Western Hemisphere (Via Air Express only) \$10. Elsewhere \$7.

Change of Address: Three weeks' notice required for change of address. When ordering a change please give both the new and the old address.

The Associated Press is exclusively entitled to the use for republication of the local, telegraphic and cable news published herein, originated by TIME, The Weekly Newsmagazine, or obtained from The Associated Press.

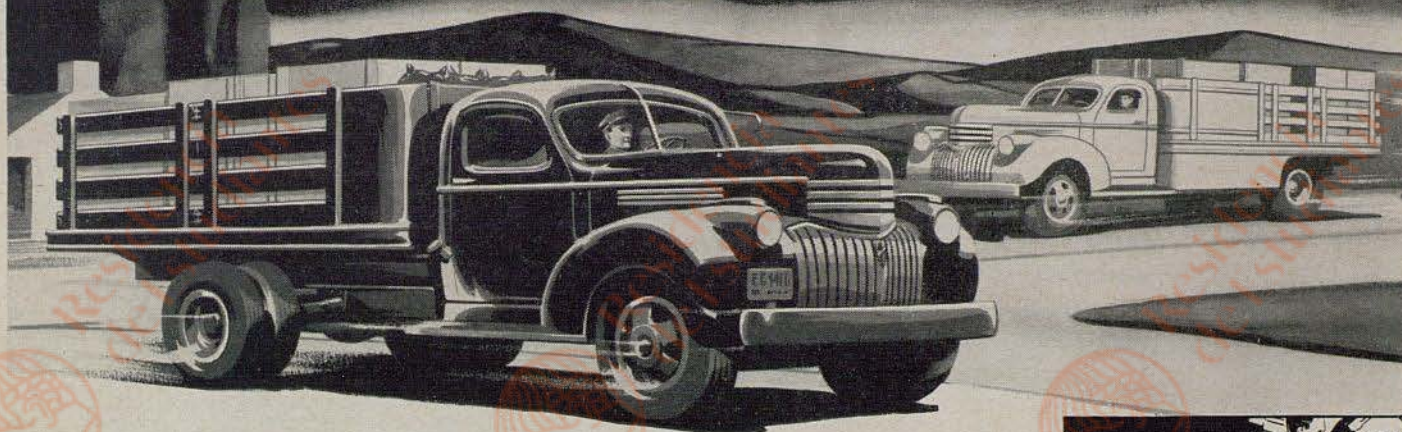
COPYRIGHT UNDER INTERNATIONAL COPYRIGHT CONVENTION. ALL RIGHTS RESERVED UNDER PAN AMERICAN COPYRIGHT CONVENTION. COPYRIGHT, 1942, BY TIME INC., HENRY R. LUCE, CHAIRMAN; ROY E. LARSEN, PRESIDENT; CHARLES L. STILLMAN, TREASURER; D. W. BRUMBAUGH, SECRETARY. VOL. XXXIX NO. 16

TIME, April 20, 1942

**Transportation Is
Vital to Victory!**

**Keep Your Trucks
Serving Dependably with**

CHEVROLET'S "Truck Conservation Plan"



Your Chevrolet dealer—specialist in "Truck Conservation"—will be glad to cooperate with you in every way to keep your trucks serving dependably and economically. . . . See him today for the new and better kind of service now available to all truck owners under the "Truck Conservation Plan" originated and recommended by Chevrolet.

CHEVROLET MOTOR DIVISION, General Motors Corporation, DETROIT, MICHIGAN

**ALWAYS SEE YOUR LOCAL CHEVROLET DEALER FOR
SERVICE ON ANY CAR OR TRUCK**



**CONSERVE
TIRES**



**CONSERVE
OIL**



**CONSERVE
ENGINE**



**CONSERVE
BRAKES**



**CONSERVE
EVERY VITAL
PART**



**CONSERVE
COOLING
SYSTEM**



**CONSERVE
TRANSMISSION**



**CONSERVE
GAS**





**"STILL SMOKING
THOSE OLD-FASHIONED
CIGARETTES, DAD?"**

**Go modern—
Smoke REGENT!**

DAD! A modern man like you smoking a "shortie"?..shame! Get Regent, the King Size cigarette that's 20% longer, gives you more cigarette for your money.

Taste? Why Dad...Regent's the King Size cigarette with the refreshing new taste. It's made with specially selected Turkish and Domestic tobaccos, Multiple-Blended for extra mildness.

And that crumpled paper package, Dad. It's passé. Regent's crush-proof box keeps each cigarette firm and fresh. And Regent's oval shape is modern! You can see and taste Regent's superiorities! So go modern, Dad...get Regent—and you'll get more smoking pleasure!"



**COSTS NO MORE
THAN OTHER
LEADING BRANDS**



*The only modern cigarette
with ALL the modern features!*

common property, the great mass of the people took gingerbread to its heart, and it became a cherished heritage in the universal family of foods. . . .

In the light of history, therefore, it's difficult to understand how such a well-beloved, common, staple food should suffer the indignity of being used as a synonym for something nonessential.

H. B. TRAUTMAN

Pittsburgh, Pa.

► The gilt is off the gingery Australians.—Ed.

Pacifist Ayres

SIRS:

LEW AYRES IS NOW PAYING THE PRESCRIBED PENALTY FOR ONE WHO REFUSES TO TAKE UP ARMS (TIME, APRIL 6). IT IS A JUST PENALTY AND A SUFFICIENT ONE. THE GOVERNMENT WHICH DETERMINED THAT PENALTY DOES NOT INDICT HIM AS A SLACKER OR AS AN EVADER OF THE DRAFT, WERE HE EITHER HE WOULD HAVE BEEN PLACED BEHIND BARS TO BE KEPT AT THE EXPENSE OF THE STATE. AT THE INTERNMENT CAMP TO WHICH LEW AYRES HAS BEEN SENT HE PAYS IN MONEY AND LABOR FOR HIS BOARD AND KEEP. WE DO NOT ADVOCATE THE THING THAT LEW AYRES HAS DONE. IN FACT WE BELIEVE IT TO BE THE SAD RESULT OF A SADDER MISCONCEPTION BUT WE TAKE OCCASION TO POINT OUT THAT HE SPOKE AND ACTED FOR HIMSELF ALONE AND THAT THERE WAS NOTHING OF EITHER A SEDITIOUS OR TREASONABLE NATURE IN HIS WORDS AND ACTION. SUCH BEING THE CASE IT IS NOT WITHIN OUR OWN CONSCIENCE TO REMAIN SILENT WHILE SO MANY VOICES ARE RAISED AGAINST A MAN WHO ACTED ACCORDING TO DICTATES OF HIS CONSCIENCE. AS MEMBERS OF THE MOTION PICTURE INDUSTRY WE DENY THE REPRESENTATION THAT WE ARE ASHAMED OF LEW AYRES AND THAT WE WOULD DISCLAIM HIM. WE ARE NOT ARBITRARILY GROUPED AND MADE ONE WITH THOSE WHO APPEAR TO BE USING THIS OCCASION TO POINT OUT THEIR OWN PATRIOTIC VIRTUE. THE PACK HAS TURNED ON LEW AYRES. EXHIBITORS ARE BOYCOTTING HIS PICTURES. EDITORIALS AGAINST HIM APPEAR IN THE TRADE JOURNALS. ABUSE IS BEING HEAPED UPON HIS HEAD BY MANY OF HIS FELLOW WORKERS. IT IS A SORRY COMMENT ON THE RIGHTS OF DEMOCRATIC LIFE AS OBSERVED BY THE MOTION PICTURE INDUSTRY, THAT THE PUBLIC PRINT HAS BEEN FAR MORE UNDERSTANDING AND HUMAN IN ITS TREATMENT OF LEW AYRES THAN HAS THE INDUSTRY WHICH HE SERVED FAITHFULLY AND WELL.

JOHN HUSTON
GEORGE CUKOR
MARY ASTOR
FRANCHOT TONE
OLIVIA DE HAVILLAND
GEORGE OPPENHEIMER
WALTER HUSTON
CHARLES LEDERER
HUMPHREY BOGART

Hollywood, Calif.

► Said Pacifist Ayres last week:

"One issue upon which nearly all the most venerable of our teachers and sages have agreed is that man's troubles are the result of himself. That is, the selfish emotions and passions within himself. And any emancipation from these conditions must be accomplished for himself—by himself. Individually and alone. Maybe collectively later, but first as man and then as mankind. Surely it is only childish dreaming that makes us hope we can come to live in Utopia without first becoming inward utopians.

"First Aid" to Finer Food Service... Libbey Safedge Glasses



Feel It . . . The Original Libbey Safedge is rounded and velvety-smooth, resists chipping. Restaurateurs . . . hotelmen . . . barmen . . . club managers . . . all hail it as the most significant development in glassware for more than a century.

Any meal is more enjoyable when the table sparkles with crystal-clear Libbey Safedge glasses. Their beauty delights the eye. They make every drink taste better. When you feel the Safedge rim,

you know you've found genuine Libbey quality in glassware. It's the quality you are accustomed to at the better places everywhere. Libbey Glass Company, Toledo, Ohio, *Subsidiary of Owens-Illinois.*

libbey GLASSWARE
with the Original *Safedge*



IDENTIFIED WITH GRACIOUS LIVING FOR OVER 120 YEARS
Time, April 20, 1942



"Let 'em have it!"

"Man all stations! Jap cruiser on port bow. Range 1500 yards. Fire 1! Fire 2! Those fish can't miss!"

Many of these deadly American submarines have equipment made of ARMCO metals. The war uses for these *special quality* iron and steel sheets range from submarines to warplanes, from cruisers to combat cars, from mess equipment to land mines. Practically our entire production is going for vital war needs.

When we've *won* this hard war, the steel in your *new* car will be battle-proved, the sheet metal in your washing machine, hot-water tank, bathtub and sink will have profited from wartime experiences and research. You and your children will enjoy an even better standard of living in a safer and brighter world. The American Rolling Mill Company, 1191 Curtis Street, Middletown, Ohio.

**A STANDARD OF LIVING
WORTH FIGHTING FOR**



"Now let us consider war. Is it not strange that no one really wants war yet few think life can be successfully or, at least respectfully, lived without it? We all shake our heads sadly over our predicament, and then wait for the other fellow to stop first. . . . So in my opinion, we will never stop wars until we individually cease fighting them, and that's what I propose to do. And I propose to proclaim a moratorium on all presumed debts of evil done us, to start afresh by wiping the slate clean and continuing to wipe it clean. . . ."

After a week at the Conscientious Objectors' camp in Cascade Locks, Ore., Pacifist Ayres applied for classification 1-A-O, which would allow him to do noncombatant work such as driving an ambulance.—Ed.

Spray

Sirs:

OC Director James M. Landis or perhaps TIME's reporter (TIME, March 30) should be required to take A.R.P. training before appearing in print.

According to instructions I have received recently in a class training for A. R. Warden service, a spray of water, not a stream, is played on an incendiary. . . .

DOROTHY BULKLEY

Cleveland Heights, Ohio

► Reader Bulkley's instructions were correct. A stream of water causes an incendiary bomb to spit and scatter flaming metal.—Ed.

United State

Sirs:

On reading the statements of the Governors of Idaho, Nevada, Utah, Arizona, etc., refusing to take the evacuees from the West Coast (TIME, March 16), I thought for a bit we were in Central Europe, that the States were separate countries. The statement of the Governor of Colorado, to the contrary, brought me back to the realization that these were still the United States.

It prompted me to write him a letter of congratulation on his and his State's patriotism. I am enclosing his reply.

MICHAEL F. DOYLE JR.

Hollywood, Calif.

► Wrote Colorado's breezy, 55-year-old Governor Ralph L. Carr, in part: "No action of ours could stay an order of the Army to make the transfers. An agreement on our part as Americans to aid in that effort establishes our position as patriots, raises the morale of the Army and tells the United States generally that the people of Colorado, at least, have not gone soft."—Ed.

Witness Stix

Sirs:

Usually accurate TIME erred and did able Henry A. Stix a grave injustice in its story [TIME, April 6] on the first reorganization plan proposed for the Associated Gas utility system, submitted by him, its vice president and comptroller. You there stated that at Howard Hopson's trial Stix "turned State's evidence," thus implying that Stix himself was accused of wrongdoing.

In fact, after full investigation of Stix's longtime connection with Associated, the U.S. Attorney General's office exonerated him completely. As the one most familiar with Asso-



The fate of a nation was riding that night

WE who carry on a great American name face the tasks ahead in a spirit of hope rather than sacrifice.

For we know from the example of Paul Revere that the reward of effort is not merely victory. It is a better way of life for many more of us. We have found that looking back on a glorious past brings calm confidence in the future.

To commemorate the 167th anniversary of Paul Revere's Ride, we

have prepared a de luxe brochure of Longfellow's poem, with four beautiful colored prints by the famous illustrator, Joseph Boggs Beale, in the belief that many Americans will wish to own them.

We will send it to you on receipt of 25¢ in coin or a 25¢ Defense Stamp and the net proceeds will be divided equally between the Army and Navy relief societies as a contribution from patriotic Americans. Use the coupon below for convenience.

REPRODUCED ON THIS PAGE ARE THE FOUR 8¾" x 9" PRINTS YOU WILL RECEIVE IN FULL COLOR, READY TO FRAME.



Revere Copper and Brass Incorporated
205 Park Ave., New York, N. Y.
Enclosed is 25¢ in coin or a 25¢ Defense Stamp for my copy of the Paul Revere anniversary brochure.

Name.....

Address.....

City..... State.....



April showers awaken flowers . . .
but Briggs' choice golden tobaccos
sleep on undisturbed
in fragrant casks of oak,
season after season, until all harshness
turns to bite-free mellowness.

Briggs is cask-mellowed for years
. . . (longer than many luxury-priced
blends) . . . to create a miracle
of rare flavor . . .

a supreme pipe treat
for only 15¢ a tin.



CASK-MELLOWED EXTRA LONG FOR EXTRA FLAVOR

ciated's complex financial setup (he was not familiar with Hopson's personal tax difficulties) Stix was necessarily a key witness at the trial at which Hopson was convicted of using the mails to defraud. It was his accounting ability and the forthrightness of his testimony which later prompted Prosecutor Hugh Fulton (now Chief Counsel for the Senate Truman Committee) to use Stix's services on several important investigations.

Stix's reorganization plan was submitted by him personally, but he is now retained by counsel for Associated's Trustees to help them in various reorganization details.

ARTHUR T. SCHWAB

New York City

► Correct. TIME meant only to point out that Mr. Stix was an important Government witness at Hopson's trial for mail fraud, apologizes to him for any unintended implication that he himself was in any way criminally involved.—Ed.

Far Western War

Sirs:

. . . You mention Picacho Pass, Ariz. as the place "where the only far western encounter of the Civil War was fought" [TIME, March 30].

That noise you heard was General Henry Hopkins Sibley turning over in his grave. In February 1862, General Sibley met and defeated Union troops from Fort Craig in the Battle of Valverde. He marched swiftly up the Rio Grande Valley, took Santa Fe, the capital of New Mexico, then turned east in an effort to capture Fort Union, and later cut the route over which gold flowed from California to the east.

He was defeated on March 28 at the Battle of Glorieta, which occurred about 30 miles southeast of Santa Fe. This is regarded as a decisive battle in that it removed the threat of the Confederate forces gaining control of the gold route to California.

JOSEPH A. BURSEY
Director

New Mexico State Tourist Bureau
Santa Fe, N. Mex.

Shaw

Sirs:

TIME, March 16, shows the destroyer *Shaw* in drydock undergoing repairs which include a new bow.

While a sailor aboard the U.S. destroyer *Alwyn* during World War I we were in drydock at Portsmouth, England. In the dock next to us was the U.S. destroyer *Shaw*. She had been rammed by the *Aquitania* off Portland, England Oct. 9, 1918. Her bow had been completely wrecked but she had been able to make port under her own power.

A complete new bow was built on at the Portsmouth yards and I saw the ship when completed looking like new.

Whether this was the same *Shaw* or not, I do not know. . . .

HOWARD W. COVEY

Browning, Mont.

► It was the present *Shaw's* predecessor—this one was built in 1936.—Ed.

Blobulin

Sirs:

What is this "blobulin" mentioned in Science, TIME, March 30. . . . Could you have meant "globulin"? . . .

KATHRYN S. MURKETT
Greenwich, Conn.

Sirs:

TIME "glundered!"

FRANCIS A. CARMICHAEL JR., M.D.
Kansas City, Mo.



Can they be *carefree*, tomorrow if you are *careless*, today?

TO see your children scampering about the house, it's hard to think that they could ever be anything but carefree and happy. But picture them without the protection of your income.

If you were taken away, would there be money to feed and clothe them properly? To keep them in school? To permit them to grow up in their own homes like other American boys and girls?

Every father should know about the Bankers

Life Double Duty Dollar Plan. It's a safe way to protect your Family, and Yourself, too! For the Double Duty Dollar Plan provides an Income for your Family—in case you die, *and* a Retirement Income for Yourself—in case you live, *all with the same dollars!* Just one Policy, but you get Two-way Protection!

Learn how economically you, too, can get *complete* Family Protection this safe modern way. Send "No Obligation" coupon below.

Buy Defense Bonds

BANKERS *Life* COMPANY

DES MOINES

FREE BOOKLET *describing the interesting details is yours for the asking. You'll find the plan surprisingly economical, designed to fit incomes large or small. Send for it Today. No obligation.*

A Mutual Legal Reserve Life Insurance Company
Established 1879.



BANKERS LIFE COMPANY, DES MOINES, IOWA

I am interested in a plan that will make my dollars do DOUBLE DUTY. Please send me your FREE booklet showing how I can do this.

Name _____ Age _____

Address _____

City _____ State _____

Ready to go anywhere ... QUICKLY

It's reassuring these days to see those sturdy Bell System trucks along the highway.

They are mechanized motor units. Each has a highly skilled crew; each has its own tools, power and materials. They are ready and efficient and can be mobilized anywhere, any time. And there are more than 27,000 of them.

This is just one way the Bell System is prepared to keep lines open and ready for war-time service — no matter when or where the test may come.



BELL TELEPHONE SYSTEM . . . Service to the Nation in Peace and War



U. S. AT WAR

THE NATION

Strength for Spring

The nation's war muscles toughened and grew. Surely and steadily, despite hindrances, boggings, misunderstandings—despite the fact that the nation, even now, had no idea of its own strength.

Once a pampered U.S. had almost believed Hitler: that the democracies were soft, flabby, ineffectual. The poisoned idea

had not yet been wholly proved a lie.

When Hitler's war machine crushed France in ten bone-shattering days, the U.S. looked at its own little Army, nervously debated Lend-Lease. Now a leaner U.S. had its own war machine. Hitler's juggernaut, poised for spring, would soon be only the second greatest. Guarded U.S. estimates placed Nazi war spending at \$35,000,000,000 a year, close to the absolute German ceiling of manpower and

materials. The U.S. said WPB is spending at the rate of \$30,000,000,000 a year—and just getting started. Soon the U.S. will pass Hitler; next year it will double him.

Bataan was gone; in the Pacific the Jap was everywhere; the U.S. faced its darkest spring. But the country was finding itself. If more defeats came, they would be endured. For those who had eyes to see, out of the dead, defeated days a new nation was rising.



Associated Press, International

This was Pearl Harbor through a Jap bombardier's eyes; U.S. warships lay like broken ducks in a shooting gallery.

But Pearl Harbor's heroes in wheel chairs (below), receiving decorations, knew that they had fought well in defeat.



Up, Up...

When the newest \$19,000,000,000 Army-Navy bill is passed and signed, the U.S. will have set aside \$156,000,000,000 for World War II.

Background for War

A Gallup poll showed that half the U.S. voters do not know the name of their Congressman.

THE PRESIDENCY

Campaign Against Inflation

The President's economic advisers have been warning him that full-blown inflation is on the way. The warning had been sounded many times, and at last the President was ready to hear it. Paunchy Price Boss Leon Henderson estimated that living costs, up 15% since World War II began, will rise at least 23% more this year unless drastic steps are taken.

Franklin Roosevelt took counsel with his economic-war aides in the White House last week: Vice President Henry Wallace, head of the Board of Economic Warfare; Treasury Secretary Henry Morgenthau Jr.; Leon Henderson; Federal Reserve Chairman Marriner S. Eccles; Budget Director Harold D. Smith. They went in softly by a side door, came softly out the same way. From that session, the President went straight to a conference with his Combined Labor War Board. The significance was obvious. Labor has been a chief bar to an over-all anti-inflation program. Labor, for the first time since 1933, must now get used to the idea that there will be no more wage increases.

Within the next fortnight the President will go on the air with a talk to the nation. He is expected to speak bluntly, mapping a broad campaign to curb inflation, asking Congress for the laws to make it work. The framework of the plan was already settled. Main points:

► Freezing of all rents and retail prices (possibly including food prices) by Leon Henderson's OPA. Price ceilings will be set at a level of some date earlier in the year. Ceilings will take effect the day the President speaks, or soon after.

► A labor-wage policy, amounting to an unofficial ceiling on wages, will stop wage increases except in cases of actual hardship, or if the cost of living rises. (But the President figures that, with prices frozen, the cost of living will not rise.)

► A law limiting "excessive" war profits. To get his wage ceiling, the President will have to answer labor's demand for a profit ceiling, although corporations have already had their taxes multiplied.

► A request for more than the \$7,600,000,000 increase in taxes recommended by Henry Morgenthau. Reason: the President does not think a tax-shy, election-conscious Congress will give him much more than \$7½ billion—but he wants to be sure he gets that much.



Thomas D. McAvoy

LEON HENDERSON

Next: compulsory savings?

► Probably some kind of compulsory savings—possibly the bill introduced by Senator Prentiss M. Brown of Michigan to pay overtime wages (and salaries above a certain figure) in war bonds. (Senator Brown's plan is dear to the heart of Anna Eleanor Roosevelt Roosevelt.)

The President was confident that Congress would give him the kind of controls he wants. One reason for his confidence was a Gallup poll last week which showed that 66% of the people polled approve an over-all ceiling on wages and prices (including farm prices).

Eyes on the Needles. The men who watch the gauges indicating how the U.S. war economy is going scanned their dials anxiously this week. The needle points crept up & up. Like a good head of steam in a boiler, higher wages and prices had been useful for a while—the steam behind the throttle was pretty low when the war boom started. But now the indicators inched toward the danger point.

Federal experts estimated that the total national income in 1942 will be \$103 billion (at February's price level). Of that \$103 billion, they guess, the nation will have \$55 billion to spend, with almost nothing to spend it on. Of this, taxes will sop up about \$18 billion, savings and

investments will absorb another \$20 billion. The \$17 billion that remains is the dangerous "wild money" which will roll around the china shop like a bull, crashing through prices, breaking up ceilings and walls, unless the Government finds a way to ring its nose. And to complicate matters a large part of this money will be in the hands of wage earners while the proposed taxes will fall heaviest on salaried people and investors.

Citizen Roosevelt

Like any U.S. citizen, the President pays an income tax. Like any citizen he grumps a bit. At a press conference last week a tax-conscious newsman asked: Had the President figured what his own tax would be next year under the new Treasury recommendations? No, admitted Franklin Roosevelt—as weakly as any putter-offer—because this year's taxes were bad enough.

Wartime living had hit the White House in many other ways. Citizen Roosevelt had to go easy on sugar. The White House no longer bought it in 100-lb. bags. Sugary desserts had given way to fresh fruits. Except at parties—now small and infrequent—the rule was: no dessert at all if a salad was on the table.

In deference to the tire shortage, White House limousines no longer carried liveried messengers, as in peacetime, to deliver Presidential invitations. Civic-minded Eleanor Roosevelt kept her convertible coupé mostly in the garage.

White Housekeepers patched up the linen, cut down old tablecloths into tray cloths and napkins. Leftovers from the White House table reappeared disguised as stew, ragout and hash. Scraps that could not be salvaged went to feed the pigs at Washington's six-acre, cooperative Self-Help Farm. White House trash had gone to the metals-salvage campaign, and a Treasury truck stopped weekly to collect old papers.

When the President swam in the White House pool, he took business callers along to finish conversations. Telephone calls from the far corners of the world interrupted his evenings; he seldom got to the White House movies now. He observed a nightly blackout: 2,700 yards of double-thickness blackout curtains were hidden behind White House draperies.

Citizen Roosevelt might even have a Victory Garden soon. Mrs. Roosevelt planned to plant one on the White House grounds—if the Agriculture Department, skeptical of amateur farmers, decides that the soil is fertile enough to make a garden worth while.

The President had delegated his powers widely through Washington. There might be bottlenecks, but not at the White House. For a change—and for a time—he was not overburdened. Since Pearl Harbor he had sped up daytime work so that he now averaged only one night's work a week.

INDEX

Army, Navy	52	Miscellany.	89
Art	48	Music	59
Books	90	People	41
Business	77	Press	62
Cinema ...	86	Radio	69
Education.	38	Religion ...	43
Letters	2	Science	44
Medicine..	65	Sport	72
Milestones.	47	Theater	36

PRODUCTION

Jesse Gets Ruffled

The week was enough to try a saint's patience, let alone the patience of Jesse Jones.

First he was called by the Senate's bustling Truman Committee, all set to pin the rubber shortage on somebody. Jones dodged the pin point. Backed up by five of his experts and lawyers, the Secretary of Commerce belligerently cocked his good right ear at the committee, stubbornly parried its jabs.

The Committee wanted to know about a recommendation the old National Defense Advisory Commission sent to Jones in October 1940: that the U.S. should start immediately on 100,000 tons of synthetic-rubber capacity. Jones did not sign any contracts until seven months later; then aimed at only 40,000 tons. How come?

How come! said Jesse Jones. Well, there were the problems of negotiating contracts, by-passing patent disputes, figuring which synthetics were best. Senator Tom Connally, always eager to help a Texas chum, chimed in: "Along with the baby they [NDAC] left all these other side issues and problems to be determined. . . ."

"Yes," said grateful Jesse Jones. "The baby that was left on our doorstep had not been cleaned or washed. . . ."

The Committee also wanted to know about the U.S. stockpile of natural rubber, which Jones had almost two years to build up. How come the stockpile was not bigger?

How come! said Jesse. The U.S.-owned stockpile was now some 340,000 tons, and Jones thought that was pretty good. It would have been even better, but the British-Dutch rubber cartel had turned the spigot on only a little way at first. The cartel did not want "a large stockpile that might . . . destroy the market."

Fighting Words. Congress has always been loath to tangle too closely with The Old Man of RFC, and the Truman Committee was no exception. Not so the *Post*, Washington's most potent newspaper, which burst out with a red-hot editorial, pointing out that Mr. Jones was hiding behind a screen of blame on the NDAC, the British, the Portuguese, the Dutch, and the President:

"... The chief aim of Mr. Jones's testimony was to create an impression that he had done his utmost—that any failure of accomplishment ought to be chalked up against somebody else. . . ."

"The plain truth is that Mr. Jones fell down rather badly on the job. . . . The proof of an official's worth to his country lies in his ability to meet and conquer the kind of obstacles of which Mr. Jones complains."

Jesse Jones, who had gotten by for more years with less criticism than any other Administration official, read these words with narrowing blue-grey eyes.

Fighting Speech. Worse was to come. That afternoon up rose Nevada's hand-



Wide World

JONES-BAITER MEYER
His editorial cost him a pince-nez.

some, young (35) Senator Berkeley L. Bunker, to deliver the most blazing speech made yet in Congress against Emperor Jones's bureaucratic empire.

Bunker was angry about a plant put up in his native State (Nevada) by Basic Magnesium, Inc., under contract with Jones's Defense Plants Corp. From a Truman subcommittee report, Bunker figured that the company had furnished only \$50,000, but stood to make a profit of \$2,140,000 (4,280%) in a single year. Cried he: "If the agreement . . . represents a cross section of conduct on the part of the Defense Plant Corporation . . . we are tolerating the existence of an agency of the Government that is so corrupt as to make profiteering in the last war look like petty larceny by comparison."

Senator Bunker is a serious Young Democrat, a Mormon Bishop who was appointed to the Senate in 1940, who had heretofore held his peace while learning the ropes. But to Emperor Jones, he was just an annoying young squirt. Jones dashed off a hot reply:

"Statements . . . unworthy of a U.S. Senator. . . . The Senator must know these statements are untrue. . . . False and misleading statements which it takes no courage to make under his cloak of immunity."

Fight. That evening Jesse Jones went to a gala party of Washington's hail-fellow Alfalfa Club, but his heart was not in the fun. His Texas temper, tender from years of being left alone, still twitched and writhed. He bumped smack into the Washington *Post's* publisher, trim, high-domed Eugene Meyer.

Hulking Jesse Jones, 68, 6 ft. 3, 220 lb., grabbed Meyer's coat lapels, shook him like an angry bear. Meyer's pince-nez

hattered on the floor. Then Meyer, 66, 5 ft. 10, 186½ lb., who took boxing lessons for two years from Heavyweight Champion James J. Corbett, came up with a hay-maker aimed straight at the Jones jaw. It missed—and other guests pulled the two heavyweights apart.

For the Secretary of Commerce, it was the end of an unlamented day.

THE CONGRESS

Rayburn Ropes a Steer

Speaker Sam Rayburn's speech in Sulphur Springs, Tex. was billed as a unity rally. But everybody knew that the rally was Sam Rayburn's way of hitting back at the New Deal-hating Dallas *Morning News*. The *News* has been tooth-&-claw against the 40-hour week, ignoring the fact that U.S. workers in seven key defense industries work on an average of 48.2 hours. One day the *News* attacked Sam Rayburn: "Let the Speaker of the House each day place on the wall behind his chair, where Old Glory's furls are draped, a fresh list of dead heroes of America killed in battle and never fully supported by our country's efforts. And let the President of the United States face at his desk that roll of the dead. . . ." In another editorial the *News* quoted a letter, addressed to President Roosevelt, from an indignant Texas grandmother, Mrs. J. M. Isabelle: "My 22-year-old grandson . . . has been in camp 18 months or more, and never a gun yet. Shall they fight with bare fists?"

Somebody had given Mrs. Isabelle and the *News* a bum steer. Armed with letters from the War Department, Sam Rayburn entrained for Texas. At Sulphur Springs, to 2,500 cheering, stomping Administration backers, he gave his answer.

He read the War Department record of Mrs. Isabelle's grandson, Private Lewis Stall, as a rifle crack, an Army marksman.

Then Sam Rayburn rolled out some red-hot secret figures on the U.S. war effort—figures so secret that newsmen, who had known them for weeks, had not dared to tell them. But the Speaker of the House is not subject to censorship. Said Sam Rayburn: "More than 3,300 planes are pouring out of our factories monthly . . . tank production is ahead of schedule, with one company alone turning out an entire trainload daily. . . ." He said that the U.S. now has six times as many soldiers on the world's battlefronts as General Pershing had in 1918 after ten months of war,* that enough Garand rifles are on hand to equip every man who needs one.

Speaker Rayburn's spilling of military secrets made Washington grumble. But his words were glad tidings to many a U.S. mother.

* If Speaker Rayburn's figures were correct, the U.S. would now have an army of 1,056,000 men scattered over the earth, ready for battle. The Speaker did not specify what he meant by a "battlefront."

U.S. AT WAR

SHIPPING

Ghost Port

Boston's old, famed harbor lies closer to the Atlantic convoy routes than any other U.S. shipping center, 200 miles nearer to Europe than any other big U.S. seaport. Boston Harbor is deep. Railheads are at water's edge. There are plenty of piers, cranes, warehouses for handling cargoes; plenty of trained labor. But last week, while other Atlantic ports were chockablock with war supplies, Boston docks and warehouses were empty.* The nation's handiest harbor on the Eastern Seaboard was a ghost port.

Explanations crusted the situation like barnacles on a foul bottom. The past record of the port was as smelly as its long, cobblestoned Fish Pier. Port officials said that union-labor rules delayed shiploading and unloading operations. A.F. of L. longshoremen refused to work nights. Union rules required double-time wages (\$3.60 an hour) for work during meal hours: breakfast, 5 a.m.-8 a.m.; dinner, 5 p.m.-7 p.m. Because of a "lapse system" which allowed 20-minute rest periods, one operator figures that an average of only 17 out of a 20-man stevedore gang were ever on a job steadily. "Stand-bys," men whose jobs had been taken over by machinery in the middle of the job, had to be paid even though all they did was squat on the wharf and fish. Wrathful shippers took their business to business-like harbors.

Labor alone was not to blame. Boston was cursed with absentee ownership. Only one deep-sea shipowner was left in the New England city that once was the greatest port on the North American continent. Labor troubles, management troubles had to be handled laboriously through agents and middlemen. No major trunk railroads gave the port a tinker's damn.

Boston's shipping business, going fast, sank sickeningly when war broke out in December. About all that was left was the South American shipping which the port had managed to hold. Coastwise ships were swept from the harbor, sold to the Government or turned into more profitable deep-sea routes. The Government even cast covetous eyes on the oil tankers that served Boston, until officials realized that if they took too many, New England would have to shut down its industrial plants.

The port never did get any important British Lend-Lease shipments to handle. Russian Lend-Lease cargoes were loaded at Boston only for a brief space. Complaining of labor conditions, mismanagement, congestion in the railroad yards, the Russians announced in a huff last January that they were going to pull out. Tall, handsome Richard Parkhurst, chairman of the Boston Port Authority, made

* By April 1, freight cars in Boston had dwindled to 300, fewer even than rolled into the yard of little neighbor Portland, Me.

mighty efforts, even won important concessions from the longshoremen, carried his pleas to Washington—to no avail. Russian officials took their business to other harbors, began complaining there just as loudly.

Last week Boston heard rumors that it was going to lose its South American shipping.

There was one promise of hope. An Army colonel in Boston, suddenly reckless with information, announced that Boston was to be a big embarkation point for troops and supplies. But the Army's business was only for the duration. Young Mayor Maurice J. Tobin, onetime newsboy, went into conferences with rail, shipping, port and labor officials to ponder



SENATOR BROOKS
No statesman, he.
(See below)

Boston's future. Port Chairman Parkhurst saw the future very clearly unless Boston woke up and did something: "a sort of backwater place of little commercial importance."

POLITICS

What They Deserve

Illinois Republicans went to the polls this week. On primary eve, it seemed certain they would get the just deserts of people who do not interest themselves in politics before party bosses pick the candidates: having no other choice, they renominated their incumbent Senator, C. Wayland ("Curly") Brooks. As good U.S. citizens, tired of Congress' old mistakes and eager to get on with the war, they had spent a futile day. They had exercised their vote, but not their right to choose their own candidate.

The voters knew they were getting no

statesman. Senator Brooks was one of the bitterest of pre-Pearl Harbor isolationists, a loud, rabble-rousing opponent of Lend-Lease, of draft extension, of revision of the Neutrality Act. Brooks, a veteran of three defeats for other offices which his sponsor, the *Chicago Tribune*, had sought for him, had squeaked through to victory in 1940 while the electorate's eyes were focused on the more important Roosevelt-Willkie campaign. In 17½ months in the Senate his only achievement had been membership on the hapless isolationist committee which had tried to smear the movie industry as "warmongers."

But at the polls the voters had a Hobson's choice. Against Brooks stood only pudgy, uninspiring State Treasurer Warren Wright, who was not only undistinguished but indistinguishable in the Illinois political ruck. Brooks had the machine support of Illinois regulars, and the daily gushing support of the *Tribune*, which had tried to make him seem a hero second only to General MacArthur.

Only a man who could set voters on fire could beat Brooks. Wright was not the man; indeed, he was running mainly for the experience.

How had things come to such a pass? The *Chicago Daily News* and the *Sun* had sniped away interminably at the *Tribune*, while the really big game—the all-important Senate seat—slipped through. No one had done either the leg work or the straight thinking necessary; the people were left helpless before a blunt fact: of all the 7,897,000 people in Illinois, none but Curly Brooks and Warren Wright were presented for the Republican Senate nomination in this year of great need.

As usual, the Democrats had done little better: the *Chicago Times* had popped valiantly away for big, New-Dealish Economist Paul H. Douglas; but no one had had much to say either for or against the Kelly-Nash candidate, Democratic Congressman Raymond S. McKeough.

The moral was dreadfully plain to all the U.S. (where the same thing would happen State by State if the people let the bosses run things): if the people and press fail, they will get the kind of Congress they deserve, and the kind of Government they deserve.

POST-WAR WORLD

20th Century's New Deal

Where are the demobilized army and defense workers going to get new jobs? . . . Who is going to own and operate the plants which the Government is financing or building outright? How long must price controls and priorities be continued after the war ends? . . .

To keep these and other equally important questions from suddenly confounding the nation at war's end, the 20th Century Fund has set out to get them discussed at once. To that end the Fund this week publishes the first of six eco-

nomic essays on the post-war world by New-Dealing Economist Stuart Chase.

In this first short volume (*The Road We Are Traveling, 1914-42*; \$1) he reviews the economic trends of the last three decades, and comes up grasping one really big idea: that society should find some means to get its economic machine running in peacetime at wartime capacity.

In this respect his book is a success. In other respects it is mostly Stuart Chase. His apt observations on the past economic mistakes of the U.S. are interlarded with inferences based on such uncritical assumptions as:

That technological unemployment and "oversaving" are basic causes of depressions; that economic frontiers have been reached and the opportunities for private capital investment are decreasing; that public-works programs can raise the living standard; that heavy armaments expenditures produce prosperity; that a big factor in past U.S. prosperity was rising real-estate prices.

Using such dubious ideas as if they were axioms, he finally reasons that technological progress, enabling men to produce more of the necessities with less effort, is "a major cause" of unemployment, of agricultural surpluses, of excess plant capacity, of the decline of free markets, of the falling rate of interest, even of the falling birth rate. These things, he says, in effect, have done in capitalism for good.

He does not detail his picture of a better economic world, but he foreshadows it by insisting that, whether men like it or not, Government must operate the nation's peacetime economy as it operates the wartime economy.

Truest line in the book: "The books which will explain the new world we are entering have not been written."

WARTIME LIVING

In the Stretch

In Washington 70 fantastic hats assembled in WPB's huge board room. Under the hats sat the leading ladies of the fashion press, from Carmel Snow of *Harper's Bazaar* to *Ladies' Home Journal's* Wilhela Cushman. The women's editors had been specially summoned from New York, Boston and Philadelphia by the chief of WPB's clothing section, astute Merchant



MR. MARCUS & MODELS
Everything is getting narrower.

Harold Stanley Marcus, executive vice president of Dallas, Tex.'s famed Neiman-Marcus store, to hear what the Government wanted done about women's & children's clothes.

Clothes Boss Marcus needed their help badly. His job is to stretch civilian clothing as far as it will go—if possible, without resorting to rationing, which is complicated and expensive. He had a plan—but for the plan to be successful, U.S. women, whose purses bulge with purchasing power, must spend as little as possible on new clothes.

To make U.S. women wear old clothes, Marcus wanted fashion authorities to tell them that 1942 models would be no more fashionable than 1941's. And in order to prevent a rush of panic hoarding—the victory-suit flurry had sent men's clothing sales up 300% in some cities—Marcus wanted all U.S. fashion editors and radio commentators to reassure women that stores would carry reasonable supplies of attractive clothes.

First, to prevent radical fashion changes, Clothier Marcus "froze" the current silhouette. Then he eliminated extraneous frills: voluminous skirts, deep hems, full sleeves, wide belts. Third move was to arrange that coats and suits, jackets and

dresses be sold separately, to make them go further. These changes should save 100,000,000 yards of cloth.

To spread his propaganda, Marcus had wangled advance cooperation from the National Retail Dry Goods Association. Fortnight ago merchant members in 250 cities met with local press and radio editors, asked them please, when the ruling came out, for once not to treat women's fashions as merely funny. The Association then supplied radio stations and newspapers with reassuring fashion advice from leading U.S. clothes designers: Sophie Gimbel, Clare Potter, Nettie Rosenstein and others.

Then, to back up the designers, leading U.S. women were asked to make reassuring statements. Said Adela Rogers St. Johns: "The overdressed woman will be as unpatriotically conspicuous as though she wore a Japanese kimono." Cracked Irvin S. Cobb's daughter Elisabeth: "I'll cheerfully lose my skirt to keep our liberty."

CRIME

Punishment to Fit

A Delaware court sentenced Mechanic Reese Purnell of Accomac, Va. to ten lashes at the whipping post, two years in prison. His crime: stealing a tire.

NEW YORK

Alas, the Finest

A story of police corruption that smeared the blue uniform of "New York's finest" was unreel last week by Special Prosecutor John Harlan Amen (rhymes with layman). His charge: Brooklyn gamblers annually forked out \$1,000,000 to cops who winked at their \$100,000,000 bookmaking business. His proof: 1,500 feet of film recording payoffs; evidence, collected by a squad of special sleuths, that Brooklyn cops bought, with their boodle, outboard motorboats, small cruisers, summer homes, automobiles, \$1,000 fur coats for their wives, real estate. Named by Amen grand juries were 49 cops.

So general was the practice, said Mr. Amen, that such graft was considered "clean money" by policemen who would never take "dirty money"—i.e., bribes from such low-lives as murderers and crooks.

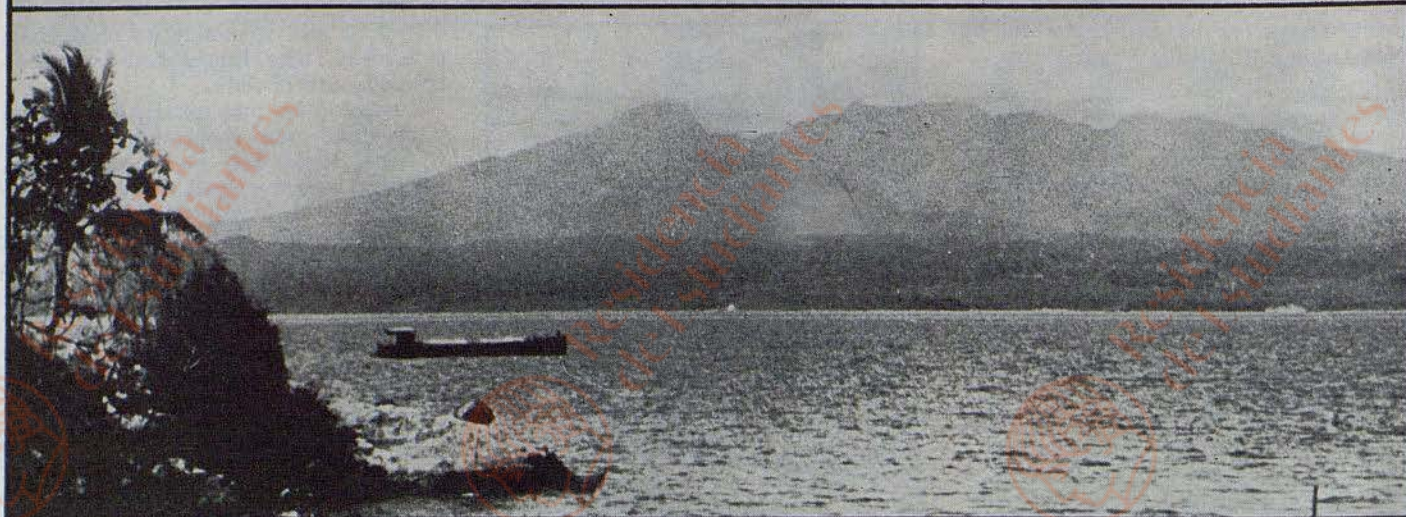


MOVIE BY AMEN'S MEN; CAPTIONS BY AMEN

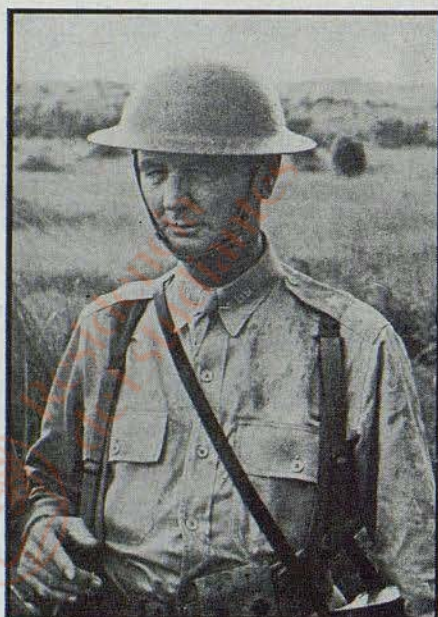
"The money passed . . . to [the cop] . . . from a person known by him to be engaged in bookmaking."

International

BATAAN: WHERE HEROES FELL



NO GUNNER WAS EVER IN FINER POSITION THAN THE JAP ON BATAAN (SEEN FROM CORREGIDOR)



U.S. COMMANDER JONATHAN WAINWRIGHT

Death of an American Illusion

Bataan finally fell. In a military sense the big news meant that 150,000-200,000 Jap fighters were now released, to be used on other fronts. But that was not the fact that struck home to the U.S. Not until the last burned-out man put down his rifle on the soil of a Bataan that was now Japanese did Americans learn their lesson.

Bataan taught the U.S. a thing it had forgotten: pride of arms, pride in what the young men could do when tested.

Bataan taught America a humiliating thing, too: that U.S. soldiers could be beaten, could be taught the fullest ignominy of unconditional surrender. And they could be given this lesson by the funny, myopic, bucktoothed, bandylegged, pint-sized Jap—who, it suddenly appeared, was taut-muscled, courageous, vastly menacing.

The Jap had not changed. He was the same fellow who ran the curio shop in Rockefeller Center, or fished off Cali-

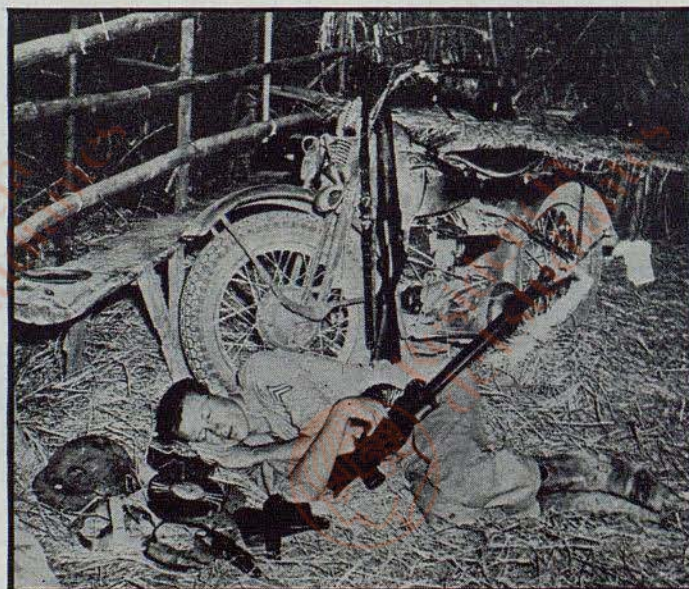
fornia's coast. What had changed was a U.S. state of mind almost as old as the Republic. Before Pearl Harbor there was only one world to U.S. citizens. The world, the only world that Americans believed in or cared about, was the U.S. The rest of mankind was, in an American sense, unreal. The American might—and did—through the tourist spots like London and Paris, "Discover" Bali or the Dalmatian Coast, but he could never quite believe that these outlandish foreign parts could have a real connection with his world.

The Jap lived in the U.S. and worked against it, but his image was even mistier than the forms of the white men of Europe. Even after he had smashed at Pearl Harbor, his true form did not emerge. Americans did not yet believe what Pearl Harbor and Wake and Guam told them. They did not believe it because these first reverses of the war had a newsreel quality of unreality.

Bataan's end was different. Here was no blow that could be repaired in a navy



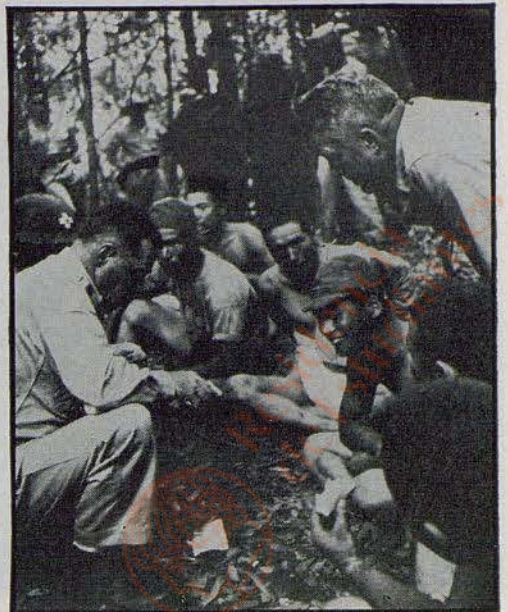
BOMBERS AND ARTILLERY LAID VILLAGES LOW



Melville Jacoby, European, U.S. Army Signal Corps-International
TOWARD THE END THERE WAS NO SLEEP



JAP SWIMMERS, TAKEN IN LANDING ATTACK, WERE BLINDFOLDED FOR SECURITY

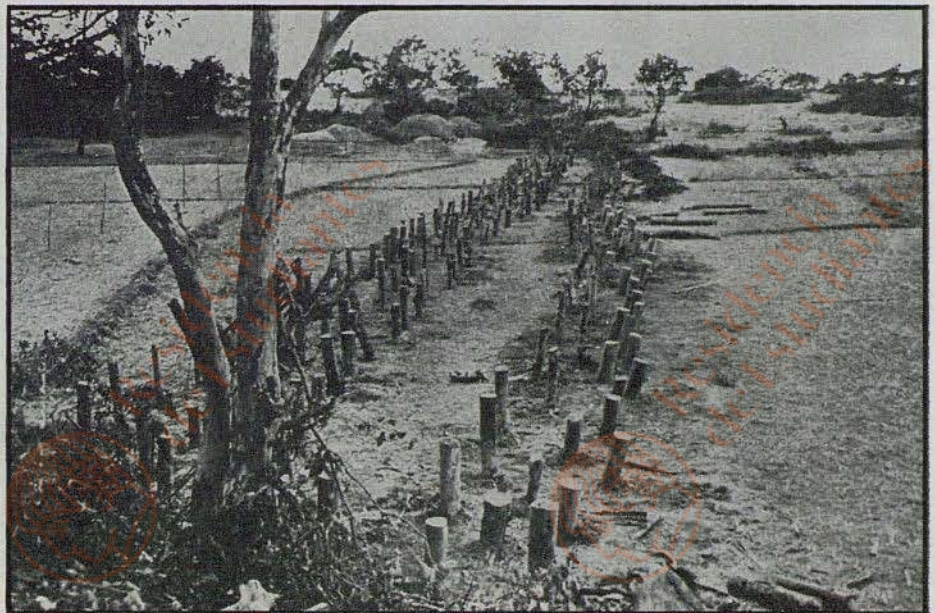


BRIG. GENERAL PIERCE QUESTIONS PRISONERS

yard. With Bataan went 36,000 or more courageous U.S. soldiers—heroes, three out of four of whom were sons of the Philippines. They had been worn to hollow shadows of men by 15 days of smashing by the finest troops of the Son of Heaven. Because the U.S. had been well satisfied with the world it lived in, had pinched its boundless flood of pennies and sat alone, those U.S. soldiers had stumbled ragged, sleepless and half-starved through the last days of the most humiliating defeat in U.S. history. In no previous battle had so many U.S. fighting men gone down before a foreign enemy, and seldom had any beaten U.S. soldiers been in such pitiable condition—believing until the last hour of destruction that their country could and surely would send them aid.

The U.S. had known the end was near. But it had not and could not, beforehand, taste the taste and smell the smell of crashing defeat.

The end was slow and agonizing and struck home the harder because Lieut.



TREE STUMPS MADE CRUDE, TOUGH TANK TRAPS



JAP SNIPERS USED THE DENSE JUNGLES TO GOOD ADVANTAGE



Associated Press, Wide World, U.S. Army Signal Corps
CAPT. ("ONE-MAN ARMY") WERMUTH



AMERICAN NURSES STAYED TO THE END . . .



. . . BATHED IN STREAMS, DISCREETLY SCREENED



WOUNDED WERE TRANSPORTED IN MAKESHIFT TRUCKS



SURGEONS PERFORMED SMALL MIRACLES



SOLDIERS MET HORROR WORSE THAN BATTLE

General Jonathan M. Wainwright's communiqués were terse and professional. For 15 days the Jap struck at Bataan with everything he had. Dive-bombers blew great craters in forward positions. Artillery roared endlessly day & night; the nervous chatter of Jap machine guns rattled until it rasped men's nerves like a file. The Jap even struck again at the hospital, scattered the wounded like straws.

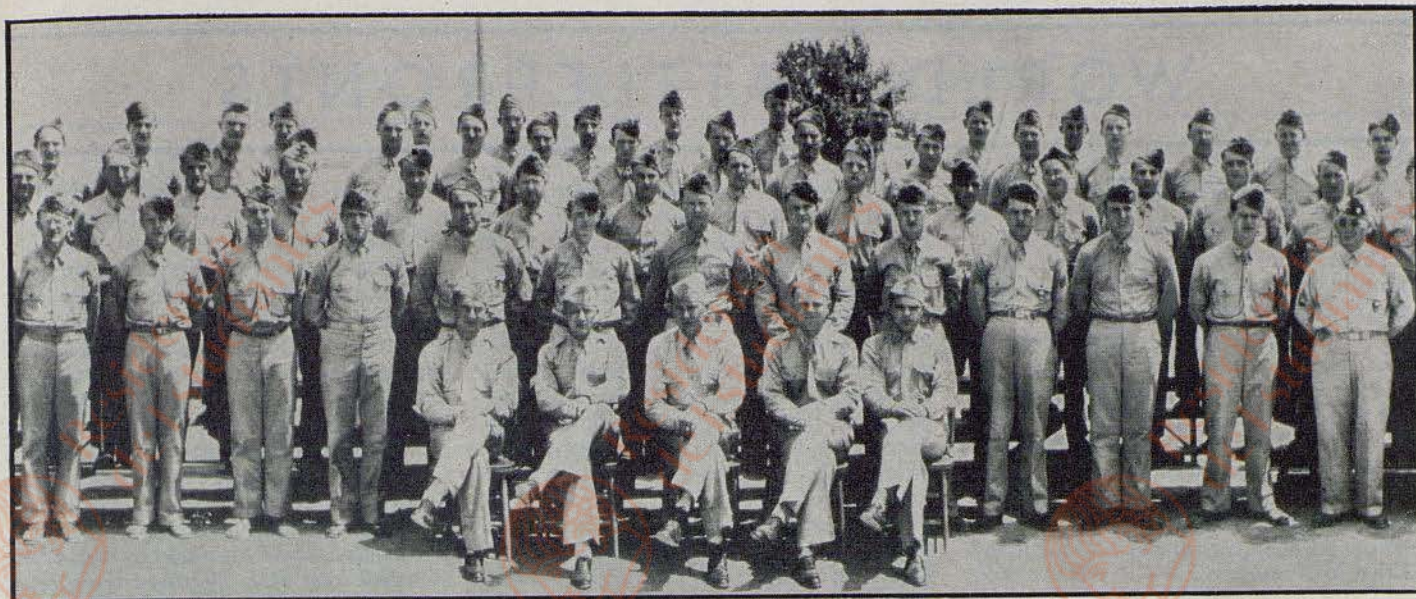
Since the middle of January the men on Bataan had gone short of food. In Australia the Army had poured out good U.S. dollars to hire the adventurers of the South Seas to run the Jap blockade with food and ammunition. But nearly two out of three of the blockade-runners were lost—most of those, it seemed, which carried food.

Jonathan Wainwright's soldier's eye saw that the end was near. From the shores of the Bay he withdrew his naval forces, sailormen and Marines of the 4th Regiment (evacuated last November from Shanghai) to Corregidor. He tried to strike one last blow. Against a Jap breakthrough on the Manila Bay side of the peninsula he threw a corps in desperate counter-attack. It was too much. The glassy-eyed soldiers went forward like men in a dream, so exhausted that many of them could hardly lift their feet, and the Jap mowed them down. The flank folded up.

The men on Corregidor saw only a little of the ghastly end. The last, pitifully small ammunition dump on Bataan went up in smoke and flame; the three ships at the water's edge (including the 6,000-ton sub tender *Canopus*) were dynamited. Finally, from one of the heights on Bataan, a white flag went up. How many of the 36,000 died fighting, only the Japs knew.

Men still swam the shark-infested stretch from Bataan to Corregidor, and in the last few hours boats got across with nurses and a few survivors. But the biggest part of the battle-trained Philippine Army was gone. From the heights the Jap, with artillery already emplaced, began slamming away at Corregidor. The soldiers

Melville Jacoby, Wide World



TO CHICAGO'S SUBURBS THE FATE OF THIS TANK COMPANY BROUGHT HOME BATAAN'S FALL

there and the few civilians who had fled from Bataan (where 20,000 had been an added charge on the troops) knew it could not be long before they were finished too. No gunners had ever been in finer positions than the Jap. From Bataan's heights he could pour fire night & day across two miles of water into Corregidor and see where every shell fell.

In the Islands, as in the U.S., hundreds of cities and villages mourned their men. Virtually all of the 2,300 of the New Mexico National Guard had been in the Philippines. Mothers and wives met from Deming to Roswell to Santa Fe, still hoped their coast artillerymen were on Corregidor. Salinas, Calif. lost a company of infantry soldiers; California mothers wept with Filipino women whose sons were veterans in the Scouts, or lean-faced youngsters just out of the West Point grey of the Philippine Military Academy.

In Cleveland, relatives counted the loss of 75 sons (some of whom might still be in Corregidor); in Maywood and other towns on Chicago's edge, the loss of a National Guard tank company. Other tankers, 106 of them, had gone to the Islands from Janesville (pop. 23,000) in the dairy country of Wisconsin.

The survivors of the 9,000 American troops and 27,000 Filipinos fell into the hands of the Jap—all of them U.S. soldiers and U.S. losses. Alongside troops from the mainland, Tagalog and Moro and Igorot had fought just as bravely, died just as tight-lipped and with just as little fuss as their white comrades. It took that fighting and those deaths to make the U.S. know that the men from the Islands were their brothers and their equals.

In Australia frail Manuel Quezon, who had lost 18 pounds on Corregidor, spoke the stout determination of the Islands: "The Filipino people will stand by America and our Allies to the bitter end. . . . I am profoundly grateful to the whole Army, which thus vindicated the honor and right of the Filipino people to become an independent nation."

They were all Americans on Bataan.



SALINAS, CALIF. REMEMBERS HOW IT WAVED GOOD-BY, NOW MOURNS ITS LOSS



Burke & Koretke, Salinas Index-Journal, Associated Press
FROM MACARTHUR'S WEST POINT CAME FILIPINO HEROES

WORLD BATTLEFRONTS

STRATEGY

Late

The enemies of the Axis had one little glimmer of consolation in last week's abysm. Hitler was late.

On March 1, 1935, he got the Saar by plebiscite. On March 7, 1936, he reoccupied the Rhineland. On March 13, 1938, he marched into Austria. On March 15, 1939, he occupied the rump of Czecho-Slovakia. On April 9, 1940, he absorbed Denmark and invaded Norway. On April 6, 1941, he drove into Yugoslavia and Greece.

Now, in 1942, April was half gone and Hitler had not struck.

Two on a Mission. From the moment that a transatlantic bomber deposited the President's messengers in Britain, their doings had the stamp of some great purpose. They conferred and dined at No. 10; they weekendened with Winston Churchill in the country, where the cherry blossoms were coming out and spring green touched the trees; and the King & Queen had Sunday lunch with the visitors. Between frequent rests abed, frail Mr. Hopkins conferred with Lease-Lender W. Averell Harriman and the ministers who counsel Churchill on Britain's policies and potentials. General Marshall passed many hours with keen, brisk General Sir Alan Francis

Army colonel announced that Boston was to be an embarkation point for many troops and supplies (see p. 16). One subject of discussion was drastically intensified bombing of western Germany by both British and U.S. flyers.

At the War Office General Marshall undoubtedly found several specific, alternative plans for invasion drives: through France into western Germany; through Norway to direct conjunction with Soviet forces; through Italy to Hitler's wobbly flanks in the Balkans.

General Marshall and his good friend in Washington, Field Marshal Sir John Greer Dill, had long since discussed these prospects. All the facts, all the prudent objections to any major continental attempt this year, were known to General Marshall. His hosts in London had little new to tell him. Perhaps he had something to tell them.

Now or Never? The argument for some Allied counter-attack in Europe this year was simply that the risks of doing nothing outweighed the grave risks of doing something. Another Dunkirk? Russia's defeat would be immeasurably worse. Shipping short? With a German fleet in being already poised on the profile of Europe, it might be shorter yet, another year. Could Britain afford to weaken its home defenses for continental adventure? Britain could not afford to lose the war this year, as it might be lost, if Russia fell.

Whether or not these arguments were advanced by Marshall & Hopkins, they were the beliefs of the common man in Britain. By their mere presence, Marshall & Hopkins enormously increased the home pressure on Winston Churchill. But, whatever the decision, the visit promised Churchill political as well as military relief and support. For it would now, obviously, be a joint decision. Henceforth the U.S. would share with Britain the responsibility for inaction, or the costs of action.

What Would Be Fatal? The basic fact was still the same, terrible fact: that the Allies had too many fronts already. Soviet spokesmen (including Ambassador Maxim Litvinoff in Washington) no longer cried specifically for a second front in Europe; they insisted that the one supremely vital front was in Russia, that the one Allied task, above all, was to supply that front. MacArthur in Australia, the vital Mid-East, Chiang Kai-shek in China, General Wavell in India, Britain herself, U.S. forces stationed from Hawaii to Iceland—all these called as well for supply. Last week a London naval analyst listed Britain's most important lines (the Indian Ocean, her route to Russia via Murmansk, her north Atlantic route from the U.S.), and said: "If it is not possible to safeguard all three without incurring disastrous losses both in warships and merchantmen, surely it is necessary to decide what it would be literally fatal to lose, and to concentrate on that."



Associated Press

HOPKINS & MARSHALL IN LONDON
People believed what they wanted to hear.

Joint Responsibility

There had been no blacker week since Singapore. No one vast loss, but a cumulative pattern of loss darkened the anti-Axis world; the fall of Bataan (see p. 18), disasters and failures in the Bay of Bengal and India (see p. 26), unabated retreat in Burma (see p. 26), the consequent peril to China. Heavier than any one of these tidings was the strain of waiting for the Nazis to loose their spring offensive (see p. 28).

As never before, the Allied peoples needed the antidote of aggressive action, or at least the promise of action. In this week of deepest need, the promise seemed to come from London. At No. 10 Downing St., at the War Office, at the U.S. Embassy abruptly appeared Harry Hopkins, the man who more than any other acts and speaks for President Roosevelt, and General George Catlett Marshall, the U.S. Army's Chief of Staff. In the U.S. and Britain, anxious millions forthwith believed what they wanted to be told: that their forces were about to take the offensive and open a second front in Europe.

Brooke, chief of Britain's Imperial General Staff; with the heads of every British military service (including the invasion-trained Commandos' Lord Louis Mountbatten); and with Major General Sir Hastings Lionel Ismay, the Prime Minister's military Man Friday.

Harry Hopkins said that he was in London to discuss confidential matters with Mr. Churchill; what could be more confidential than a plan for counter-invasion of Europe? General Marshall said that his sudden visit was just a long-intended look-see. But the press preferred to accent General Marshall's casual answer to a casual query. Said he (when asked whether soldiers accustomed to U.S. spaces would feel cramped in England): "We want to expand over here."

Which Front? Back in Britain after a visit to Ottawa and the White House, Canada's Lieut. General Andrew George Latta McNaughton was preaching invasion through France and expanding his Canadian Corps into a full army. In Northern Ireland were several thousand U.S. troops, rarin' to go and practicing invasion tactics. More were coming: an

WORLD BATTLEFRONTS

Threat Gathered

(See Cover)

For the first time since *Jutland*, a German navy could look forward to operations on blue water, not as skulking submarine raiders, nor like the *Graf Spee* and *Bismarck*, running for their lives before the pursuing British, but as a force that could stand and fight, or leap to a kill. Now, once again, Germany had a fleet in being. That fleet was small, but it was well built, new and powerful. It was gathered in the north, where it could strike as a unit.

Under the towering, snow-swathed cliff in conquered Norway's Trondheim Fjord the *Tirpitz* lay, 35,000 tons or more of naval might. No R.A.F. bomb or torpedo had yet shaken her.

Near her in the quiet fjord lay the crack 10,000-ton cruiser *Prinz Eugen*. She had been badly shaken. But Britain's airmen made no bet that the *Eugen* would not soon be ready for work again.

Like the *Eugen*, the 26,000-ton battleships *Scharnhorst* and *Gneisenau*, known to Britons as *S & G*, had been continuously plastered in French ports. With the badgered *Eugen*, they had finally come out of their pit, had dashed through England's own Channel in February, dealing worse wounds to British pride than the damage they took themselves. Now the *Gneisenau* lay in Kiel. She seemed to have been hurt, as she had also seemed at Brest. But now she was in German home waters. So was the *Scharnhorst*.

So were the two pocket battleships and the big cruisers *Admiral Hipper*, *Seydlitz* and *Derfflinger*. So were Germany's two new carriers *Graf Zeppelin* and *Deutschland*. Finally, there was a brand-new 40,000-ton battleship, probably *Friedrich der Grosse*, and a few cruisers newly completed in German and occupied yards.

To the navies of the United Nations, convoying, fighting subs, mixing in swirling battles with the Jap in the Indian Ocean, watching a hundred naval rat holes from Trondheim to Surabaya, this concentration of the German surface fleet had a sinister look.

Map & Jap. German naval strategy had partly brought about this change, but only partly. Her submarines had forced the Allied fleets to spread themselves thin, searching for the answer to a vast global problem of logistics that had consistently kept the superior surface force on the defense. Germany had partly brought the change about by starting to build her surface fleet during the starvation days of the Weimar Republic, and keeping up the program even when the pinch of war put the emphasis on U-boats.

But the biggest part of the change had been brought about by the Jap. He had engaged the mighty U.S. Fleet, but in the Pacific; and from his coldly brilliant attack on Pearl Harbor to his thrust into the Indian Ocean he had stretched the U.S. Fleet thin, halfway around the world. More

than that, he had snatched the British Far Eastern bases, and was now sucking British units toward India to head off the final rupture of the Empire. Meanwhile the Italians, who still had nuisance value, were—with the help of German airmen—holding other great British units in the Mediterranean.

The Germans had other nuisance values

to thank, as well: the Vichy Fleet in the Mediterranean and the French African ports. By German naval standards, Vichy's was still an imposing force: five battle-ships under varied stages of repair or building, four heavy and seven light cruisers, some 40 destroyers, some 60 submarines. As the Nazis were well aware, Vichy's fleet was potentially of much greater than nuisance value; it could become a terrifying addition to the Axis naval might.

Altogether, it was a strange situation. On the surface, the German Fleet was hiding in its snuggeries. The paradox under this fact was that the Nazi Fleet was actually on the offensive, the British Fleet on the defensive.

The Nazi dispositions against the European supply lines of the United Nations were now complete. From the North Cape to the Cape of Good Hope, those supply lines were threatened from German bases all along the Atlantic profile (see map).

From Dakar to the English Channel, short-range U-boats prowled. Above the Channel, the Nazi surface warships (and more subs) were dispersed against the threat of British bombers. But all were within a few hours' steaming of the supply line up the Norwegian coast to Russia. Their dispersion gave them more than protection from air raids: it also made them hard to watch.

Further, their dispersion was in a relatively small area: they might go out as a fleet, to destroy a superior enemy in detail. In a swift hit-&-run battle in the fogs of the North Sea, a well-fought engagement might strike a body blow to the British Home Fleet.

To keep the German in check, the British had to short-change their forces against the Jap. Like a bridge team caught with fat hands between two opponents with bare suits and plenty of small trumps, the United Nations were being whipsawed into the imminent danger of losing their contract.

Faith & Works. For this favorable situation, pious Nazis thanked their land-lubber Führer, who had built ships when Göring was bawling for more airplanes and Guderian for more tanks. But they also thanked a short-legged pouter pigeon of a man named Erich Raeder.

Erich Raeder's religion has always been the German Navy. Today, as Commander in Chief of the Navy and one of Adolf Hitler's favorites among his top fighting men, he can justify all his actions of the past 30 years in terms most Germans can understand and applaud. For a good end he stooped to low means. He shucked dignity, closed his eyes to principles, was alternately sycophant, stout leader, wheedling trimmer and belligerent hell-roarer. The method worked. Few years ago his Navy was "the ugly little stepchild of the Government." Today the stepchild is a favorite. Germans can look on its face and find it shining and full of promise.



WORLD BATTLEFRONTS

Its strutting, bemedaled little commander is tall with honor.

Skagerrak to Scapa Flow. Erich Raeder was a young officer, and not a very promising one, when he was assigned in 1910 to his first important post: navigating officer of the Imperial yacht *Hohenzollern*. It was a job that might have broken the spirit of an already proved officer. To the unproved Raeder, who had spent 16 years in such jobs as writing thoughtful screeds for the German naval journal, *Marine Rundschau*, it was a job that led on to destiny.

Destiny's agent was a Bavarian officer named Franz Hipper: an opportunistic Raeder recognized the agent. For his superior's approval he worked with selfless care, charted courses down to a minnow's fin, was everything that a junior officer should be—except in his pint size. Franz Hipper often boomed to his bantam favorite: "When I become an admiral, I'll make you my chief of staff."

Six years later the promise was made good. As the German scouting force put out into the Skagerrak, leading the High Seas Fleet, heading into the greatest battle in modern naval history, Jutland, Vice Admiral Hipper paced the bridge of the scouting force flagship *Lützow*, with his binoculars dangling on the breast of his blue greatcoat. In the chart room near by stood Franz Hipper's chief of staff: Erich Raeder, brave in the four stripes of a captain.

Erich Raeder had grown. He grew vastly more in the next 48 hours. In that cataclysmic, overcast afternoon and black night, the *Lützow* was in the forefront of action. She was finally so battered that she had to be abandoned. Cool and unhurried, Officer Raeder oversaw the transfer of his chief's flag to another battle cruiser, the *Moltke*, then through the retirement picked up the pieces of his job and went methodically on with it.

The little man was now a proved man.

But he had to prove himself still further. The further cataclysm that gave Raeder his burning, hard-eyed religion was the dying days of the war, when the German Navy was ordered out to sea—and men mutinied. The fleet did not go out. To Raeder's grooved, naval mind, the realization that his idol had a Communist brain and no muscle was the final, hardening blow. On the June afternoon when a faithful few scuttled 74 ships of the German High Seas Fleet at Scapa Flow, he dedicated himself again.

He had more than mere fervor to dedicate to the job ahead. At 66, Erich Raeder can tell himself that he did not get to his present place from having been, like Himmler or Ribbentrop, a product of Nazi politics, thrown suddenly into jobs where all the emphasis was on ruthlessness or adroitness rather than craftsmanship. British and U.S. Navymen consider him an able officer, profound rather than brilliant, a deep-water seaman and organizer rather than a technical expert. He is the German nation's living link with the proud traditions of bearded old Alfred von Tirpitz, father of the blue-water Navy.

More than any other of the crack relicts of the old Navy who now serve under him, Raeder has always been a man of one idea: the Navy must be rebuilt, must again fight on (and not only under) the sea.

Hohenzollern to Hitler. After Versailles, Germany found herself with a navy of 15,000 men and a few barnacle-bogged vessels barely fit to sail the Baltic. Erich Raeder went to work. He trimmed to the Socialists, who must have made his authoritarian flesh crawl. (When he suspected that the monarchy might be restored, he discreetly cheered.) But politics was a strictly extracurricular nuisance. Every hour he could, he worked with his old comrades at the uphill job of rebuilding his idol. Carefully selected men were enlisted for the long twelve-year hitch, and

trained to become officers—some day. Shorn of good ships, the Germans concentrated on fine fire-control equipment, sweated long over their gunnery. They began to train a new batch of naval cadets, starting them in the hard school of sail where German naval officers still start their careers.

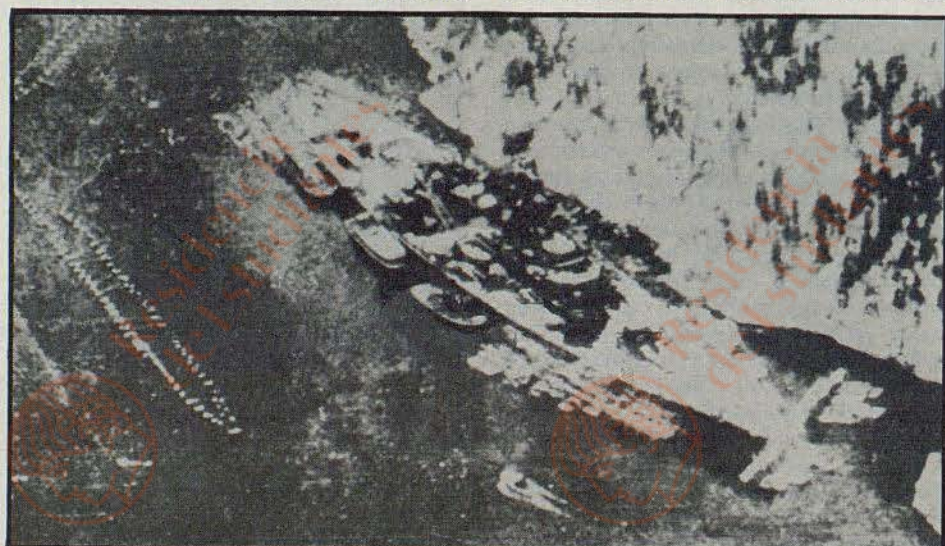
When Admiral Raeder became Chief of the Naval Command in 1928, he took over one new and three nearly complete cruisers, twelve torpedo boats, and a number of old hulks perilously close to scrap iron. Submarines were still forbidden Germany. Somehow, in spite of national poverty and naval lethargy, by polishing any apple for any promising politician, the Navy's trap-mouthed, hot-eyed boss managed to get naval building going. By the time Adolf Hitler had come to power, Raeder had completed the pocket battleship *Deutschland* (now the *Lützow*), was building the *Admiral Graf Spee* and *Admiral Scheer*.

Adolf Hitler could not overlook such a man. He took over Raeder, and Raeder was very willing to be taken over. The best he had hoped for was a raiding navy; Adolf Hitler gave him battleships. And when Britain signed the Anglo-German Naval Pact in 1935 (allowing Germany to build up to 35% of Britain's strength), Raeder danced a private German version of the hornpipe.

Submersibles, Unsinkables. Now he could surround himself with talent. He got plenty of pickings from the old Navy. There was dog-faced Admiral Otto Schniewind, now Commander in Chief of the Fleet; Vice Admiral Günther Lütjens, who afterwards went down on the *Bismarck*. There was Admiral Alfred Saalwächter, with eyes set far apart like the base of a range-finder. There were Admiral Hermann Boehm, now commander in Norway, and Admiral Rolf Carls, a trim, bearded, rakehell character who looks like a Corsican bandit in uniform. There were



"S & G" DASH PAST DOVER
The fleet was hiding . . .



"TIRPITZ" AT TRONDHEIM
. . . but ready.

Associated Press, Wide World

WORLD BATTLEFRONTS



BOEHM

SAALWACHTER

SCHNIEWIND

Interphoto, Dever-Black Star, European
CARLS

There were plenty of pickings from the old Navy.

thousands of ex-naval officers to be called back, thousands of bright-faced new officers to be trained.

Soon the yards were alight all night with the building of Germany's new fleet. The emphasis was still on submarines. Germany would never have many battleships, nor more than a handful of cruisers. Those they did build, they built with loving care. Their battleships were so carefully compartmented that they were thought to be unsinkable—until a torpedo plane crippled the *Bismarck* and left her a target for surface craft. Even so, German protection was still the best in the world.

Probably German fire control was, too. Raeder put the accent on speed and protection in his ships, sacrificed gunpower and made it up by fire control. The *Tirpitz*, like the *Bismarck*, has a main battery of eight 15-in. guns, while the *North Carolina* of the U.S. Navy, with nine 16-in. guns, throws a 25% heavier broadside. In the hit-&-run battles that German seamen still count on fighting, speed and protection are their trump cards, accuracy their no-trump aces. It was thus the *Bismarck* sent the *Hood* to her grave. Like the *Graf Spee*, it was only when her fire-control machinery was smashed that she lost her punching power.

With the fleet now ready for sea again, Grand Admiral Raeder, who carries a field marshal's baton and is heavy with Nazi authority, may well ponder the death of the *Bismarck* and *Graf Spee*. In those engagements, the British Navy may well have put a calculating finger on a fatal weakness of the new German Navy. Erich Raeder knows all about the threat of air power to ships. He has the air strength to protect his own. But how to protect the vital cortex of fire coordination is the problem he must ponder well.

But if other famed Germans spoke truly, it will take a greater man than Raeder to remedy another German defect. "The German people have never under-

stood the sea," said old Tirpitz after Jutland. "In their hour of destiny they failed to use their Navy properly." Kaiser Wilhelm II, grandson of Queen Victoria, put it more flatly to his cousin, George V, before 1914. Said he: "Germans are land-lubbers. They are afraid of water."

Nevertheless, to the men who love the sea and consider themselves masters of it, the men who fear water have suddenly become an anxiety.

BATTLE OF AUSTRALIA

"See, Joe?"

Sergeant Louis ("Soup") Silva finally got his Distinguished Flying Cross last week, and everybody in the U.S. Army Air Force in Australia was pleased. Soup is a 47-year-old gunner from California, who has been in the Air Force since 1928. Many are the tales of his shooting, his handling of the green young gunners in his care, the respect in which mere officers hold him.

In a recent combat, an untried youngster missed one Jap Zero after another. "Look, Joe," said Sergeant Silva, "you're not leading them enough, and your shots are going behind them." Silva grabbed the gun and squinted from the Flying Fortress turret. Four Zeros flashed by. Three of them, perhaps the fourth fell apart under Silva's fire. "See, Joe?" Silva yelled. During the same fracas, the pilot inquired over the Fortress interphone: "Are you firing at the enemy?" Sergeant Silva replied: "Sir, I've already shot down two, goddamit!"

Doubt

The incredible fact that General Douglas MacArthur still does not know just what he is supposed to do, or how he is to do it, emerged last week from Australia. U.S. correspondents flatly reported that General MacArthur, five weeks after leaving Bataan, still lacks the authority to set up

an adequate staff, plan an adequate campaign, and execute the plans.

For this state of affairs, there were two reasons: 1) General MacArthur had not received from Washington a clear, specific directive defining his command area and responsibilities; 2) he lacked clear authority to direct U.S. naval operations within his area, whatever it might be. The directive could come only from President Roosevelt; naval cooperation could come only from the Navy, by consent or by command of the President.

Dispatches from Australia clearly reflected the resultant delays and confusion at a time when the U.S. and Australia could risk neither. Cabled the New York *Herald Tribune's* Lewis Sebring Jr.: unless the situation is immediately corrected, "there may be serious consequences for the Allies in this part of the world. . . . One cannot be circulating constantly among the representatives of the two countries without seeing that something is wrong."

All this, in the week of Bataan's fall, was doubly harassing for Douglas MacArthur and the staff which had come with him from the Philippines. As soldiers, they might agree that nothing more could have been done to save Bataan. As men, they were bound to wish that more had been done. Their uncertain status in Australia did nothing to lighten their gloom.

THE PHILIPPINES

The Jap Moves Down

Cebu, fairest and wealthiest island of the lovely Visayan Sea, lay helpless before the clutch of the Jap. For days the city of Cebu, second largest in the Philippines (pop. 142,912), had been all but deserted. The two movie houses were still showing outdated U.S. films; a few customers still tapped the dwindling supply of beer and whiskey in the Vienna Bar.

Cebu, 360 miles southeast of Manila,

WORLD BATTLEFRONTS

knew what was coming when the Jap finished up on Bataan. Last week, sure enough, the Jap came to Cebu.

For days Cebu's people had taken to the hills every time a ship appeared in the roadstead. After each false alarm, lean, grey, Lieut. Colonel Howard J. Edmands and his little denim-clad Filipino M.P.s tramped back from the dock areas through the street, jaunty and unafraid with their rifles and their single machine gun. The remains of Cebu's population quieted down, and waited.

Periodically there were mild panics in the Cebu Leprosarium, and once several hundred of the patients escaped and fled to the hills. They knew that the Japs shoot lepers without mercy. Tall, typically Irish Father Francis O'Donnell, their pastor, followed them, assured them that the Lord protects the afflicted, got them to go back to the Leprosarium, where three nuns tend them.

When the Jap struck Cebu, he struck

with overwhelming force. One day ten transports and five warships stood off the harbor where the rusty bones of sunken ships thrust above the blue water, and the skeletons of destroyed oil installations lay dead against the background of waving palms.

The Jap began to land men along the coast, probably about 12,000. From one of the coves a U.S. Navy PT boat whirled out, roaring like an infuriated bull, slashed into the convoy, sent a torpedo fairly into the side of a Jap second-class cruiser. She was sinking when the PT whirled away.

From their hill positions, Cebu's militia, commanded by genial, unflustered Colonel Irvine C. Scudder, whisked off to beach positions, pecked at the Jap. Somewhere the little M.P.s in their rumpled blue uniforms were fighting him too. But Cebu, only 20 miles wide, vulnerable in every spot to fire from the ships, never had a chance. The Jap was in the Visayan Sea.

BATTLE OF INDIA

Over the Bay

The Japanese invaded India. When their warships and planes struck in the Bay of Bengal, they struck as directly at the troubled mainland as if their troops had landed in Calcutta.

If the Japs win the Bay of Bengal, they will have all but won the Battle of India. They did not win the Bay last week. But they inflicted terrible naval losses on the British. Near the key island of Ceylon, at the southwestern entrance to the Bay of Bengal, R.A.F. fighters knocked down at least 75 Jap planes. Yet, after a week of combat, the British were weaker, the Japanese were relatively stronger than they had been when the battle started.

Off Malaya, off Java and now off India, the naval story was the same: the U.S. and British were caught by superior Japanese forces. The Allies in these areas had lost the equivalent of a formidable

THE SOLDIER MOANED: "MA MA!"

Outnumbered 10-to-1 in the air, 3-to-1 on the ground, beset by natives who feared the Japs more than they liked the British, the Allies all but conceded the loss of Burma last week. As the retreating British prepared to demolish the oil-fields and refineries in their rear, TIME's Correspondent Jack Belden visited the front where Chinese troops defended Burma under U.S. command. His dispatch follows:

Japanese flying ships are playing over the Mandalay Road in a fashion Kipling never imagined. Jap pilots fix towns under their sights like bugs beneath a microscope, stab them with hundreds of incendiary plummets, consume wide wooded areas and wipe out scores of villages. Flames nightly lick the demi-jungle under a full yellow moon, so that a ghastly orange ring encircles Burmese arsonists, looters, desolate lines of Indians' oxcarts beginning to go northward on their long hegira to India, and Chinese trucks, cyclists, American scout cars and artillery going southward to the front.

Down this road, 200 arid miles through nearly uninhabited, semi-desert country akin to southern California and New Mexico, I went in a car supplied by Lieut. General Joseph W. Stilwell's Sino-U.S. headquarters. An officer gravely showed me how to use a Tommy-gun in case I met Burmese traitors.

I wended endless miles of desolate country, relieved only by hundreds of gold-leafed temples. Once I saw a yellow-skirted Poonghie—a Burmese priest—and the driver screamed: "Goddam priests, every other one of 'em is a traitor or a Japanese in disguise and nobody dares touch 'em for fear of starting an insurrection." Later I saw Chinese soldiers leading a priest, two handsome Burmese with long flowing hair, bare to the waist and hands tied behind their backs, to be executed.

Halfway to the front, the car I was in suddenly had to return and I, without transportation, found myself in the midst of Chinese soldiers who were overjoyed to hear me speak their language. Said a soldier: "Good country, but the people are all gone. There is no one to help us."

The General of Supply invited me to ride to the front in a lend-lease U.S. Army scout car, loaded with soldiers and armed with riot guns, and explained that I must not travel at night unarmed: "This is not China. People are unfriendly." An orange glow tinted the sky when we ran into a truck jam and a hubbub of cursing Chinese soldiers. "Six planes incendiary a town south of the river, and traitors burned the

north of the river," an officer explained. In the woods, the tall, straight trees formed pillars in the column of fire, and stood trembling silently for a few moments, then crashed to earth. The whole town was going up in a great conflagration. The fire heated the steel of the scout car and we detoured around the lake, which reflected the fiery glow.

I found a British liaison officer, who was driving a bus, trying to pick up wounded from the fires, trying to get food to the Chinese division to which he was attached—doing many jobs at once in the coolest manner.

Skirting the center of the fire he brought five Chinese soldiers to a makeshift hospital. There, in a palm-treed courtyard on an open, unroofed stone porch, I saw a muscular white man, stripped to the waist, making swift jabs with a surgeon's knife in a struggling Chinese soldier's arm. Three Burmese 90-lb. nurses were holding down the soldier. Gas lamps strung on wires provided the only light. In the background the crackling of the fire could be heard.

Blood was streaming down the soldier's arm. The arm jerked into the air and the fingers stuck out stiff like red arrows. The soldier grew violent. The tiny Burmese girls were unable to hold him down. The surgeon held with one hand and cut with the other. The soldier moaned in Chinese: "Ma ma." It was pitiful to hear the Chinese calling his mother in the same sounds we use. The doctor, his body gleaming with sweat in the tropic night heat, finished the operation, picked up the patient, carried him off in his arms, laid him on the floor in an inside room, picked up another Chinese soldier and resumed operating. The nurses rushed out to the courtyard and washed towels in a pool beneath the palm trees.

I gasped: "Who are you?" He answered: "My name is Seagrave," and turned back to operating.

He was Burma-born Gordon Seagrave of the American Baptist Mission (TIME, April 13). Seagrave called to the British liaison officer: "Try to get us some food. I have not a bite in the house. Some of these soldiers have not eaten for three days." As I went out the British Friends' ambulance units were bringing in more Chinese wounded in American jeeps; all of them would be handled by Seagrave, who was the only surgeon. The house was full of wounded. When he buried two dead, under the moon, he said: "Now that the shooting has started, we have got to get down to work. Nobody's doing enough."

WORLD BATTLEFRONTS

fleet: two capital ships (*Prince of Wales*, *Repulse*), four heavy cruisers, three or more light cruisers, twelve to 15 destroyers. At any one place and time, with effective air support, they could have beaten the Japs. As it was, piecemeal, the Allies lost both the ships and the battles.

The Admiralty Regrets. Jap battleships, cruisers, aircraft carriers, destroyers, probably submarines moved toward India from the recently occupied Andaman Islands, some 900 miles across the Bay of Bengal. The U.S. Air Force's Major General Lewis Hyde Brereton had led a flight of Flying Fortresses to the Andamans and bombed Jap troopships there. From their Indian bases, his Fortresses presumably roved the embattled Bay last week. They were not enough; the Bay was too big, and the Japs too many.

The beginning was bad. Off eastern India, between Calcutta and Madras, Jap warships and planes closed on a British merchant fleet. Some 500 survivors said nothing about air defense from near-by India, nothing of defense by any accompanying British warships. Tokyo later claimed that in this and other attacks, the Japanese sank 21 merchantmen, damaged 23 more. New Delhi admitted some merchant losses.

Worse was to come. Fighter-bombers from Jap aircraft carriers spotted two heavy cruisers, the *Dorsetshire* and the *Cornwall*. Both ships had proud records in the Royal Navy; the *Dorsetshire's* torpedoes sank the *Bismarck* in 1941 (after she had been crippled by aerial attack). Under Jap bombs the cruisers went down. If they had air protection, neither British nor Japanese communiqués mentioned it.

Worst was last, for finally the many Japs struck at sea-air power. Carrier-based bombers attacked Ceylon's naval and air base at Trincomalee. R.A.F. fighters in the area concentrated on the defense of the base. That was too bad. Some 70 miles from Trincomalee, only ten miles offshore, was Britain's ancient, smallest aircraft carrier, the 15-plane *Hermes*. Perhaps her planes never got off the flight deck, perhaps they, too, were engaged over Trincomalee. Or perhaps they were simply overwhelmed. Down went the bombed *Hermes*.

British and U.S. planes roamed the Bay. Some of them, probably R.A.F. bombers from Ceylon, tracked down a Jap carrier and attacked. They missed; they also "suffered some losses." The Royal Navy still had "substantial forces" in the Bay of Bengal; enemy accounts mentioned at least several more cruisers, another aircraft carrier, two battleships (including the old, U.S.-repaired *Malaya*). The British figured that the Japs had three of their newest 50,000-ton battleships, five aircraft carriers, a strong complement of cruisers and destroyers. Gloomiest index of the results of the first battles for the Bay was a British call for help from the U.S. Navy.



Sovfoto

MAJOR GRIZODUBOVA & HUSBAND
The R.A.F. would like to meet her.

BATTLE OF RUSSIA

Winter Is Over

A.P.'s Eddy Gilmore was sitting in a Kuibyshev hotel with a friend one night last week when they heard a noise: *crack, crack, boom*.

"What's that?" Gilmore asked.

They dashed into the lobby and asked a girl at the desk. She shook her head, looked worried. They ran outside. There the noise was louder, but they could see no searchlights, no shell bursts.

"What are the guns shooting at?" they asked an old man. "Have you heard a plane?"

"Net, net," he replied, "*lyod tronulsya*—the ice is on the move."

"Winter is over," said the friend.

"Of course," the old man said. "No matter what the calendar says, no matter what the weather bureau says, we know winter is over."

Gilmore and his friend walked home. All along the Volga, they heard the noise of spring, like the noise of guns: *crack, crack, boom*.

Left Jabs

As bigger & bigger patches of green spread on the snow fields, it seemed that the Russian was left-jabbing desperately to keep the Nazi off balance, as if he were a groggy but still brutally strong fighter recovering from his winter knockdown and shaking the mist from his brain. Both sides admitted fierce enemy attacks—repulsed, of course—and neither side claimed the capture of any important town. In the south, the Germans sent up tank replacements painted green for spring.

Hitler had not started the great push; the Russians hoped that he was scraping the barrel's bottom to man it; and they were braced everywhere.

Blushes and Bombs

Major Valentina Grizodubova, 31, is a she-falcon of the Red Air Force. She has a son five years old, nicknamed "Little Falcon." She is pretty, she is dark and she has dimples. She is also dangerous in a military sense, and so, by her account, are her feminine colleagues.

Major Grizodubova said last week that the squadrons of women bomber and fighter pilots and air crews were growing by scores, that many were already taking part in operational flights. Some go out alone in Hurricanes, some even take bombers out at night. Some women have flown 1,000 hours. "One friend of mine, Vera Lomako," said Grizodubova, "who has shot down one Nazi plane, was flying a month before the birth of her daughter and soon afterward she shot down another plane. . . . I know girls so quiet and apparently timid that they blush when spoken to, yet they pilot bombers over Germany without a qualm."

An R.A.F. pilot read Grizodubova's statements in a London paper last week and commented: "Christmas Crackers! A man's not safe in any job now. But gosh, I'd like to meet them."

IN THE AIR

What Combat Is Like

Lieut. E. H. Hansen, an American bombardier who was a psychologist before he became a flyer, told correspondents what it is like to go into action. Said he:

"Combat is like sitting here. Your mission is over in a hurry. You are a super-target for only a short time, and if death comes it will be in a hurry. The pre-flight periods are the only time that can be bad, and the only thing to do then is to think of something else."

INDIA

Good-by, Mr. Cripps

"We have tried, by the offer I brought, to help India along her road to victory and freedom. But, for the moment, past distrust has proved too strong to allow a present settlement."

On the New Delhi radio, Sir Stafford Cripps's voice was level and controlled. But his self-control could not hide his enormous disappointment. With the Japanese on the road to Mandalay and their bombers already roaring over the Indian coastline, India's political factions had been unable to resolve their suspicions of each other and of Britain. Many observers felt that they had witnessed one of those rare occasions in history when great bodies of men, after years of misunderstanding and misdealing, had a precious chance for a real meeting of minds—and were prevented from doing so by their own purblind, disputatious humanity.

Up until the last the outcome had been in doubt. For days correspondents sat in the sweltering Imperial Hotel drinking chota pegs* or nursing the local form of dysentery called Delhi belly, laying bets on Sir Stafford's efforts as though they were a horse race.

A new and gusty figure had entered the negotiations, onetime U.S. Assistant Secretary of War Louis Johnson, head of the U.S. economic mission to India, who had also got from President Roosevelt the title of "minister plenipotentiary and personal representative of the President." In his best brash style, Personal Representative Johnson had blown up a small tornado of interviews (19 with Sir Stafford Cripps, 16 with the Indian National Congress Party's Jawaharlal Nehru). He got along famously with his Indian callers, freely admitting that he knew nothing about India except what he had learned from *Kim* and *With Clive In India* as a boy. Once he quoted to Pandit Nehru: "I disapprove of what you say but I will defend to the death your right to say it."

"That's Emerson," said Nehru.

"No," said Johnson, "it's Carlyle."

The next time they met, Nehru remarked: "We were both wrong. It was Voltaire."

For a time it was thought that the energetic stranger from the U.S. would be a great help to Sir Stafford. But soon, significantly, Pandit Nehru told the press: "We have not asked for anyone's intervention. For my part, I admire President Roosevelt and consider he has been shouldering a very great burden worthily."

And then the sorry news was out. The Congress at first had objected to Britain's demand that control of India's war effort remain in British hands. Sir Stafford compromised by suggesting that the Defense Minister be an Indian, while control of the strategic and operational spheres be

* A small drink of spirits.

left with the British Commander in Chief, General Sir Archibald Wavell.

The Congress rejected this compromise, and also objected to several features of Britain's plans for post-war Indian self-government (TIME, April 6, *et seq.*). The Congress feared the principle that provinces could set up separately if they did not like the majority's constitution (a British concession to Moslem League demands for a separate Moslem state). Finally, the Congress demanded independent



William C. ShROUT

PLENIPOTENTIARY JOHNSON
Nehru found they were both wrong.

government at once. This would mean ultra-confusion during the war crisis, and a government by party nomination that might well offend large minorities.

Behind the elaborate wording of the rejections, the political bitterness and rivalry for local power between the Congress and the Moslem League was plainer than ever. There were rumors that Pandit Nehru had led a Congress minority which favored accepting Britain's compromise, that the Moslem League had been ready to accept until the Congress decided to reject. Sir Stafford implied as much when he said: "Negotiations have been prolonged in the case of the Congress only."

Though his great mission had failed, it was likely that his three weeks in India, and his account of them, had only increased his stature in the world's eye. He stressed the fact that India's political groups must agree before self-government could honorably be given, that Britain could not ignore its pledges to protect the Indian minorities. He offered to take all the blame for the failure of his mission, if that would help to unite India for her own defense. And he gave an eloquent argument for that unity. Said Sir Stafford:

"The basic philosophy of the Japanese forces, as of their German counterparts, is that they, as a superior race, have the right to enslave all whom they can conquer. I have seen and heard of the exploits of the Nazis . . . and I know that none but the most diseased imagination could ever conjure up the ghastly and sadistic horrors which these barbarians have made a reality. . . .

"No peoples with the culture of the Indians, a culture as old, as deep and as real as that of their Chinese neighbors, could ever stand by and tolerate these insults to their moral standards and to their common humanity. . . . In whatever form we may each worship our own conception of supreme power and absolute goodness, we one and all desire to see those ethical and moral standards which are implicit in our religion become touchstone of our behavior. . . .

"India is threatened. All who love India as I love India and you love India must bring their energies, each in his own way, to her immediate help."

THE BALKANS

Hints to Turkey

If a great totalizer for bets on the final outcome of the war were possible, it would perhaps show that odds on the Axis were longer this spring than last. For one thing, it was getting harder for Adolf Hitler to manipulate his Balkan puppets. Steady sabotage, despite the Nazi firing squads, was one sign (see p. 31). Another was the brave defense of Yugoslavia's "Island of Freedom" (see p. 31). Still another was given last week when the Bulgarian Cabinet resigned after a majority was said to have rejected plans for Bulgaria which King Boris III brought home from Berlin last month. Puppet-Premier-Professor Bogdan Filoff at once formed a new Cabinet with only two of the previous nine members.

But there seemed every possibility that Hitler would use the Balkans as he willed this spring, at least. The question remained: How?

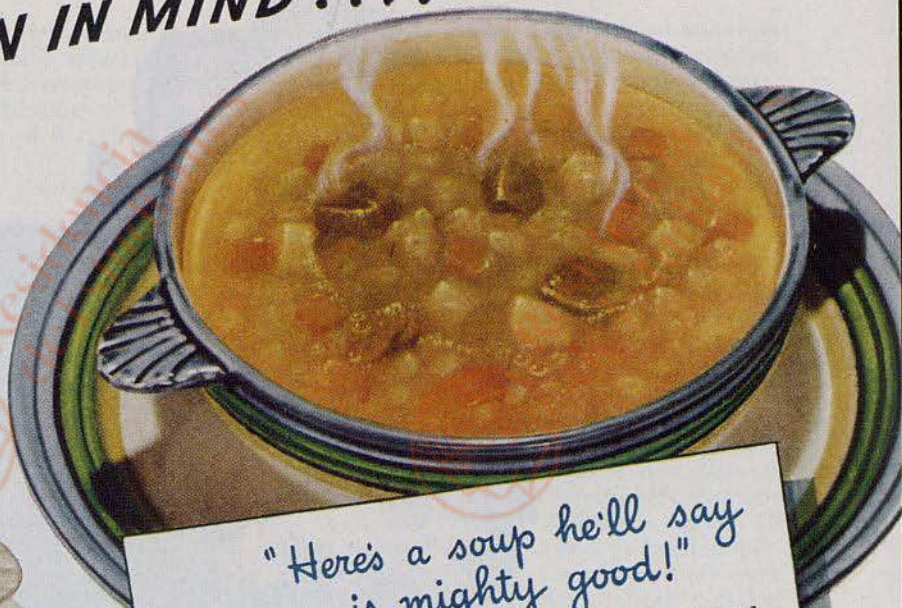
It had long been rumored that Bulgaria would be used as a starting point for attacks on Russia or Turkey or both. As to that, strong hints appeared last week. Premier Filoff declared that Bulgaria "would pursue a friendly policy in Turkey." Turkish Ambassador to Germany Husrev Gerede, about to return to Berlin after an Istanbul visit, beamed to reporters: "You can write that I return to Berlin smiling. I am particularly satisfied that my return was delayed a few days to enable me to talk once again with my close friend and colleague [German Ambassador] Franz von Papen."

In Turkey the happy impression grew that Hitler would concentrate on Russia, that if he drove to the Suez or the Persian Gulf he would by-pass Turkey.

WHEN YOU GO SOUP SHOPPING WITH A MAN IN MIND . . .



REMEMBER THIS: He'll hail a soup that's rich and hearty—with a deep-cooked, homey flavor. Here are three Campbell's Soups just made to order for him...



"Here's a soup he'll say is mighty good!"

It's Campbell's Scotch Broth, a faithful copy of the thick, nourishing soup hardy Scots have loved for generations. Its rich meat stock is crammed with delicious vegetables, along with fine barley and tender pieces of mutton. Your man will go for Campbell's Scotch Broth—and so will you! Plan to have this good soup soon!

Campbell's SCOTCH BROTH



"You can put his money on this one, too!"

Something about a bowl of Campbell's Bean with bacon Soup makes a man pick up his spoon faster than usual. Just the look of it promises good eating and deep comfort to his hunger. It is a thick bean purée, filled with whole, plump beans, and savored richly with fine bacon. Try it soon—when his appetite's rarin' to go!

Campbell's BEAN with BACON



"He'll go for this at a glance!"

They made grand chicken noodle soup in Colonial days, but it never was finer than this! Campbell's Chicken Noodle is made with plenty of chicken—as good chicken noodle is always made. The broth is rich with the taste of chickens, slowly simmered. There are pieces of chicken, too, and lots of egg noodles for substance. Do men like it? It's growing faster in popularity than any other soup!

Campbell's CHICKEN NOODLE



LOOK FOR THE
RED-AND-WHITE LABEL

Campbell's SOUPS



HOW TO *Cut a bottleneck* AT 120 MILES AN HOUR

Meet a basic machine tool in our victory arsenal: one of the countless high-speed resin-bonded abrasive wheels that are grinding, cutting, polishing the myriad parts of America's machines for war. Bonded together with Resinox phenolic resin, millions of hard, sharp grains in these wheels are cutting production bottlenecks at speeds up to two miles a minute where the abrasive meets the metal at the rim of the wheel.

Such high-speed work calls for something special in bonding resins. Monsanto Plastics research has produced it for many manufacturers of abrasive wheels . . . as a fine powder in a variety of successful formulations for specific tasks . . . and, always, with absolute uniformity from batch to batch, shipment to shipment, so that precision performance will never vary.

The results speak for themselves. Abrasive wheels bonded with Resinox cut,

shape, polish the hardest steels . . . permit working tolerances down to one-fourth of one ten-thousandth of an inch . . . help turn out with equal facility battleship propellers weighing tons, or bearings so tiny they are almost lost in the palm of your hand. It totals up to quite a task for a resin . . . and Resinox is doing it amid the streaming sparks of many a work-to-win production job. MONSANTO CHEMICAL COMPANY (Executive Offices, St. Louis) Plastics Division, Springfield, Massachusetts.



"E" for Excellence . . . the pennant denoting the highest service accomplishments in the United States Navy . . . flies with the Naval Ordnance flag over Monsanto. In the words of the Secretary of the Navy, this award has been made to Monsanto "in recognition of your outstanding efforts in the production of ordnance materiel vital to our national defense."

MONSANTO PLASTICS

SERVING INDUSTRY . . . WHICH SERVES MANKIND

FRANCE

Laval Looms

Swiss sources heard that Adolf Hitler's great & good friend Pierre Laval might re-enter the Vichy Cabinet this week, which could only mean Vichy's all-out collaboration with Germany.

OCCUPIED EUROPE

Rustles of Spring

As the buds swelled to bursting on Hitler's vine of war, the saboteurs against the New Order were still nipping at the roots underground. Last week, from governments-in-exile and other anti-Axis sources, there were many reports of their slow, courageous work:

France. Following riots in Brest over food shortages, the Nazis were said to have executed scores, arrested hundreds. It was estimated that since the fall of France 74 steel foundries had been sabotaged, 18,000 trucks loaded with war materials destroyed, 30 ammunition dumps blown up, and 184 trains derailed.

Belgian rebels were credited with causing 125 railway accidents during the past month.

Czecho-Slovakia's great Skoda ammunition works had been sabotaged so steadily that military guards were posted at each fifth machine.

Hungary was incensed by Nazi demands for one-third of Hungary's soil and increased food production for the German Army. Hungary's six largest plants, including its only rubber and biggest chemical factory, had been damaged.

Italy resented rumors that Germany would appease Hungary by giving it a corridor to the Adriatic at Trieste. The Rome radio reported that in the Balkans 353 Italians had been killed, 358 wounded in March.

Rumania was flooded with an issue of 20-lei banknotes on which had been rubber-stamped the slogans "Peace with the Soviet! . . . Down with Antonescu and Hitler! . . . We want Transylvania! [TIME, March 30] . . . Out with the Germans!" Rumanian society from top to bottom was angered by puppet Premier General Ion Antonescu's granting of heavy German demands for food and troops.

From the Island

The Nazis threatened last week that if brave General Draja Mihailovich and his 150,000 guerrillas did not surrender within five days, 16,000 Yugoslav hostages, including many relatives of the guerrillas, would be executed.

Responses came at once from the 20,000-square-mile "Island of Freedom," stretching from the bleak Montenegrin coast far into the mountains southwest of Belgrade, where General Mihailovich has for months fought off and made raids against as many as seven different Nazi divisions (TIME, March 9). One response was a "spring offensive" against the one

remaining Nazi division and the Bulgarian troops which have replaced the others. Other responses were constant broadcasts from General Mihailovich's secret radio station named after the Shumadiya region of Yugoslavia.

Last week a simple, peasant voice appealed to Yugoslavs in a way that could not help strengthening the Yugoslav Government-in-Exile's pleas for Lend-Lease aid from the U.S. (such as the delivery of arms and food by air from the Middle East). Said the voice:

"Be patient, for patience alone will save our mother Serbia and our great Yugoslavia. Serbian brothers, be united against the *shvabes** who have destroyed our homes. You can help us and our chief in two ways: by joining us with your rifles or by giving us food, clothing, shelter and news. Rifles are not the only weapon. We also need kind hearts.

"Last year's crops have been eaten and the new crops are still distant. Our last crumbs must be divided, for if help does not come we may all die together. Remember that our woods are full of waifs living like wild beasts. Find them, feed them and wash them. Later we shall make humans of them once more.

"He who helps his brother, helps mother Serbia. The reward and the punishment will come later. May God shield Serbia!"

INTERNATIONAL

Humanitarian Parenthesis

On the martial Mediterranean last week, strangely pacific ships were afloat. From fig-famed Smyrna on the Turkish coast, the British *Llandovery Castle*, brightly lighted, sailed for Egypt. In the same

* Serbo-Croat for Boches or Huns.



Margaret Bourke-White

ALY MAHER PASHA

For security, he was secured.

harbor the Italian *Grandisca* got up steam to sail for Italy. Into Gibraltar, unscathed, sailed the Italian *Saturnia* and *Vulcania*, sparkling with fresh white paint.

In a humanitarian parenthesis amid the thundering oratory of warships' guns, the British and Italians were exchanging wounded, repatriating noncombatants. This was the first successful prisoner exchange in the war: the British and Germans had tried (TIME, Oct. 13), but their swap had failed when Germany insisted on making the exchange strictly man for man. (By the Geneva Convention of 1929, belligerents are required to return home seriously wounded prisoners, regardless of man-for-man exchange.) Italy knew better than to make such a demand—she was to get back more prisoners than she gave up. Off to Alexandria sailed 66 stricken British soldiers, 63 medical personnel captured in Greece; to Italy went 250 sick and wounded Italians captured in Ethiopia and East Africa.

The *Vulcania-Saturnia* mission was larger-scale and generously unilateral. No less than 11,000 Italian civilians—men incapable of military service, women & children—marooned in East Africa when Allied troops brought Mussolini's imperial dream crashing down, were to be repatriated gradually from coastal camps. Notable was the fact that the Italian ships were headed round Africa's Cape of Good Hope.

Evidently prudent Britain was risking no transit by enemy ships, Red Cross or no Red Cross.

EGYPT

Aid to Britain

The Libyan desert was loud with the clatter of Field Marshal Erwin Rommel's *Panzers* moving eastward.

Egypt's attitude toward the war had become crucial. Egypt's Premier Mustafa El Nahas Pasha had pledged himself to the fantastic task of keeping Egypt neutral and yet supporting Britain's war effort. Last week, as the pressures of war made Egyptian "neutrality" more & more precarious, he supported Britain by jailing perhaps the best Egyptian friend of the Axis, onetime Premier Aly Maher Pasha, "for reasons relating to the safety and security of the State."

Jet-haired, twinkling, courteous Aly Maher Pasha was Premier of Egypt when World War II began. Behind him was a vigorous record as a lawyer, administrator and nationalist politico. Aly Maher Pasha had also found time to indulge a passion for swimming and handsome daughters of Egypt. But when Italy entered the war, Britain found him unsympathetic to the Anglo-Egyptian Treaty calling for Egyptian cooperation with the British Army, and King Farouk accepted Aly Maher Pasha's resignation.

When General Sir Archibald P. Wavell captured Bardia, Italian officers were found

to have translations of the British plans for Egypt's defense. Among the few possessors of those plans had been Aly Maher Pasha. Last February Egyptian students celebrated the British retreats in Libya shouting "Long Live Rommel!" and "Long Live Aly Maher Pasha!"

When Mustafa El Nahas Pasha became Premier in February, he asked Aly Maher Pasha to keep to his estate, "The Green Castle," near Alexandria. Aly Maher Pasha soon turned up in the Parliament lobbies in Cairo. Inside Parliament he was immune from arrest, but when he left the building one day last week the police nabbed him.

EIRE

Quiet Anniversary

It was the quietest Easter in years, so it was. Indeed, nothing happened at all at all—nothing only a few fire bombs in a Belfast theater and four Royal Ulster constables shot, one for keeps, God rest his soul.

The usually busy Belfast courts had no aftermaths before them last week except two colleens of 16 and 18 who had killed the constable. Nevertheless, the Irish Republican Army were still as busy as nailers in other ways, so Scotland Yard, believing

I.R.A. Chief Sean Russell dead, went harrying after his supposed successor. They thought she was the widow of Cathal Brugha, I.R.A. leader killed during the Trouble.

Though 450 I.R.A.s are in concentration camps and 153 serving prison sentences, the Saxons and the pro-Saxon Gaels had the devil's own job cutting the "pipeline" connecting Eire with Northern Ireland. Fortnight ago in Dublin they jailed (for seven years) piccolo-playing Anthony Deery, whose piccolo, the peelers found, was strangely mute, being stuffed with code-scribbled cigaret papers.

South of the border the world's most belligerently neutral censorship produced an atmosphere "like an aquarium in which the water is never changed." When German Parachutist Hans Marchner skipped Mountjoy jail, although rewards for capture were posted, newspapers were not allowed to publish picture or description.

Their precious neutrality did not save the Irish from shortages such as belligerents were suffering. They lacked bread, coal and gasoline; they burned peat and prepared jaunting-cars for the near future when automobiles will dry up. But the tea shortage was considered the greatest enormity the English had inflicted on them since Cromwell sacked Drogheda.

Prime Minister Eamon de Valera's protest, fortnight ago, against an English court decision that Irishmen in Britain can be forced into the British Army, had no more effect than his protest against the presence of U.S. troops on Irish soil.

North of the border, relations between the Irish and the predominantly Mid-western U.S. troops were somewhat strained. Illogical to the Irish mind was the troops' complaining of the lack of supplies while they absorb all the surpluses in sight, especially beer. Stopped by a small-town constable for passing a red light, a U.S. trooper rudely exclaimed: "I've never seen traffic lights in a cemetery before." Another, asked his opinion of Irish girls, glumly replied: "At home, we bury our dead." The Irish have a tendency to resent such remarks. When a U.S. technician in a bar grumbled audibly about "having to come over to look after this little island," an incensed Irishman flashed back: "Faith, you don't seem very good at looking after your own little islands."

The Irish were still Irish.

ARGENTINA

The Price of Pride

In Washington last week the Inter-American Defense Board, created by vote of the Conference of Foreign Ministers at Rio, got down to brass tacks, began to arrange convoys for those Latin American countries whose rupture of diplomatic relations with the Axis powers had led to submarine reprisals on their shipping. As 55-day voyages from U.S. ports to Bombay and Suez cut Allied tonnage on Latin



THE IMPORTANCE OF BEING DIPLOMATIC

These 30 Axis "undesirables," emerging from a paddywagon, called by Brazilians "The Dry Cleaner," are preparing to embark for Brazil's new concentration camp in Rio's harbor: the "Island of Flowers." One called out cheerily, "We are going to the concentration of flowers." "Yes, of the flowers of evil!" shouted an irritated Brazilian. Connoisseurs of concentration camps would give high marks to the relatively pleasant *Ilha das Flores*.

But it was pleasanter for Axis citizens who had diplomatic status. Last week the Brazilian steamship *Bagé*, DIPLOMATS spectacularly lettered on her sides and a billboard-mounted Brazilian flag on her afterdeck, prepared to sail off with a load of Italian diplomats and other distinguished Fascists for Lourenço Marques in Mozambique, where they will be swapped for a return cargo of Brazilian diplomats from Axis countries.



Blackouts? Yes Black Bread? No!

● Instead of the "Wheatless Mondays" and dark "war bread" of World War I—with substitute flours—this time there is plenty of wheat flour to go around.

America has an abundance of wheat . . . Canadian elevators are bulging . . . A new wheat crop is on the way . . . The problem is not rationing, but storage and the most effective use of food values in the wheat.

Hoarding *anything* is unpatriotic . . . Hoarding wheat flour is *unnecessary*.

Black bread will not be a war problem here . . . American housewives will be able to buy peacetime high-quality Pillsbury's Best for the duration.

The milling industry's contribution to all-out war is *enriched white flour* . . . It is *enriched* with valuable B-vitamins and iron according to the recommendations of the National Research Council . . . It is regulation food for our nation's armed forces . . . It is being shipped to our allies overseas . . . It makes your kitchen a vital

source of power for work in the arsenal of democracy . . . It is an essential food in our government's National Nutrition Program.

Enriched white flour can make up in food-energy for the rationing of sugar because foods baked from wheat flour are a complete substitute for sugar as a source of food-energy . . . Digestion converts wheat-starch into dextrose, a sugar which in the body produces heat and energy.

Enriched white bread—baked at home or by your baker—is the lowest-cost source of food energy today.

Enriched white flour makes real fightin' food . . . It is Pillsbury's best ammunition to help win the war . . . In addition to producing food in its mills, Pillsbury is producing in its machine shops certain necessary military equipment for the men behind the guns.

Pillsbury Flour Mills Company is all-out to win the war.

Philip Pillsbury

PRESIDENT

PILLSBURY FLOUR MILLS CO., MINNEAPOLIS, MINNESOTA

HOW TO STRETCH YOUR FOOD DOLLAR

Send for Pillsbury's Wartime Nutrition Guide "FIGHTIN' FOOD"

Specially designed to meet the handbook needs of wartime nutrition classes for American housewives and civilian home economics teachers.

Published in the interest of our government's National Nutrition Program, *featuring*:

- Aids to planning low-cost, nourishing, balanced meals
- 21 wartime menus and 30 wartime recipes—many of them "sugar savers"
- Valuable information on vitamins, minerals, and their sources

- Helpful suggestions for food buying and food saving
- Tips on appetizing, economical food preparation
- The nutrition story back of enriched white flour

To get a copy of "Fightin' Food" send 10 cents to Foods Education Department, Pillsbury Flour Mills Company, Minneapolis, Minnesota.

For use in nutrition classes, ask about special quantity prices.



American routes by more than half, the U.S.'s southern semi-allies grew clamorous with the realization that solidarity means sacrifice.

But, by a curious coincidence, the crisis caused in their economies was nothing compared to the crisis in Argentina—which at the Rio Conference had most stubbornly held out for full neutrality. Aloof Argentina, though she politely sent observers to the I.A.D.B., declined all truck with convoys; they would compromise her neutrality. But the strain was telling.

When the Argentine Finance Ministry last week announced the March export figures, they were jarring. Last year's 555,000 tons was bad enough; this year's 387,000 tons was nightmarish. For weeks no ship under Anglo-U.S. control has left New York for Argentina.

Nor was shipping shortage the whole story. U.S. exporters revealed an invisible anti-Argentine embargo exercised indirectly through denial of export licenses. Isolation began to feel pretty lonely.

Meantime Argentina's surpluses piled up implacably: e.g., 80,000,000 bushels of flaxseed compared to last year's already catastrophic 50,000,000. In Buenos Aires to conserve fuel, neon signs were doused, cinemas closed earlier, corn helped stoke locomotive and power-plant boilers. Autos & trucks were rationed; rationing was announced for tin plate, rubber, iron & steel, wood pulp, industrial chemicals. Newspapers' size was reduced. Tin-plate shortage caused a boom in glass and wood containers.

Argentina was paying a high price for her pride. But she named whip-smart, young C. (for Ceferino) Alonso Irigoyen chairman of a new Interdepartmental Committee on Economic Policy to tackle the crisis, pulled in her belt, disregarded hints.

Strong hint went winging back from the U.S. last week with the Army Purchasing Commission under Brigadier General Eduardo T. Lapez. Like the naval twin under Rear Admiral Sabá H. Sueyro which preceded it by a fortnight, it had been invited to Washington last December to discuss the details of arms promised by the U.S. Like its twin, it returned empty-handed.

No Shortage of Summer

Any Argentine depressed last week by import-export figures could rest his eyes, if not his mind, by contemplating other more pleasing figures. As summer ended, bathing girls, changeless in a changing world, paraded Argentine beaches competing for titles. Amid the crash of falling empires, the *porteño* rotogravure magazine *Aquí Está (Here It Is)* climactically chose a Queen, photographically fanfared (see cut) Señorita Leda Zorda as "Miss Summer 1942." To a world at war, however, Grizodubova (see p. 27) seemed more nearly appropriate as 1942's type.



"Miss Summer 1942"

The export-import figures weren't so nice.

GREAT BRITAIN

Ersatz M.P.s?

Last week brought fresh incidents in the political battle which has been clanging in Winston Churchill's ears since mid-winter:

Too Much Party. The bitterest fighting was over the political truce which keeps the Conservative, Liberal and Labor Parties from contesting Parliamentary by-elections, hands the seats by default to the party which won them in the last (1935) general election. Snapped Lord Beaverbrook's *Evening Standard*: "The result is a steady procession of ersatz M.P.s through the portals of Westminster. . . . They would have a valuable function to perform in a Fascist Grand Council where suitable and spontaneous cheers are required to intersperse the leader's broadcasts to the world. . . ."

Since the Conservatives are rapidly falling into disfavor, all the advantages of the truce go to the Conservative Party. It therefore enraged Liberals and Laborites when Winston Churchill blandly asserted to Conservative leaders: "The Conservative Party in the end will prove itself the main part of the rock on which the salvation of Britain was founded and the freedom of mankind regained."

This was too much for Laborite Arthur Greenwood, who had helped bring down the Chamberlain Government but lost his War Cabinet post in the last shake-up. Said he: "Mr. Churchill is not only the leader of the Conservative Party. He is the Prime Minister of a nation united in a great purpose, but to make major claims for his party in its share in victory before

victory is won may shake belief in our fundamental unity and give comfort to the enemy."

No Party. Conservative prestige reached a wartime low last month when Churchill's friend, Air Chief Marshal Sir Arthur Longmore, was defeated in a by-election by William D. Kendall, an unknown Independent (*TIME*, April 6). This week another friend of Churchill's, War Minister Sir James Grigg, is standing for Parliament. Fortunately for Mr. Churchill, Sir James is not a Conservative. No politician, he has spent most of the last 30 years in the Civil Service, but when Mr. Churchill made him War Secretary last February he was obliged to become an M.P. Sir James decided to run as a "non-party" candidate in the East Cardiff by-election.

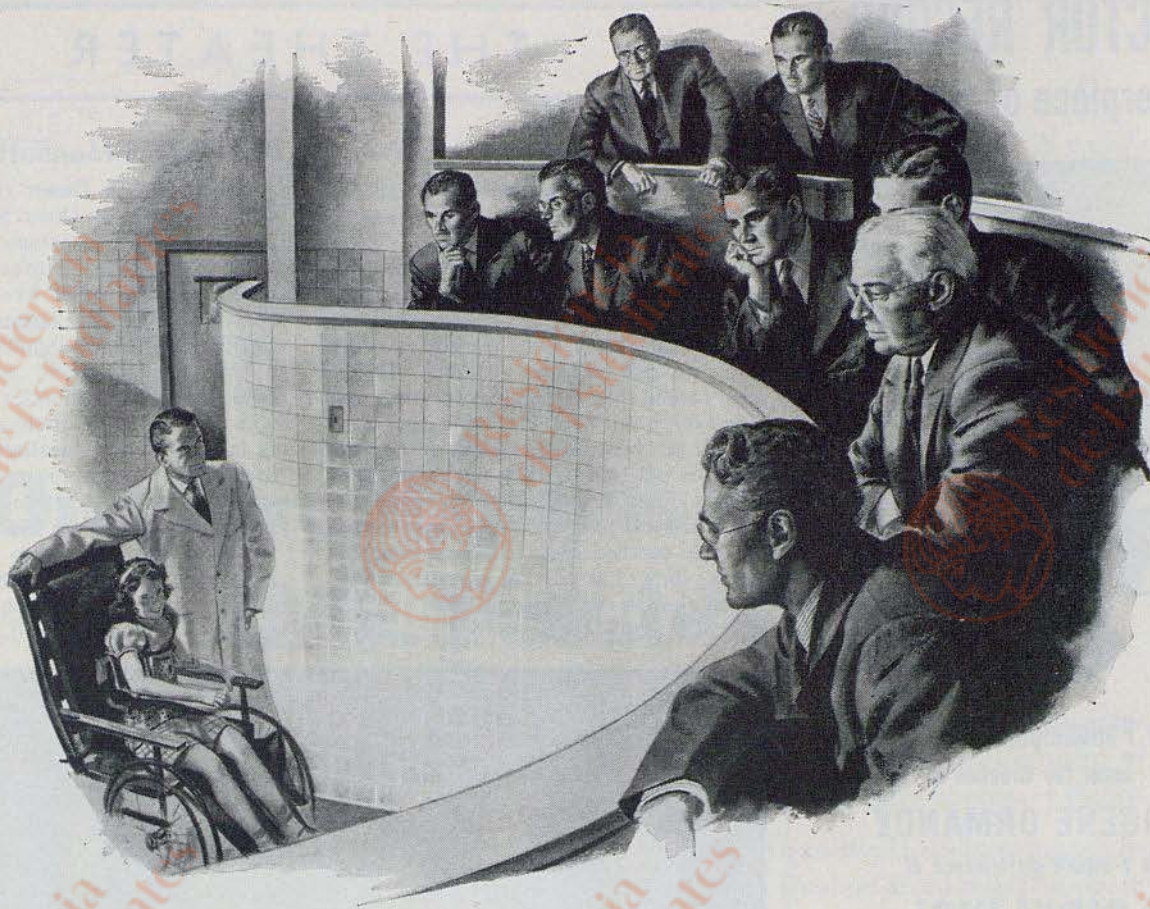
Shrewd Political Warrior Churchill, knowing that a resounding Grigg victory would be viewed as a victory for himself and the Government, jumped right into the middle of the campaign with a message to Sir James—a message which was calculated to erase his indiscreet boast for the Conservatives. "I am glad to know," said Churchill, "that at this grave moment in our history you are appealing to the electorate . . . as a non-party member. I hope and believe that they will emphatically endorse your appointment as Secretary of State for War, realizing that to play party politics at such a time is to strike a blow at national safety."

Actually, Churchill could well afford to stake the prestige of the Government on the election because Sir James's victory was a foregone conclusion. Independent Labor Party Secretary Fenner Brockway, the only candidate opposing Sir James, scarcely made an appearance until the end of the campaign. And for the first time since the truce went into effect the Labor Party Executive decided to support a non-Labor Government candidate. Said the *News Chronicle*: "It is no contest at all. The people of Cardiff are about as much interested in the affair as they might be in the election of a mayor of Chicago."

Sick Beaver

So severe has been Lord Beaverbrook's asthma since he arrived in the U.S. last month that he has not been able to apply his genius to Anglo-American production. Instead, wearing only blue shorts and a black Homburg, he has been sunning himself at Miami Beach, Fla. Said he: "It is true that I suffer from both temperament and asthma but the asthma is a damn sight worse than the temperament."

Restless because his asthma failed to respond to Florida sunshine, the Beaver hopped to Nassau to visit the Duke of Windsor and other friends. At dinner one night he broke a tooth on a chicken bone, went to the island's most expensive dentist to have it replaced. At week's end the Beaver returned to Miami Beach, gnawed more chicken bones, broke his new tooth.



Whenever Medicine Finds a Better Way...

Long ago your doctor learned that while the fundamentals of medicine change slowly, better methods for the diagnosis and treatment of disease are constantly being developed.

At the hospitals in his community he takes part in meetings, discussions and clinical conferences where he and his fellow physicians share their medical experience. He may also take university extension courses, or attend a continuation school of medicine, to profit by the teaching of specialists highly trained in the newest techniques of medicine.

At the regular sessions of the various professional societies to which he belongs, he listens to medical papers written by his colleagues—he may write one himself occasionally. Timely and authentic articles in the medical journals to which he subscribes are of the utmost value to him.

It is this interest in his profession, this zeal in keeping up to date his own skills and techniques, that make your doctor the one person whose advice and counsel you should seek in all matters pertaining to health.

Copyright 1942, The Upjohn Company



Fine Pharmaceuticals Since 1886

VICTOR RECORD

Masterpiece of the Month



The Philadelphia Orchestra under the direction of **EUGENE ORMANDY** in a superb performance of **SIBELIUS'** **FIRST SYMPHONY**

Victor Records bring you an album of unusual interest at this time—the magnificent Sibelius *Symphony No. 1 in E Minor*, played by the Philadelphia Orchestra under the direction of Eugene Ormandy.

You will treasure this album particularly for its superb orchestral performance—and for the technical perfection of the recording, which has won the praise of Ormandy himself. Album M-881*. 8 sides. \$4.50.

How many of these Victor Record artists are in your home?

ARTUR RUBINSTEIN. Brilliant pianist, heard in Tchaikovsky's *Concerto No. 1 in B Flat Minor* (Opus 23) with Barbirolli and the London Symphony Orch., in Victor Record Album M-180*. 8 sides. \$4.50.

TOMMY DORSEY. Sentimental gentleman of swing! His famous arrangements of *Marie, Who* and *Star Dust* are among the 8 pieces he plays in Victor's *Musical Smart Set* Album P-80. \$2.50.

GRACE MOORE. A favorite soprano with opera, movie, and concert audiences, who sings *Mi Chiamano Mimi* (La Bohème) and *Depuis le jour* (Louise) on Victor Record 17189. \$1.00.

DINAH SHORE. Lovely young record and radio star, who sings *Goodnight, Captain Curly-Head* and *Skylark* on Bluebird Record B-11473. 35c.

Prices shown are list prices exclusive of excise tax

*Available, too, in sequences for automatic record changers.

The World's Greatest Artists are on VICTOR RECORDS

THE THEATER

Spring Has Come

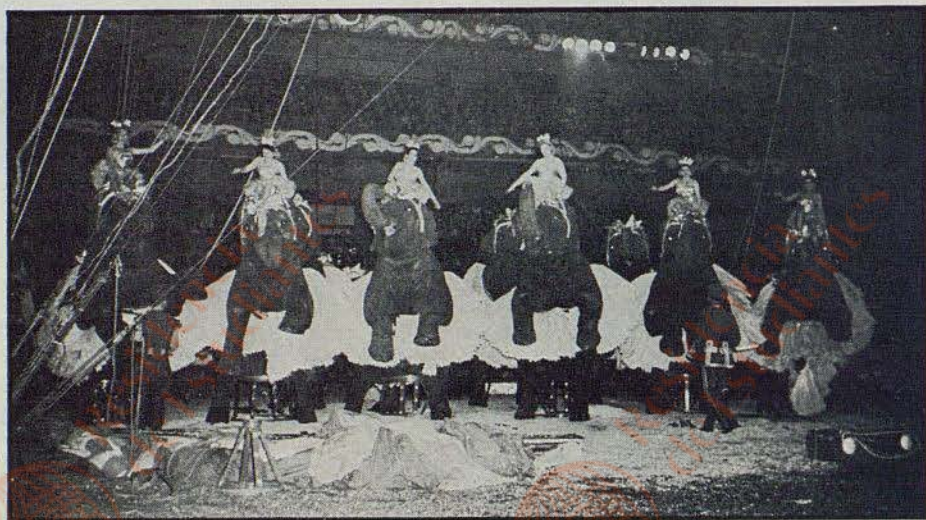
The music was by Stravinsky, the choreography by Balanchine, the costumes by Norman Bel Geddes. But New Yorkers weren't swooning over a new ballet; they were in Madison Square Garden watching 50 elephants in pink panties cavort at The Circus. They were gaping at bright blue and red tanbark, girl rope climbers who looked like Ziegfeld chorines, wedding-cake beautifications, Peter Arno drawings in the programs, refreshments passed on china platters. If they were old or sentimental enough, they were wondering what had become of the pink lemonade, the gold-toothed lady bareback rider, the gaudy, dirty, bewildering oldtime magic.

But though the Ringling Bros. and Barnum & Bailey show has traded atmosphere

New Play in Manhattan

The Moon Is Down (by John Steinbeck; produced by Oscar Serlin). Primarily intended for the stage, *The Moon Is Down* was first rigged up as a novel (TIME, March 9), and inside five weeks sold almost half a million copies. Theoretically the tailor-made play should beat the makeshift novel all hollow; actually it can't come near it. Steinbeck's fable of how some unnamed but obviously Nazi invaders take over an unlocalized but obviously Norwegian mining town, meet with icy resistance and are themselves worn down, never really comes to life in the theater.

Part of the blame lies in the production's slow-footed pace, heavy-handed direction, weak acting. But part of the trouble is the play itself. The dialogue,



Max P. Haas

BALLET AT THE CIRCUS *Gone are the gold teeth of yesteryear.*

for oomph, its exhibits are much the same as ever. There are no longer any tumbling Japs; but 600-lb., 12-year-old Gargantua is still on display in the basement. The sad, crummy-looking clowns still provoke mirth. Massimiliano Truzzi still juggles flaming torches; the Wallendas ride a bicycle tandem on the high wire; the Flying Concellos do their breathless, double-and-triple-somersault flying leaps; the lions & tigers look simultaneously ferocious and bored; the trained seals render *My Country, 'Tis of Thee*; and the band still blares & blares, making all its half-hundred numbers sound exactly like the one by Stravinsky.

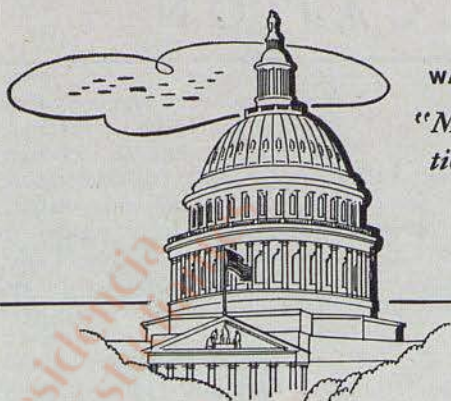
Quiet, Please

Playing *Macbeth* in Pittsburgh, Maurice Evans could hardly get through his love scenes with Judith Anderson against the whistling and giggling of schoolchildren in the audience. At intermission, he stepped before the curtain, asked all who were seeing a play for the first time to raise their hands. Up went hundreds. Said Evans: "I thought so," then pleaded good-naturedly with the kids for a break. He got it.

more like subdued rhetoric than human talk, often seems stilted and formal when spoken aloud. The play lacks sustained action and commits the dramatic crime of having almost everything exciting take place offstage. Finally, though the townspeople's heroic resolution is made clear, their flesh-&-blood sufferings are not.

Nevertheless the play, like the novel, should provoke a hot debate as to how sound, and how salutary, is Steinbeck's thesis: that a free people cannot be conquered. Heartening and lofty though this message may be, right now it can also be over-reassuring to a still-too-optimistic U.S. If Steinbeck is civilized enough to make his Nazis human beings rather than monsters, he is naive enough to picture them as weak, unable to stand up to a cold shoulder. In defeat, the Nazis will probably crack up in a hurry; but there are no grounds for supposing that they go to pieces in victory.

Steinbeck's already famous phrase, "The flies have conquered the flypaper," is a memorable slogan and, taking a very long view, a valid observation. But in terms of here & now, it has still to be proved.



WASHINGTON

"May I suggest that this waste could be curtailed...if regulations were promulgated requiring frequent checking of tires."

FRANKLIN D. ROOSEVELT

Our Tire Experts are ready, Mr. President

In his recent letter to the Governors of all the States, urging a reduction of the speed limit to 40 mph. the President said, "a large part of our rubber stockpile is on the wheels of the more than 30,000,000 motor vehicles of the country.

"If this stockpile is conserved by the individual motorists . . . tires will last much longer, cars will run much farther and civilian life will be less disturbed because of lack of sufficient transportation facilities.

"May I suggest that this waste could be curtailed . . . if regulations were promulgated requiring frequent checking of tires in order to insure their repair or, where possible, retreading at the proper time."

YOU, as a car owner or truck owner, must heed the command. You must make it your job to see that your tires are *inspected regularly and kept in top condition.*

To be sure that you are getting experienced advice and repairs that can be relied on, go to a *tire dealer.* Go to a man who *makes a business of tires.* Go

to a store that you are certain has the complete equipment and background of *tire knowledge* so vitally necessary today.

Prepared and qualified to help you, are The General Tire Dealers from coast-to-coast.

Staffed with personnel whose experience has been solely that of tires; equipped with the latest devices for scientific inspection and repair of tires; trained by many years of *specialization* in keeping tires running . . . your General Tire Dealer offers you the benefit of his expert knowledge.

See him . . . ask him to explain General's 12 point War Mileage Plan that can give you far in excess of your normal mileage, regardless of make of tire.

THE GENERAL TIRE & RUBBER COMPANY • AKRON, O.



HOW AMERICA GROWS RUBBER

—write for free illustrated booklet on Guayule . . . and how it may solve our rubber problem. Dept. T, The General Tire & Rubber Company, Akron, Ohio.

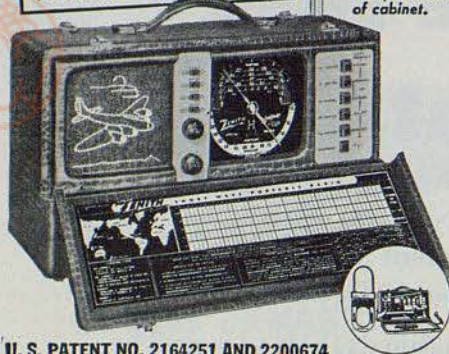


SENSATIONAL NEW TRANS-OCEANIC PORTABLE RADIO

ONLY ZENITH HAS THIS!

• THE FIRST AND ONLY PORTABLE RADIO GUARANTEED TO RECEIVE EUROPE, SO. AMERICA OR THE ORIENT EVERY DAY, OR YOUR MONEY BACK. IT ALSO BRINGS IN FOREIGN SHORT WAVE RECEPTION ON TRAINS, PLANES, SHIPS

COLLAPSIBLE WAVE ROD
When not in use can be telescoped inside of cabinet.



U. S. PATENT NO. 2164251 AND 2200674
Wavemagnet and Shortwave Magnet

Built-in Movable for standard and short wave reception in trains, planes and ships

In local radio broadcasting blackouts and electric power shutoffs, this new portable radio enables you to listen direct on its own battery power to America's powerful short wave stations which may be your only source of instruction and information during emergencies.

FIRST TIME! Personal short wave radio reception from our own or foreign continents—at home and while you ride in planes, trains or ships!

FIRST TIME! A portable radio that gives domestic short wave reception in locations where broadcast does not penetrate in the daytime.

FIRST TIME! The miraculous time and band buttons. Pre-set the pointer—"Press a button... there's Europe."

FIRST TIME! On conveyances—on land—sea—air—choice of portable radio reception with built-in movable broadcast Wavemagnet and Shortwave Magnet.

FIRST TIME! Band Spread makes foreign station tuning on a portable radio as easy and simple as ordinary radio broadcast tuning.

FIRST TIME! Logged at the factory on short wave broadcasts... A convenient logging chart on inside lid of cover is pre-logged by factory experts. Shows exactly what stations are found on each wave band and at what number on the dial.

FIRST TIME! Zenith Famous Radiorgan Tone Device on a portable radio.

POWER—from self-contained battery and standard lighting current ingeniously interchangeable at a second's notice. Also, Telescope Whip Aerial for use in getting extra distance.

WATCH your Zenith dealer's window. Don't miss this NEW ONE!

EARPHONES for privacy. Special low impedance earphones for sporting events, traveling and the hard-of-hearing (extra equipment).

WORKS on light socket or battery.

**ZENITH DE LUXE COSTS MORE
—BUT DOES MORE**



EDUCATION

Marriage by the Book

The eighth annual Conference on Conservation of Marriage & the Family did the best it could. But it just didn't seem to have the answers. Not since the college marriage course was started at the University of North Carolina in 1927 had collegiate marriage counselors had as little counsel to offer as in Chapel Hill, N.C. last week.

A few brass tacks were strewn by Mrs. Evelyn Millis Duvall, director of Chicago's Association for Family Living, reporting on "Marriage in a World at War." Said she: "There is more money being made now; there is the psychological urge to crowd in a lot of living in a crisis. . . . The boom [in marriage] is on. . . . Young people want to know what to do; marry in haste and face a long separation, or wait and maybe never get married at all."

Having interviewed thousands of soldiers, Mrs. Duvall came out just where she went in: about half "think marriage is not fair to the girl and the other half think that marriage will give them more to fight for." Biggest problems in soldiers' marriages, she found, are: 1) separation; 2) lack of a home for the bride; 3) babies (going home to mother is often unsatisfactory because "most parents disapprove of war marriages").

Observing that "a good counselor doesn't try to tell anybody what to do but merely tries to help him find his own answer," Mrs. Duvall nonetheless hinted that marriage counselors were not quite so sure as they had been in peacetime that marrying in haste is a thoroughly bad thing. Said she: "There is . . . the attitude everywhere that 'we might as well have what we want while we can have it.'"

The Flying Carls

In the "East Side" (female) dormitories of Minnesota's coeducational little Carleton College, delighted coeds caroled last week: "Anchors aweigh, gals—here comes the Navy!" Carleton's men students were excited. Their college had just realized a collegian's dream: a student flying corps in which they can win their military wings. It was the first such corps in a U.S. college.

Carleton's shaggy-browed, popular President Donald John Cowling had pulled a palpable coup. With collegians throughout the nation eager to get into the air corps, President Cowling had got the Army, Navy and Marines to collaborate in training fledgling flyers on his campus while they continue their college education. Some 300 of Carleton's 450 men students will be enlisted in the corps, known as CCOC (Carleton College Officers Corps). Most of them will enlist as reservists in the Navy. Carleton promptly christened the outfit "The Flying Carls."

Carleton is no Siwash. A Middle West Swarthmore, it is rated one of the best small colleges in the U.S. President Cowling in many ways resembles Swarthmore's

former President Frank Aydelotte, a good friend of his. In his 32 years as Carleton's president, Cowling has increased its wealth tenfold (now nearly \$8,000,000 in endowment and plant) and created an idyllic little college. In a region where State universities predominate, Carleton (cost: \$850 a year) is considered a rich boys' & girls' college, but President Cowling tolerates no swank. His students are forbidden cars, have no fraternities or sororities, devote themselves to such simple amusements as blanket parties in the Arboretum



William Van Dusen

CARLETON'S COWLING

Little green caps, little green mittens.

(a campus park). Freshmen wear little green caps (boys) or green mittens (girls).

Carleton was the first college to establish a biography department, has an excellent astronomy department (with an observatory on the campus) and a famed department of international relations, for which President Cowling wangled \$500,000 from the late Secretary of State Frank B. Kellogg. Of Carleton's brilliant faculty, five are former college presidents.

When war came, President Cowling surveyed his faculty for possible military usefulness, struck a surprisingly rich vein: e.g., Astronomer Edward A. Fath, who turned out to be one of the foremost U.S. experts in celestial navigation; Geographer Laurence McKinley Gould, a top-notch map man and navigator who was second in command of Admiral Byrd's first Antarctic expedition; Physicist Charles A. Culver, a radio expert who was an Army Signal Corps major in World War I; Botanist Harvey E. Stork, an aerial photographer in that war; Dean Lindsey Blayney, a colonel on General Pershing's staff.

President Cowling dispatched this record to Washington. Washington, impressed, agreed to let President Cowling's experts set up an officers' corps, to build an airfield near Carleton's campus, to supervise instruction.

The experience of General Motors is full-rounded and without bias in the airplane engine field. In addition to the liquid-cooled Allison engine, GM is under license to build air-cooled radial engines in its Buick and Chevrolet plants.



Bell Airacobra,
U.S. and British
designation

THIS IS THE NOSE OF A PLANE
WITH AN ALLISON ENGINE

U. S. AIRACOBRA NEWEST THREAT TO NAZI AIRMEN

The royal air force has a store of much more advanced machines, one of the kind where in the world. At a large R. A. F. base "some number of these hard-hitting, cannon-equipped, fast-flying Airacobras, all ready for action, with pilots eager to do battle with them against the Germans. A squadron unit—where the Airacobra these machines by a detachment of air corps—is supremely confident that the "Cobras" will prove vastly superior to the ME109's in air tudes."

He would not say exactly what he meant by "low altitudes," but in these days when subsonic sphere heights are every day flying mean almost anything up to three or four miles.

AIRACOBRA RATED FASTEST FIGHTER BY BRITISH PILOTS

Design Cleanest of Any Ship Now in Use Abroad;
Range Exceeds Even That of R.A.F. Spitfire

AT AN R. A. F. AIRDROME. Somewhere in England, Oct. 18—Pilots flying the first squadron of American-made Airacobra pursue ships to go into action against the Nazis described by the Yankee plane manufacturer as the fastest, most maneuverable, and most powerful fighter ship now in regular operation with the Royal Air Force. "It has the cleanest design of any plane we are using," the commander of the recently organized Airacobra squadron told American newsmen who visited the base. "We've got it ahead of any other ship with its maneuverability, speed, and horsepower. Allison engine which it is powered."

The new Airacobra has been built in England and is the fastest single-engine pursuit plane in production in the United States. It is unique in having its engine mounted in the fuselage, behind the propeller, and its tail section is enlarged on the virtues of the Spitfire.

Airacobra Best Pursuit Ship In Air, British Say

A Fighter Station Somewhere In England and outperform Spitfires at low altitude, though they prefer the Spitfires for high altitude. (The Airacobra is reported to do better than 115 miles an hour—said to be the fastest single-engine pursuit plane in production in the United States. It is unique in having its engine mounted in the fuselage, behind the propeller, and its tail section is enlarged on the virtues of the Spitfire.)

The Airacobra is a group of six from the Selfridge Field, Mich., helping put these planes in operation, stood by while the squadron leader enlarged on the virtues of the Airacobra.

The Airacobras shot up a ship in their base without firing a shot. The Canadian fighters, they are famous.

—there are, in fact, literally thousands of Allison-powered ships already in service throughout the world, with the Allison plant now producing hundreds of engines every month.

—and some Allison now being delivered are even more powerful—1325 hp.

—more deadly armament thanks to the fact that the Allison engine permits cannon in the nose of the plane.

These news dispatches from the British fighting front tell more about the Allison engine's outstanding performance than might any words of ours.

Yet they become still more significant when coupled with such facts as these:



Curtiss P-40 (U.S.)
The British call it "The Tomahawk" or "The Kittyhawk"



Lockheed P-38 Interceptor (U.S.)
The British call it "The Lightning"



North American Apache (U.S.)
The British call it "The Mustang"

Allison

LIQUID-COOLED AIRCRAFT ENGINES

DIVISION OF



GENERAL
MOTORS

Electron's Child

You are standing on the threshold of one of the most fascinating periods in the history of science—the Electronic Era!

For despite the grim fact of war, a golden age of hope lies before us. Science is using the most elemental force of nature—the electron—to extend to incredible limits the power of the human brain and senses.

Back in 1909, a brilliant young physicist named Irving Langmuir came to General Electric, and soon turned his attention to the secret of the electron—a tiny particle one-billionth the size of a pinpoint. Dr. Langmuir harnessed its power for the good of mankind by developing a magical new vacuum tube.

As a result of that invention, and the research it stimulated on two continents, you already live in a world of electronic wonders.

With electronic devices, you can "see" what human eyes unaided can never see. You can match the hundred thousand colors of the spectrum, detect invisible flaws in a battleship's armament, find a freighter lost in an ocean fog.

You can "hear" what man has never heard before—the approach of a distant submarine, a swift pursuit plane one hundred miles away, the pulsing of an insect's heart.

All around you, the whispers of the universe are ringing clear!

General Electric is now furthering the application of electronics in three great fields: (1) Industry, (2) Radio, Television and other forms of communication, (3) Medicine. Research goes steadily on, in the tradition of Steinmetz, Alexander-son, Coolidge, Langmuir, Whitney.

Tomorrow, as knowledge grows, electronics will serve America in literally thousands of new ways. . . . Electron's children will live in a finer and better world! General Electric, Radio and Television Department, Schenectady, N. Y.

• Listen to the General Electric Radio News Program, with Frazier Hunt—Tuesday, Thursday and Saturday evenings, over the CBS and the American (FM) networks.



PEOPLE

Worldly Goods

Wealthy Sculptress **Gertrude Vanderbilt Whitney** decided to tear down the Harry Payne Whitney house—one of the last great mansions left on Manhattan's upper Fifth Avenue. Her husband willed it to her at his death in 1930 but she rarely lived there. A limestone and marble pile with ceilings imported from Italian palaces, a ballroom 63 ft. long and 45 ft. high, it was decorated by the late, famed Stanford White. All its furnishings and every fixture that can be detached will be auctioned off April 29 and 30. Among the furnishings: paintings by Gainsborough and Van Dyck, 35 tapestries.

Father Divine's angels, who last month bought the eleven-story, 250-room Brigantine Hotel near Atlantic City for \$75,000, countered their neighbors' offer to buy it back for \$85,000 with an offer to sell it for \$500,000. The angels' spokesman wrote that "not any of the owners desire to sell for any price whatsoever, but would be willing to do what would be pleasing and justifiable in the sight of God and man," added "we all agree unanimously [the price] is not extortious."

More of the **Rothschilds'** property in France was confiscated by Vichy—this time three great wine-producing estates, including famed Château Lafitte (rare Bordeaux).

Past Masters

Picture-making in Hollywood, over-worked **Babe Ruth** fell victim to pneumonia, was hospitalized in a dangerous condition. Soon the husky Babe recovered

sufficiently to sit up, receive visitors, hand down a prediction that the New York Yankees and Pittsburgh Pirates would win this year's baseball pennants.

Perennial, hay-whiskered, qu'd-chompin' **William Henry** ("Alfalfa Bill") **Murray**, 72, onetime (1932-35) Governor of Oklahoma, announced himself a candidate for Senator, said he would make two or three speeches a day "if I receive donations for campaign expenses sufficient to hire a driver to carry me from place to place."

High-climbing **Alvin** ("Shipwreck") **Kelly**, No. 1 flagpole-sitter of the Daffy Decade, went to a hospital in Englewood, N.J., with injuries suffered in a fall of ten feet from a flagpole at Palisades Amusement Park.

New Bottles

Famed for his platform manner, shining-domed **James Aloysius Farley** took it into a radio skit, rehearsed for a part in a sketch concerning an ambitious lawyer's fight against a political boss. Farley's part: the ambitious lawyer.

Moderately famed for his soufflés, Actor **Alfred Lunt** turned cooking instructor, took on a class of 50 beginners for a three-week course in everything from soft-boiled eggs to risotto. The \$10 tuitions go to the American Theater Wing's war work. Among his pupils: wife Lynn Fontanne, Mrs. Lawrence Tibbett, Peggy Wood, Elsa Maxwell, Mrs. Brock Pemberton.

Wendell Willkie was elected chairman of the board of 20th Century-Fox, but said he had no intention of moving to California, was still simply the firm's attorney. He fills without salary the \$130,000-a-

Your Guide to Dependable Sources of VITAMIN D

WISCONSIN ALUMNI
RESEARCH FOUNDATION

Approved for
VITAMIN D
upon periodic
tests

This Seal is Your
Guarantee of
Vitamin D Potency*



To you this Seal or *mention of the Wisconsin Alumni Research Foundation's name, identifies dependable Vitamin D products which deserve your fullest confidence. They are backed by clinical studies on more than 3,500 children; by the integrity of the licensed companies; and by periodic Vitamin D tests in the Foundation's laboratory.



*You Can't Get Enough
VITAMIN D
from Ordinary Foods*

Ordinary foods contain little or no Vitamin D. Sunshine is rarely adequate and never dependable as a source of Vitamin D. Vitamin D milks, Irradiated Evaporated Milk, Vitamin D foods and pharmaceuticals always provide this essential food factor.

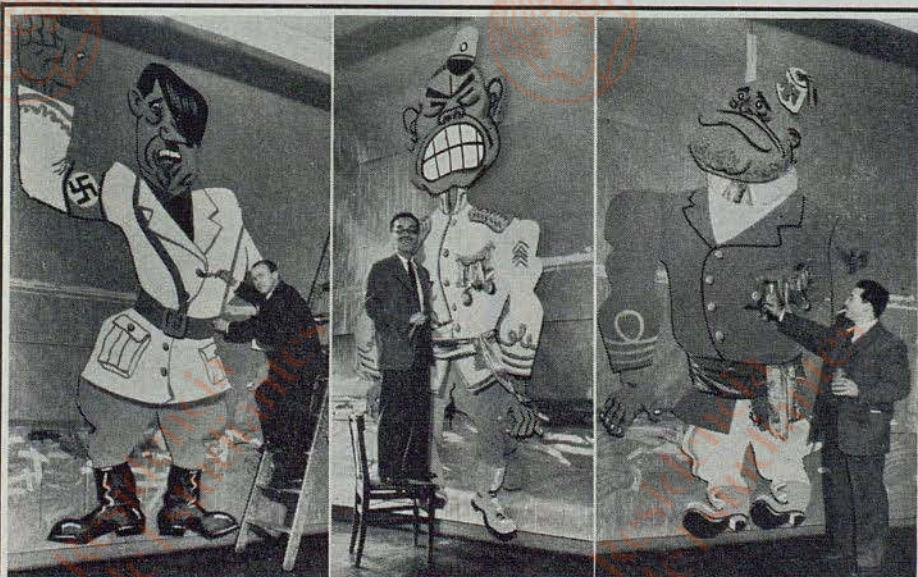
You Need Vitamin D

Without adequate VITAMIN D your body cannot use CALCIUM properly for bones and teeth. In heart action, blood clotting, nerve function and muscle tone, CALCIUM made more available by VITAMIN D, plays a vital role.



Write
FOR FREE BOOKLETS
Write TODAY for reliable information
about VITAMIN D for your family.

**WISCONSIN ALUMNI
RESEARCH FOUNDATION**
MADISON, WISCONSIN



THREE GOOD HATES

Brown Brothers

Three top-flight U.S. painters—a German who hates Hitler, a Japanese who hates Hirohito, an Italian who hates Mussolini—let off steam with a vengeance when they found how much space they had for caricatures at the Art Students' League's United Nations Ball in Manhattan. Left to right, with the result: **George Grosz**, **Yasuo Kuniyoshi**, **Jon Corbino**. Note: Hitler's coat is buttoned on the distaff side.

**EXTRA PLEASURE
IN EVERY SIZE AND SHAPE**

**NEW LONDRES
EXTRA**

**REGULAR
SIZE**

**17% EXTRA
SMOKING
IN NEW BLACKSTONE
LONDRES-EXTRA**

Winning men by thousands! New longer Blackstone Londres-Extra that gives 17% extra smoking! Compared to regular Londres, that's like getting a 10¢ cigar free with every six you buy. Finest long-leaf Havana filler, still only 10¢.

Size and shape for every taste! Blackstone Perfecto, 2 for 25¢; Londres-Extra, 10¢; Cabinet, 10¢; Panetela, 2 for 15¢; Junior, 5¢. All filled 100% with finest Havana tobacco.

Waitt & Bond, Inc., Newark, N. J.

BLACKSTONE CIGARS
THE CHOICE OF SUCCESSFUL MEN



PEARL & TSI SUN
... at Sun Valley.

year job resigned by Joseph M. Schenck after his conviction last year for income-tax fraud. Willkie said he was serving only pro tem, because Schenck was "in temporary difficulties."

Skis and Chinese are a rare photographic combination. At Sun Valley, Idaho, two members of an illustrious family produced it—*Pearl and Tsi Sun*, grandchildren of the late great Dr. Sun Yat-sen, grandniece and grandnephew of Generalissimo Chiang Kai-shek.

Uniformity

Colonel **Hubert Fauntleroy Julian**, the Black Eagle of Harlem who once challenged Hermann Göring to an air duel, once cracked up Haile Selassie's plane at the royal feet, enlisted in the U.S. Army as a private. "My blood tests," he reported to the press, "came back perfect, negative, and excellent."

President Roosevelt's bodyguard of the past five years, **Thomas J. Qualters**, 37, volunteered for the Army Air Corps, got the rank of captain and was assigned to Intelligence. He leaves his post as bodyguard to go on active duty May 1. "I was too young for the last war," he explained to his boss, "and I wouldn't like to pass this one up."

Apparently recovered from a long illness that had forced him out of action with the British, 52-year-old Colonel **Kermit Roosevelt**, son of the late "Teddy," left Los Angeles for San Francisco to see about getting into the U.S. Army.

Tyrone Power applied for enlistment in the Naval Reserve, passed his physical exam. The Navy said he would probably be made a chief petty officer assigned to morale and recreation. He gets a few months' grace to finish his picture-making.

Phone calls to Cinemactress **Rita Hayworth's** house since suit for her divorce from Oilman Edward C. Judson (TIME, March 9) were reported to have rocketed so high that she finally had to have the telephone taken out.

RELIGION

Resistance in Norway (Cont'd)

The leader of Norway's church defiance of Quisling and Hitler—ex-Primate and ex-Bishop of Oslo Eivind Berggrav—was thrown into the Bretvedt concentration camp along with three of his pastors last week, on charges of "instigation to rebellion."

Circulated through Norway was a secretly printed manifesto which called imprisoned Eivind Berggrav "more than ever our Bishop and spiritual leader," roundly declared: "A fight is on, a deadly fight between irreconcilable opponents, between Christians and barbarians, a fight for everything which we love and cherish, against brutality and lawlessness, a fight which will make the Nazi hangmen tremble. . . . The fight of the Norwegian Church is Norway's fight, for the whole of Norway is united behind the Church."

After the fight came into the open on Easter Sunday, when all but 60 of the 1,100 ministers in 97%-Lutheran Norway's State Church quit their posts rather than cooperate with the puppet regime, Vidkun Quisling lost round after round.

Having so few clergy to back him, Quisling issued a decree authorizing laymen to preach in the churches. He could not round up lay preachers.

Next Quisling ordered the pastors to resume office. They refused.

Then Quisling said the pastors could resign—but only if they first got permission from his Church Ministry. None of them did.

Quisling was finally forced to repudiate



Nordisk Tidende

EIVIND BERGGRAV

In prison, more than ever a Bishop.

TIME, April 20, 1942



"Woofed"

is the word for Mr. Walker

And Mr. Walker shares that all-gone feeling with a number of other good Americans who aren't eating enough of the right kinds of food; a serious mistake in these critical times.

Look to your breakfast, Mr. Walker. Is it the substantial, nutritionally well-rounded meal it should be? Perhaps you're another "breakfast dodger" who ought to get acquainted with Wheaties.

These crisp, toasted whole wheat flakes have a way with tired appetites. Add *extra value* whole wheat nourishment to a pleasing flavor, and you've got something! Wheaties are a *preferred* wheat cereal, providing 100% wheat's natural supply of essential Vitamin B₁ (Thiamine), Niacin (another B vitamin), iron, phosphorus and food-energy.

Why not try Wheaties, "Breakfast of Champions," tomorrow morning? We think you'll enjoy them with milk or cream and fruit. And we know you'll welcome their extra nourishment to help carry you through your busy day. Wheaties are made by General Mills and are accepted as a *preferred* wheat cereal by the Council on Foods of the American Medical Association.

Special offer! Yours for only a 3c stamp! Family sample package of Wheaties (3 full servings). Also the new Betty Crocker booklet on food selection, vitamins and meal planning, "Thru Highway to Good Nutrition." Offer good only until June 1, 1942. Send 3c stamp today with name and address to Wheaties, Dept. 2130, Minneapolis, Minn.



"Breakfast of Champions"

WITH MILK AND FRUIT

"Wheaties" and "Breakfast of Champions" are registered trademarks of General Mills, Inc. Copyright 1942, General Mills, Inc.

"Daddy's Feet Are
Getting Us Down"



THE KIDS: Daddy used to play with us, but lately his feet won't let him. He should see Dickie Brewster's father next door—playing leapfrog 'n everything. He's older than daddy, too . . .



DAD: Brewster, my kids set your feet up as an example to me. What's your secret for coming home without lead in your shoes?

BREWSTER: That's easy. I wear Footsavers. See this inside shaping—it makes walking easy and restful.



DAD: S-a-y, you can keep my old shoes. I'll take Footsavers. It's like walking on springy cushions. Why for this comfort, I'd wear banana crates—but these Footsavers are also the smartest-looking shoes I ever had on. Just watch my step from now on!



DAD: Pitch 'em up Jane, let's go!

JUNIOR: Gee, Daddy, you're more fun than a barrel of monkeys. Don't you work as hard as you used to?

DAD: Harder, son. But I traded in my foot troubles for a pair of Footsavers. Now I work and play in comfort.

Footsaver construction is all that draggy feet could ask for. Soles are cushioned by layers of pliable leather. An exclusive "shaping" process keeps your foot in the position Nature intended. At your Bostonian store. \$11.50 to \$12.95.

BOSTONIAN
Footsaver Shoes
GIVE LIFE TO YOUR FEET

his threat to arrest all pastors who did not withdraw their resignations by 2 p.m. Saturday, and early reports indicated that the resigned pastors had been able to conduct their Sunday services as "free clergymen" without Quisling or Nazi interference.

The pastors' resignation was much more than a moral protest. It meant that they gave up comfortable incomes for their convictions—for in Norway, as in Germany, the State pays clerical salaries, as well as the cost of church administration, church building and church repairs. Now Quisling will pay only the salaries of the few clergymen loyal to him and support only those churches which give allegiance to his government. But the hardy Norse will undoubtedly find ways to back their spiritual leaders materially as well as morally. The Confessional Church in Germany has existed entirely on such secret gifts since 1939.

Jesus Man

After a dog fight with 14 Jap planes, Lieut. Clarence Sandford had been forced down for lack of gas and had stripped off his clothes and swum three miles to shore, where he collapsed. When he came to, on the beach of Bremer Island, north of Australia, two black aborigines with spears upraised were standing over him.

"Jap?" asked one of the natives.

"No!" the flyer answered.

"Jesus?" asked the other native, pointing with his spear to a small medallion of the cross which Sandford was wearing on his chest.

"Sure, Jesus man."

At that reply the natives lowered their spears and walked the flyer 25 miles to the home of an English missionary, who cared for him and put him aboard a small sailing vessel bound for Australia.

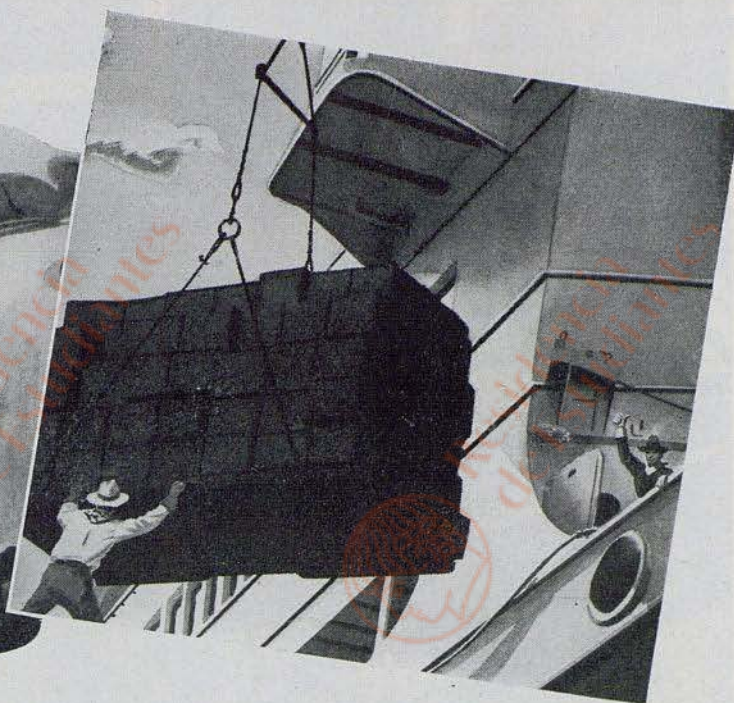
SCIENCE

Presidential Crustacean

Franklin D. Roosevelt, for whom innumerable children have been named, now has a small sea animal namesake: an amphipod crustacean, related to the shrimp, lobster and crab, which inhabits Magdalena Bay on the coast of Lower California, and which was discovered there by a Smithsonian scientist in 1938. The name is much longer than the quarter-inch crustacean itself: *Neomeganphopus roosevelti*.

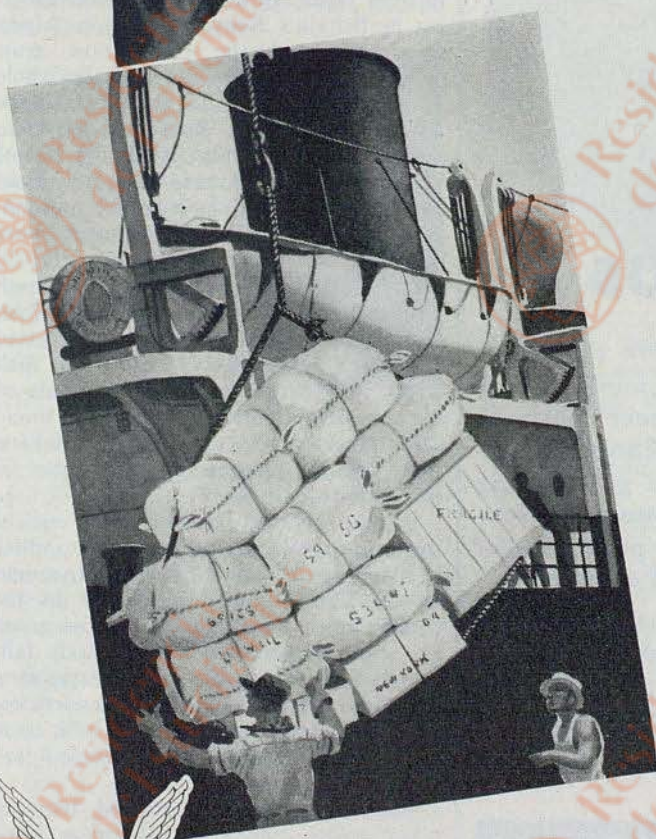
On the Bug Front

World War II is a boon to the bug armies. The minerals with which man has fought bugs for years—arsenic, copper, lead—are now needed for his war on his own kind. Carbon tetrachloride, ethylene dichloride and chloropicrin are withheld from insecticide manufacturers for the benefit of war materials. The phosphorus paste that used to kill cockroaches now goes into incendiary bombs. A group of six articles on the war against insects, in the current issue of *Industrial & Engineer-*



FULL SPEED

AHEAD *to Victory!*



UP from the holds come urgent, indispensable cargoes . . . supplies, equipment for the fight for freedom . . . shipments to speed essential industries . . . to help forge weapons of the All-Out War!

As America's Merchant Fleet swings into action on its biggest job, AGWI feels pride in its own association with the splendid effort. For more than 100 years—in peace and war—ships of this company and its subsidiaries have been plying between the Americas . . . building Hemisphere good will . . . carrying the goods of commerce and trade.

With many of its fleet already in the Nation's service throughout the world, AGWI is glad to be doing its share today . . . eager to accept its full responsibility for the future. AGWI ships and AGWI men join the rest of America's Merchant Marine in pledging "FULL SPEED AHEAD—TO VICTORY!"



ATLANTIC GULF and WEST INDIES STEAMSHIP LINES

Foot of Wall St., New York

CUBA MAIL LINE ★ PORTO RICO LINE ★ CLYDE-MALLORY LINES ★ SOUTHERN S. S. CO.

Cuba, Mexico, Puerto Rico, Dominican Republic, Texas, Florida and the South





To arms! ... on a bus

Ships, planes, tanks, trains, and buses! These are the machines of war. We must "Keep 'em rolling!"

We are helping to keep buses rolling. We build bus seats that rest the worker as he goes to and from his job—another American Seating Company effort in America's great Victory Drive.

We are geared to the needs of increased war production.

The facilities of our modern plant include continuous pour conveyorized foundry, metal fabricating machinery, electric and gas welding equipment, and an up-to-date wood-working division for production of solid and plywood in every form.

More war products are moving from our plant each day.

We are ready to serve in new and broader fields.

FOR VICTORY
KEEP 'EM
ROLLING

American Seating Company

GRAND RAPIDS, MICHIGAN

World's leader in public seating. Manufacturers of Bus, Theatre, School, Church, Auditorium and Stadium seating. Branch Offices and Distributors in 73 Principal Cities

ing Chemistry, makes these facts plain.

There is one offensive that never ends: man's battle against insects. It is a fight against the grasshoppers, the Mormon crickets, the boll weevils, the chinch bugs, the now doubly despised Japanese beetles and other pests that do two-billion-dollar damage every year in the U.S. alone; against flies, lice, roaches, mosquitoes and other infamous bugs that carry disease. Entomologists estimate that the U.S. harbors 7,000 species of insect pests. Said Entomologist Stephen Alfred Forbes of Illinois: "The struggle between man and insects began before the dawn of civilization . . . and will continue, no doubt, as long as the human race endures. It is due to the fact that both men and certain insect species constantly want the same things at the same time. . . . Its long continuance is due to the fact that the contestants are so equally matched."

There are some good insecticides that can be made from plants, of which one is rotenone. But no more rotenone comes from derris root in the East Indies, which used to supply more than half the U.S. needs. About 40% of the rotenone normally used in the U.S. comes from South America. Intensive cultivation could step this up to 60%; but the problem of finding shipping space and getting the ships past Axis submarines would remain.

Pyrethrum powder, a standard insecticide which is made from a certain chrysanthemum plant, used to be imported largely from Japan. In recent years coffee growers in Britain's Kenya Colony in Africa have cultivated the plant, now grow enough for their own use and the whole U.S. besides—if the U.S. can get it. Chemists, however, have discovered ways to stretch the pyrethrum supply by adding "synergistic" compounds—sesamin from sesame oil and asarinin from the southern prickly-ash bark—which make a more poisonous blend than pyrethrum alone.

China has been combed for plants poisonous to insects by Dr. Shin Foon Chiu, Cornell graduate. One of his finds tested at Cornell by Dr. Roy Hansberry is *Milletia pachycarpa*, which bears seeds as big as small walnuts. Dr. Hansberry found *Milletia* to be as effective as rotenone dust, but the plant is not yet grown in quantity in the U.S.

Of the synthetic insecticides, one of the most promising is phenothiazine, which is made from a coal-tar derivative and sulfur. This chemical is deadly to the codling moth which costs U.S. apple growers nearly \$18,000,000 a year. Early failures in field tests with phenothiazine were found to be due to the size of the particles. They were too big. Later tests with more finely ground phenothiazine turned out much better.

Insecticides are now rationed, like any other scarce commodity. Farmers come first, hospitals next. As usual, the ordinary householder comes last. To householders pestered by roaches and flies, a WPB official offered this advice: "Hit them with a fly swatter like your grandmother did. This is war!" Fly swatters, whether made of rubber or metal, will soon be scarce, too (TIME, April 13).

MILESTONES

Born. Douglas MacArthur Brotherson, Douglas MacArthur Bryant, Douglas MacArthur Francis, Douglas MacArthur Miller, Douglas MacArthur Gunner, Douglas MacArthur Salavec, Douglas MacArthur Thompson, and Douglas Harold MacArthur; all in New York City.

Engaged. The Right Rev. Archibald Lang Fleming, the Anglican Church's "Flying Bishop" of the Arctic; and Elizabeth Nelson Lukens, associate headmistress of The Agnes Irwin School near Philadelphia; in Philadelphia. "Archibald the Arctic" (his signature) makes biennial flights to visit his scattered Eskimo flock.

Married. Adeline Kim Moran, ex-wife of wealthy Oilman James A. Moffett; and William Arnold, vice chairman of the Democratic National Finance Committee; she for the fourth time; in Greenwich, Conn.

Sued for Divorce. Swingster Gene Krupa; by Ethel May Krupa, who charged that he beat her up; in Miami.

Sued for Divorce. Lady Decies, 70, the former Elizabeth Drexel, by 75-year-old John Graham Hope de la Poer Beresford, Baron Decies, her third husband; in London. Grounds: desertion.

Killed in Action. Sir Robert Peel, 20, only son of Lady Peel (Comedienne Beatrice Lillie) and the late Sir Robert Peel; with the Royal Navy; somewhere in the Far East. His mother got the news backstage, carried on with her revue performance.



Wide World

Died. James Francis ("J. Frank") Davis, 71, author of Broadway's longest failure, *The Ladder* (1926-28); in San Antonio. The play's backer, a millionaire oilman, spent \$1,500,000 keeping the play running, because he thought it had a great message. Once it played to an audience of three.

Died. Raymond Dodge, 71, professor emeritus of psychology at Yale; in Tryon, N.C. His discovery that the human eye progressed on the printed page not smoothly but in a series of jumps and pauses caused a revision of standard methods of teaching reading in elementary schools. He was one of the three original directors of Yale's famed Institute of Human Relations.

Laid. Two penguin eggs; by a penguin eggless for years & years; at the Bronx Zoo. Hatching time: "We figure it about May 15."

TIME, April 20, 1942

American energy will win!



FOOD ENERGY COMPARISONS

Approximate Energy Units in Various Staple Foods

	ONE BOTTLE OF PEPSI-COLA 5¢ . . .	185 Calories*
	ONE LAMB CHOP (medium size)	178 Calories*
	ONE WHITE POTATO (average size)	92 Calories*
	ONE WHOLE EGG	70 Calories*
	ONE FRESH TOMATO	20 Calories*

*STANDARD UNITS OF FOOD ENERGY

Speed, speed, speed! More ships go steaming out of the yards every day. More are on their way. The schedule calls for energy. More, more and more of it—all we've got!

Pepsi-Cola answers that call. It provides quick food energy that's vital to America. Energy that helps millions work harder, faster and better. Pepsi-Cola lifts morale, keeps the spirit up!

All hands on deck,
America—let's go!

PEPSI-COLA

REG. U.S. PAT. OFF.

THE DRINK WITH QUICK FOOD ENERGY



New California Architecture

Here you will see a Pekinese pagoda made of fresh and crackly peanut brittle—there a snow-white marshmallow igloo—there a toothsome pink nougat in the Florentine manner, rich and delicious with embedded nuts. Yonder rears a clean pocket-size replica of heraldic Warwick Castle—yonder drowns a nausey old nance. . . . And there a hot little hacienda, a regular enchilada con queso with a roof made of rich red tomato sauce, barely lifts her long-lashed lavender shades on the soul of old Spanish days. . . .

Thus the impression of Southern California architecture gained by a sharp-eyed Easterner (Critic Edmund Wilson) in 1931. In 1942 he would have to acknowledge another side of the picture. In the past decade, particularly, California hillsides have been burgeoning with more up-to-the-minute architectural neatness than any comparable area in the U.S.

Last week the San Francisco Museum of Art recognized this architectural trend by putting on show models and plans by five of California's ace modern architects. The exhibition proved three things: 1) that California has developed its own brand-new style of domestic architecture; 2) that this style is perhaps the most advanced and progressive in the world today; 3) that California architects have succeeded in evolving a type of house that is modern and homelike at the same time.

Light, airy, cheap (under \$7,500), the houses in the museum's exhibition were pleasantly unconventional, individual, beautifully suited to their California settings. Walls and sliding partitions of transparent glass catered to the Californian's desire to spend half his life out of doors and made adjacent woods and gardens an intimate part of the interior decoration. Built to cling to steep slopes, many of the houses stepped gracefully down terraced levels, with front entrances and garages on their top floors.

Interiors, simply decorated with matted floors and modern furniture, recalled similar interiors in Japanese houses. Like Japa-

nese interiors, some were fitted with sliding panels and partitions which could convert big rooms into little ones.

The new California architects are mostly as young as their ideas. Oldest of them, and acknowledged as leader of the group, is 50-year-old, Viennese-born **Richard Neutra**, a former lecturer at Germany's famed Bauhaus, who went to Los Angeles 16 years ago to build houses in the stark international style, but whose ideas have since thawed out in the California sunshine. The others represented in San Francisco's exhibition were nearly all in their 30s or early 40s: **Harwell Hamilton Harris**, who used to be a sculptor, has been building houses for only seven years; his paper-paneled sliding doors, hip roofs and mat-floored interiors are strongly influenced by Japanese architecture and the work of Architect Frank Lloyd Wright. **William Wilson Wurster**, who gets much of his inspiration from rambling, old-style California ranch-house architecture, has been building houses in the San Francisco Bay area for the past 16 years. **Hervey Parke Clark** is a San Franciscan who took up architecture after a spell at Yale and with Manhattan's Hood & Foulhoux. **John Ekin Dinwiddie**, a pupil of famed Finnish Architect Eliel Saarinen, has very unconventional ideas. He sometimes builds houses that are not units at all, but chains of completely separated rooms, strung on intervening porticos and passageways.

One important influence, acknowledged with particular reverence by Architects Clark, Wurster and Dinwiddie, is that of an 80-year-old pioneer named Bernard Ralph Maybeck, Brooklyn-born son of a German woodcarver, who went to California in 1894 and later became the founder and director of the University of California's School of Architecture. A romanticist like Frank Lloyd Wright, he was the first architect to use unfinished California redwood as a decorative element in beautiful building, the first to wed his free, unconventional designs to the mountainous beauty of the California landscape. Maybeck is principally remembered for his dreamlike Palace of Fine Arts at San

Francisco's Panama-Pacific Exposition of 1915.

Most important of all influences on the new California style, however, is probably that of California itself. Use of native materials like redwood, dictated by economy, has become a distinguishing feature. A climate whose temperature seldom falls below freezing simplifies heating problems, allows greater freedom in window and wall structure, permits shallow foundations which need penetrate the ground only a foot or so to get below the frost line.

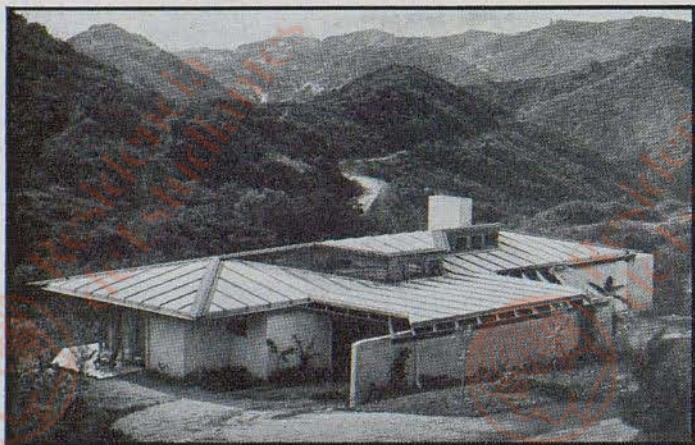
Surrealists in Exile

Because the witches, warlocks and whirligigs of surrealism fall emphatically into the category damned by numbskulled Nazis as "degenerate" art, most people thought—if they thought about it at all—that the Nazi invasion of France would spell surrealism's doom. Not at all. Surrealism simply moved to Manhattan. Last week 57th Street's galleries broke out with more showings of surrealist art than Manhattan had seen in many a year.

Since surrealism was founded in 1924 by the French philosopher and poet of the subconscious, André Breton, it has become a hotly defended cult, of which Poet Breton has become a sort of political boss. Despite superficial appearances, surrealism had certain rather logical foundations. Fearing that the art of photography would some day beat all realistic art at its own game, Breton and a band of modern painters decided to find a field of painting where the camera could not go. The subconscious world of dreams was obviously inviolable. The researches of Sigmund Freud suggested that dream symbols were often more real to the human mind than reality itself.

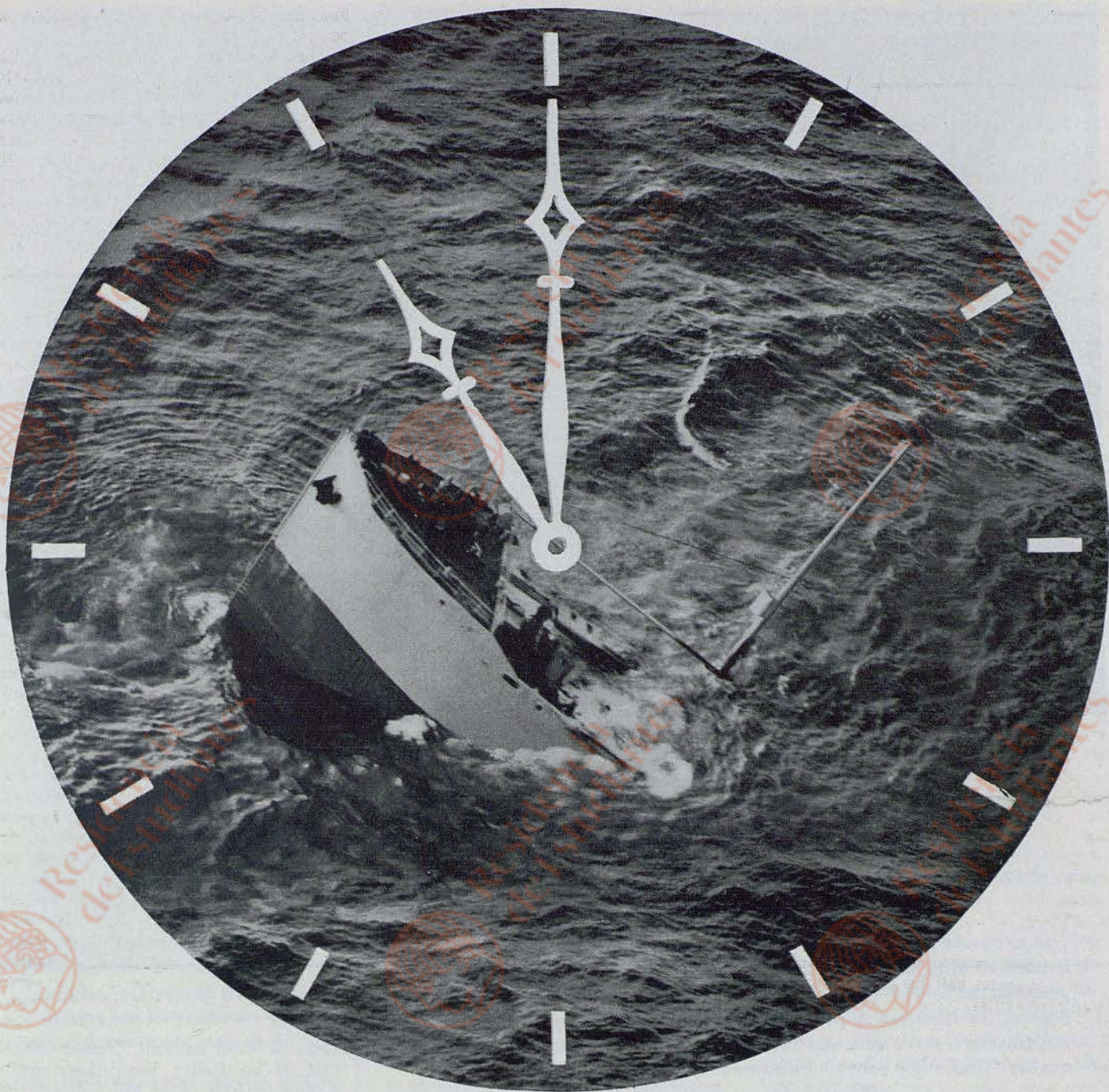
By the late 1930s the ideas of the surrealists had rippled so wide that many prominent European artists were searching their subconscious minds, recording and treasuring their dream impressions, practicing a hundred ingenious methods of outwitting their everyday sense of logic. Some of the queer things they turned up made their way into more popular forms of art, influenced things like poster design.

Most notable of last week's surrealist shows was that of 51-year-old, white-haired German-born Max Ernst, who joined the ism 18 years ago, and has since



REDWOOD HOME IN THE WEST
No nausey old nance, it.

Edward LaValle, Roger Sturtevant



No time for stewing...

Time was when ammonia, basic ingredient of modern explosives, was made by stewing up the hoofs and horns of oxen ("Spirits of Hartshorn," they called it). Nowadays it's made from coal, water, air . . . and refrigeration. And in the majority of the vast new wartime synthetic ammonia plants, it's York refrigeration.

As synthetic processes take over the older, slower, less efficient methods of production for war, more and more of them look to York for one of their major tools in dealing with atoms, molecules . . . and minutes . . . specialized refrigeration. York Ice Machinery Corporation, York, Pennsylvania.



"KEEP'EM FLYING!"

YORK REFRIGERATION AND AIR CONDITIONING

HEADQUARTERS FOR MECHANICAL COOLING SINCE 1885

TIME, April 20, 1942



Braniff Airways' President writes in flight.

Does your letterhead
EXPRESS THE "PLUS VALUES"
in your business?

Braniff Airways, three-time winner of the National Safety Council Award, practices the Good Neighbor Policy in its Chicago-to-the-Gulf Transport Service. Stewardesses speak fluent Spanish, in courtesy to Latin-American travelers, serve delicious meals with a southwestern tang. Another quality "plus," they provide Strathmore "in flight" stationery.

President of the line, Mr. T. E. Braniff, is shown here writing while in flight. He knows the importance of quality in all business relationships, even in his letterhead. *Your* choice of Strathmore can express *your* belief in quality details...the plus values in *your* business.

Yet a letter written on STRATHMORE BOND, or on STRATHMORE WRITING, costs less than 1% more than one written on the cheapest paper you might buy. And on STRATHMORE PARCHMENT, or on STRATHMORE SCRIPT, as fine papers as can be made, a letter costs only 2.9% more. Such plus value, for so little cost difference, is sound business economy. Write us for detail of "Letter" Costs.

OUR PART IN THE WAR PROGRAM: Strathmore is devoting an important part of its capacity to the production of papers for communication, records, blue prints, charts, maps, and other uses which are essential to the preparation and use of war materials.

Strathmore Paper Company, West Springfield, Massachusetts.

STRATHMORE **MAKERS**
OF FINE
PAPERS

become its master technician and high priest. Surrealist Ernst depicted a rock-candy fairyland peopled with crawling monsters and dismembered nudes in feathery fur coats.

Other surrealists whose pictures attracted crowds were Chilean-born Matta Echaurren, a specialist in vaguely visceral abstractions, and Leon Kelly, a U.S.-born newcomer, who had been painting odd dreams in Paris and Philadelphia for years, but had waited a long time to show



TANGUY'S "PEGGY GUGGENHEIM"
The camera could not get there.

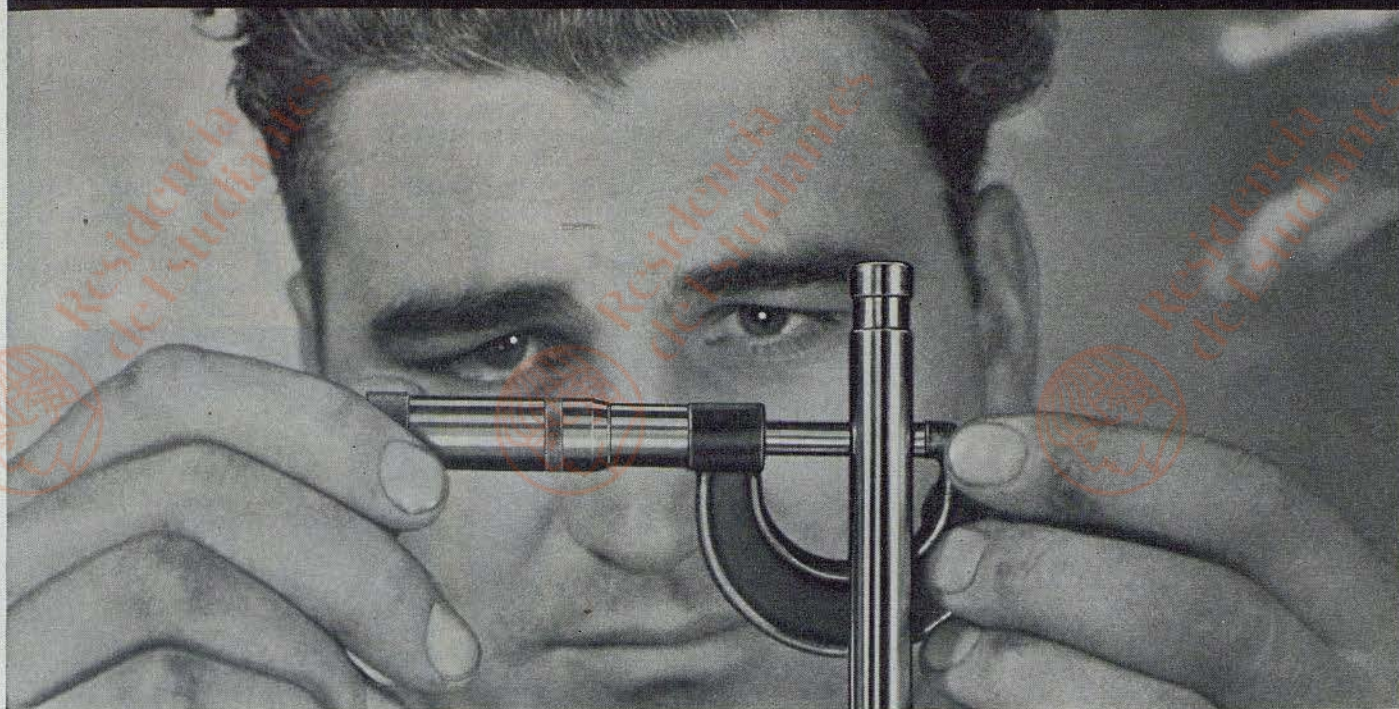
them in broad daylight. Drawn with the care of an Italian Renaissance master, Kelly's tenuous vistas had a quietly horrifying aspect.

Today surrealism's headquarters is a dignified old mansion on Manhattan's fashionable East Side, overlooking the East River at the point where Nathan Hale was hanged by the British as a spy.

The group's financial angel, who lives in the mansion and is married to Surrealist Ernst, is black-haired, husky-voiced Peggy Guggenheim, niece of philanthropic Copper Tycoon Solomon Guggenheim. Peggy Guggenheim, who loves to sport eight-inch earrings and a housecoat made entirely of peach-colored feathers, does no painting herself, but practically supports the group by collecting its pictures, plans next fall to open a Manhattan museum where they can be shown.

To her surrealist party conclaves one very famous surrealist is very pointedly not invited. He is Salvador Dali, who was read out of the party several years ago by Boss Breton for indulging in "cheap publicity."

THE HAND CAN BE NO SURER THAN THE EYE



Just "good" lighting isn't good enough!

● There is no place now in America's scheme of things for anything that is simply "good enough."

On the speed and accuracy of our work, on freedom from waste and rejects, now depend the volume and the quality of the fighting tools we produce — *and the speed with which we make them.*

Good lighting speeds quality production, but just "good" lighting isn't good enough.

Today demands the best — and Hygrade Fluorescent Lamps, for example, are better in five important ways: they have visibly finer coating . . . they give



more light . . . they are more even in color . . . they are freer from end-darkening . . . they actually last longer in use.

Such lamps improve any fluorescent lighting system — convert good lighting into better lighting.

They are at their best, naturally, when you go the whole way with Hygrade lighting units in which every part —

lamp, fixture, starter and ballast — is engineered and built to work efficiently with every other.

Hygrade Fluorescent Lamps in existing systems will quickly tell their own story of superiority. Complete Hygrade fixtures can be installed without involved rewiring, so that a small investment covers the cost of change-over to the best lighting.

But don't be content with your lighting just because it is fluorescent lighting. See the nearest Hygrade dealer, or write us, and satisfy yourself that Hygrade really is "fluorescent at its finest."

"BRIGHT TO THE LAST INCH"

Here are two fluorescent lamps that have seen approximately the same amount of service. Note how freedom from dark end-bands in the Hygrade Lamp provides light from the full length of the tube. Rigid quality control that keeps them "bright to the last inch" over longer periods is one reason why they represent "fluorescent at its finest."



HYGRADE SYLVANIA CORPORATION

Salem, Mass.

Hygrade Incandescent Lamps, Fluorescent Lamps, Fixtures and Accessories, Sylvania Radio Tubes

THOUSANDS HAVE
VISITED HIS FAMOUS
FOOT CLINICS



AND NOW
DR. LOCKE'S AMAZING
FOOT KNOWLEDGE



IS BUILT
INTO COMFORTING
DR. M. W. LOCKE
SHOES



FOR MEN WOMEN & CHILDREN

THESE UNIQUE SHOES bring you—and your children—the comfort principles developed by Dr. M. W. Locke in treating thousands of foot sufferers at his celebrated Canadian clinic. They assist the bones and muscles of the foot to function normally—and thus bring not only relief but eventual release from foot aches. See how they can help you! For serious foot ills, consult your foot specialist. But visit your authorized Dr. Locke dealer now.

DR. M. W. LOCKE SHOES

Mail Coupon for FREE Style Books!

Lockwood Shoe Corporation, of America, Inc.
40 W. Main St., Columbus, Ohio
I am interested in Dr. M. W. Locke Shoes for
Men ☐; for Women ☐; for Children ☐. Please
send me a free copy of the booklets checked.

Name _____
Street _____
City _____ State _____

ARMY & NAVY

TRANSPORT

Worldwide Air Freight

Biggest single war problem of the United Nations is transportation. The problem was tough when the first Lend-Lease shipments made the 3,900-mile trip to Britain, got tougher when the supply lines stretched 5,000 miles to Russia and Africa, reached the limits of toughness when the Far East blew up, 10,000 miles away. To serve all these routes there is only a thin line of

fatal accidents. It dovetailed so well with the R.A.F.'s transatlantic-ferry service that last fall as many as 38 bombers a day took off for Britain. The record: hundreds of planes delivered, three lost.

The Atlantic. Thus started, A.F.F.C. mushroomed, soon ferried hundreds of planes over the South Atlantic to Africa; over the Pacific to U.S. outposts, to China, the Dutch East Indies and Australia. The U.S.-Africa run was started only four months ago by veteran over-water flyers



Otto Hagel, Hansel Mieth
AIRLINES' SMITH, AIR CORPS' GEORGE
Airlines were stripped so that war freight could zip.



Thomas D. McAvoy

poky, fat-bellied ships—a line that gets thinner as the routes get longer and enemy subs sock home their war heads.

Coming up fast is an astonishing solution: the airplane, not as a flashy offensive weapon, but as a plain, hard-working, jack-of-all-transport. Such air transports drummed the skies of the world last week, their hulls loaded with the seeds of offensives to come.

Last week lean, weather-beaten Colonel Harold Lee ("Bombardment") George, 48, replaced Brigadier General Bob Olds as chief of the U.S. Air Force Ferrying Command. Bombardment George's job is a lulu: he is responsible for the transport of all planes from U.S. factory lines to the place of use, whether in the U.S. or at front lines in Europe, Africa, Asia and Australia. He must cram all possible men, equipment and supplies into every outgoing plane, must find and train pilots on the side.

The ferrying service was set up last June to ferry big-&-little bombers from West Coast factories to Montreal and Florida jump-off places. Through November the service used 300 school-fresh pilots, got 1,000-plus planes East, with only two

—mostly from Pan American Airways. Planes now take off from Florida, hop-skip across the West Indies to steaming Brazilian airports, then jump 1,700 miles to Africa's wild & woolly Gold Coast.

The South Atlantic beat is no cinch. Squalls and typhoons range the African coast. All planes are 3,500-6,000 lb. overloaded (extra gas, rations, war goods) at take-off. Most African airports are still under construction—nothing to help a three-point landing. Even so, the loss record is good: about 5% at first, a bare 1% now.

To do this kind of flying takes resourceful, air-wise pilots. A.F.F.C. has them. South Atlantic ferry pilots, a poker-playing, cocksure crowd, came from U.S. airlines, the Army Air Corps, from dogfights over Spain and China. Mostly poor, civilian pilots make up to \$1,000 monthly for what they call easy work. Like all good pilots, they love their planes—in Brazil sleep in jerry-built airport shacks to guard against sabotage. But the planes get wrecked in Africa anyway; one-third of the first 18 ferry-delivered ships were damaged within a few days after delivery.

The Pacific. Across the Pacific, A.F.F.C.

How
\$105
put a man to work
building a
BATTLESHIP



IN ONE of the country's shipyards today, a certain skilled welder is plying an electrode holder. Like thousands of other workers he is doing his part to win the war by helping to build a battleship. But this particular worker wouldn't have been there had it not been for a loan of \$105.

Three months ago this man didn't know a welding tool from a capstan bar . . . nor did he have any other skill or training useful to America's war effort. For years he had been an automobile salesman, a job which, as could even then be seen, was soon to be cancelled-out in Industry's change-over to war production.

A "War Change-Over" Loan of \$105 for tuition, obtained from the *Personal* Finance Company office in his community, put the salesman through a technical training course in welding . . . and into the shipyard.

This is one of thousands of cases in which *Personal* Finance Company—through special loans of \$10 to \$300 to Defense Workers—is quietly making an important day-to-day contribution to the production capacity and civilian morale vital to America's victory. For example:

Personal loans are paying the cost of moving hundreds of families from city to city—from idle communities to defense work areas . . . and housing them after they get there.

Personal loans are paying for the tools and equipment which workers are now using on hundreds of defense jobs.

Personal loans are paying for the medical service and dental work that are giving workers the good health needed for their jobs.

Personal loans are aiding civilian morale by enabling defense workers to consolidate and pay-off debts before starting on the new job . . . thus freeing their minds for all-out effort.

★ ★ ★

Through these and scores of other ways, *Personal* loans are doing their share on every defense front throughout the nation. The *Personal* Finance Company Manager is co-operating in the common cause of all Americans . . . to help, insofar as each is able, to speed the winning of the war.

More than 400 *Personal* Finance Company offices from coast to coast, serving the country in Peace-time as in War, last year helped over a million American men and women to solve their financial problems.

Personal
FINANCE COMPANY



The more than 400 *Personal* Finance Company offices are Subsidiaries of Beneficial Industrial Loan Corporation

A Luxurious After Shaving Lotion



It's a real pleasure to use Old Spice After-Shaving Lotion! You will revel in its tingling freshness . . . its clean, tangy scent. This soothing bracer tops off your daily shave with a sense of luxurious comfort and flawless grooming.

The handsome, sprinkler-top pottery containers are decorated with authentic reproductions of historic early American trading ships.

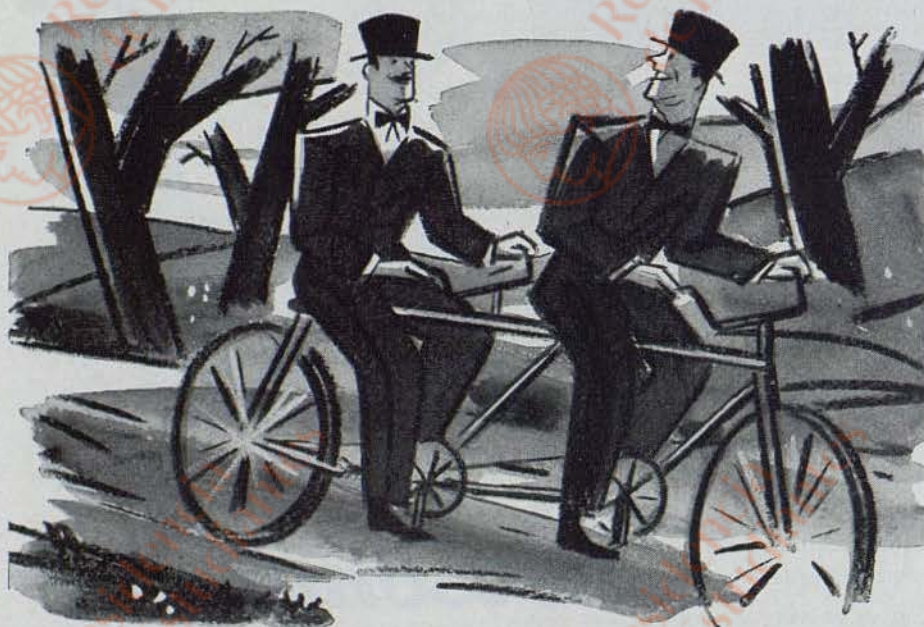
Old Spice After-Shaving Lotion, Shave Soap (in pottery mug), Shave Cream, Talcum, Bath Soap, and Cologne may be purchased individually. Also, attractive combination gift sets . . . \$1.75 to \$5.00.

After-Shaving Lotion—4 oz., \$1.00 8 oz., \$1.75

A SHULTON ORIGINAL

*Trade Mark Reg. U. S. Pat. Off. • SHULTON, Inc. • 630 Fifth Ave., New York, N. Y.

Metropolitan Moments by Jaro Fabry



**"Remember . . . if I get there before you, I win
the Old Fashioned made with Calvert Reserve"**

The safest bet for better Old Fashioneds is Calvert Reserve. For this extra-luxury whiskey has the happy faculty of *blending with*—rather than overpowering—the other ingredients in mixed drinks. And its unique "soft" flavor is an added delight. By all odds, make your next Old Fashioned with Calvert Reserve . . . "the choicest you can drink or serve".

Calvert Distillers Corp., N. Y. C. Blended Whiskey: 86.8 Proof—65% Grain Neutral Spirits.

ferries with the help of Consolidated Aircraft's newly formed Consair, partly staffed by crack Pan-Am pilots.

This service, even newer than the South Atlantic run, is very hush-hush. Some details are known. Only planes on the run are huge four-engined jobs like Boeing Flying Fortresses, Consolidated Liberators. Regular destination is Australia, although some planes probably go on to China and India. Unlike the South Atlantic ferries—where gas is most of the load—transpacific planes are real air freighters, carry guns, ammunition and repair parts to the fighting front. The run is marvelously fast: only a few days to Australia v. 28 to 35 days by convoyed freighter.

The U. S. A. F. F. C. also has a whale of a job in the U. S. itself. Besides ferrying planes to jumping-off points, it must transport troops, carry military air freight, find or train pilots for over-water runs. As the job grew greater, it needed more management manpower. The Air Corps Chief, General H. H. ("Hap") Arnold, looked around for a helper, last week tapped tall, drawing Cyrus Rowlett Smith, American Airlines president, for the job. "C.R.," an ace airline executive, pushed American to the top of the domestic airline heap.

Airman Smith (soon to be commissioned) needed planes for air freight. At week's end the Army requisitioned 25% of all U. S. airline equipment—85 to 100 planes. Some 120-odd ships had already been requisitioned by the Government. Thus U. S. airlines are left with only 250-260 transports, not nearly enough to carry 1942's record-breaking traffic.

Civilian travel will be slower, but the U. S. war program will travel faster. After their silver feathers have been painted Army grey, the newly requisitioned ships will go to Army airfields, ready to transport officers, soldiers or war-rushed Federal bigwigs. But the new planes will mainly serve the Army as a freight pickup and delivery service.

The Future. Whatever the airplane does to speed the U. S. war program now is only a flyspeck on the future. Last week aggressive, farsighted Glenn L. Martin, who 29 years ago helped the Army with its first bombardment experiment, and who has specialized in making giant multi-engined airplanes ever since, told engineers in Detroit: "My company already has plans for a 250,000-pound commercial air vessel. . . . Our studies show that no technical considerations limit the size of airplanes. . . . We should be able to build 500,000-lb. airplanes in a very few years."

Even to such hard-boiled dreamers as the aviation engineers, this prediction was a jolt. The world's two biggest planes—the Army's much-touted Douglas B-19 bomber and Martin's own flying boat *Mars*—both tip the scales at 140,000 lb. Any plane two or three times this size would be an almost incredible weapon. As a bomber it could fly from the U. S. to Berlin with 75-125 tons of bombs tucked in its belly, still have plenty of fuel for the return trip. As a transport it could tote 125 fully equipped soldiers, have room for a light 13½-ton tank to boot.

Newly promoted Bombardment George

might wish he had planes like Martin's dreamboats. But he was doing pretty well. His A.F.F.C. was only ten months old, but already bigger than all 17 privately owned U.S. airlines combined. And by 1943—when U.S. factories will be pounding out 125,000 planes annually—the A.F.F.C. will be far bigger than all the world's airlines put together.

NAVY

Negroes to the Sea

The Navy's 20-year ban against Negroes for anything but the Messman Branch was lifted last week.

The announcement was no surprise. The deal got a boost on Dec. 7 when heroic Doris Miller, Negro messman aboard the Pearl-Harbored *Arizona*, manned a machine gun, blasted away at Jap planes until his ammunition ran out. The idea speeded up when Joe Louis handed \$89,000 fight proceeds to Navy Relief, was practically clinched when Wendell Willkie urged the Navy to drop its anti-Negro rule.

Under the new ruling, Negroes will get the same physical and mental entrance exams as everyone else, can apply for ratings in the Navy, Marine Corps or Coast Guard. Most likely assignments will be special shore duty units, Navy yard or construction work. Later on, small boats will get all-Negro crews—and some day the U.S. may have all-Negro destroyers (but with white commissioned officers).

U.S. Negroes, at first, were delighted. When they took another look, they began screaming "Nazi attitude," "insult," "a definite straddle." The reason was plain as a battleship: new rule or no, Negroes still cannot rise above a noncom, still must train and serve in segregated groups.

Little Stinker

She looked wrong. In many respects she had proved unpractical. Now the odd-shaped *Sea Otter* rocked at her mooring in Charleston Harbor, gathering rust. Shipbuilders, sick of hearing about her, sighed: "That stinker." But during her short career she had plowed up a wake which still boiled last week. She had become an "affair."

Last summer, sold on the idea that the 250-ft., 2,240-ton "tin can" might be the answer to the submarine menace, impressed by the performance of an 80-ft. model, Franklin Roosevelt and Navy Secretary Knox decided to have a full-sized *Otter* built, try her out. Mr. Knox ordered his special assistant, Joseph W. Powell, former president of United Shipyards, to go to work.

Quickly built, the *Otter* had her first trials. "Very satisfactory," chuffed Secretary Knox. People began to believe that whole shoals of *Sea Otters* would shortly squirt out of U.S. shipyards, start bobbing across the Atlantic in schools. But nothing happened. Two months ago Mr. Knox finally admitted the idea was dead.

This was the signal for a more than routine uproar. Columnists, Congressmen and *Otter*-lovers wanted to know why. A Senate investigating committee took a

NAVY ANNOUNCEMENT TO COLLEGE FRESHMEN AND SOPHOMORES 17^{THRU} 19

... and High School Grads who are planning to go to college

You want to serve your country! Why not serve where your college training will do the most good? Under the Navy's newest plan, you can enlist now and continue in college. If you make a good record, you may qualify within two years to become a Naval Officer—on the sea or in the air.

Who may qualify

If you are between the ages of 17 and 19 inclusive and can meet Navy physical standards, you can enlist now as an Apprentice Seaman. You will be in the Navy. But until you have finished two calendar years, you will remain in college, taking regular college courses. Your studies will emphasize mathematics, physics and physical training.

After you have successfully completed 1½ calendar years of work, you will be given an examination prepared by the Navy. This examination is competitive—designed to select the best men for training as Naval Officers.

How to become an Officer

If you rank sufficiently high in the examination and can meet the necessary physical standards, you will have your choice of two courses—each leading to an officer's commission:

1. *You may volunteer for training as an Aviation Officer.* In this case you will be permitted to finish at least the second calendar year of college work, after which you will be ordered to active duty for training to become an officer-pilot.

2. *Or you will be selected for training as a Deck or Engineering Officer.* In this case you will be allowed to continue your college work until you have received your degree. After graduation you will be ordered to active



duty for training to become a Deck or Engineering Officer.

If you do not qualify for special officer's training, you will be allowed to finish the second calendar year of college, after which you will be ordered to active duty at a Naval Training Station as Apprentice Seaman.

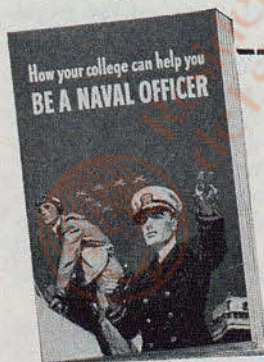
Those who fail to pass their college work at any time may be ordered to active duty at once as Apprentice Seamen.

Your pay starts with active duty.

Here's your chance to enlist in your country's service now without giving up your college training... a chance to prove by that same training that you are qualified to be an officer in the United States Navy.

DON'T WAIT... ACT TODAY

1. Take this announcement to the Dean of your college.
2. Or go to the nearest Navy Recruiting Station.
3. Or mail coupon below for FREE BOOK giving full details.



U. S. Navy Recruiting Bureau, Div. V-1
30th Street and 3rd Avenue, Brooklyn, N. Y.

Please send me your free book on the Navy Officer Training plan for college freshmen and sophomores. I am a student ☐, a parent of a student ☐ who is _____ years old attending _____ College at _____.

Name _____

Street _____

City & State _____

**NO CHANGE IN MINIMUM
Price Level!**

Since 1939, The Lexington has maintained the same minimum rate. Now, as before, more than one-half the total number of rooms in the entire hotel (505) are priced at \$4... all outside with combination tub and shower, circulating ice-water, full-length mirror, four-station radio. Double rooms from \$5.50. "New York's Friendly Hotel."

Hotel Lexington
Charles E. Rochester, Vice-Pres. & Mng. Dir.
LEXINGTON AVE., AT 48TH ST., N. Y. C.

Relaxation?



Recreation?



**...YOU AND YOURS
WILL FIND IT HERE**

Where the climate is cool, the atmosphere serene; and where you can do what you want to do most... Get rid of "tension"—accept the bid to Come to New Hampshire, *this year!*



FREE Beautiful 32-page Vacation Booklet of your vacation-to-come in New Hampshire. Write, STATE PLANNING & DEVELOPMENT COMMISSION, 110 Capitol St., Concord, N. H.

**Come to
NEW HAMPSHIRE**

look, trumpeted: the vessel had not had a full and fair trial; Navy and Maritime Commission officials (Powell, Rear Admiral Emory Land) had been hostile to the sponsors and their idea; obstacles had been deliberately put in the way. Mrs. Walter Lippmann and her good friend Eleanor Roosevelt carried on a vigorous backstage campaign. Mrs. Lippmann's husband thundered that the Maritime Commission was waterlogged with ancient prejudices. "What happened to the *Sea Otter*... is proof positive, I submit, that no really new invention... is likely to be welcomed and given a proper test."

"**Flaming Coffins.**" What had happened to the *Sea Otter*? Navy and Maritime Commission men, British agents had attended her trials. But their reports were not made public. This was the main reason that the *Sea Otter* became an "affair." For more than a week, a lengthy press release on the subject had lain unreleased on the desk of glum Mr. Knox. Said Mr. Powell ruefully: "I thought this *Sea Otter* thing was too small and unimportant to bother about after we had made our decision." The decision: thumbs down. Some of the reasons, from official files:

► In a 30-mile wind and five-foot waves,

her 16 gasoline engines. Experts figured she might have to carry from six to ten extra engines as spares. Gasoline as fuel was not only extremely hazardous ("flaming coffins," one critic dubbed the *Otter*), but more expensive and difficult to get than other fuels.

► The cargo capacity of the ship was too small to justify the expense.

Last week, more to quiet the rumpus than anything, President Roosevelt gave the *Otter's* indignant backers (Weaver Associates, W. Starling Burgess, designer of the America's Cup defenders *Enterprise* and *Ranger*, Commander Hamilton Bryan, U.S. Navy, et al.) \$20,000 to try again, work over their design. Their point: the *Otter* was only experimental, was never intended to be a frozen design. To meet some of the objections, Bryan and Burgess proposed to increase the *Otter's* cargo space, move her engines to the stern, substitute 150-h.p. diesel engines for gasoline-fueled Chryslers. But where Chrysler engines could have been procured in quantity, 150-h.p. diesels were hard to come by. Critics pointed out that, if all objections were met, the *Sea Otter* would probably end up as just an undersized cargo ship of orthodox design.



Elmer Trumble

"SEA OTTER"

Messrs. Roosevelt and Knox were disappointed.

the little *Otter* had rolled as much as 38 degrees—enough to convince passengers, clinging desperately to handholds, that only tough, trained "destroyer crews" could ever sail in her, and then only under compulsion. Almost twice as many men would be required to operate her, per ton of cargo carried, as a conventional merchantman.

► Her maneuverability was excellent except going astern. After one trial run it took a Navy tug an hour of backing & filling to get her into dock.

► Her shallow draft (11 ft.) was a feature. But her four propellers, sticking out under her bottom on vertical shafts, like outboard motors, increased her actual draft to 17 ft.

► Though she made 10.6 knots with a load corresponding to about 1,300 tons of cargo, the conventional Maritime Liberty Ships made 9.75 knots on the same power while carrying seven times as much.

► Use of readily obtainable narrow-strip mill steel in her hull was no longer an exclusive advantage. Ships of conventional design had been adapted to the use of narrow strip too.

► After only some 150 hours' use, there was possible evidence of deterioration in

ARMY & NAVY

Soldiers to Congress?

Wets used to claim that Prohibition was something the women put over on the boys while they were in the armed forces and unable to vote; only 20 States arranged for soldiers to vote in 1918 elections. But this year U.S. soldiers may not only vote,* they may even run for office. The War Department ruled that selectees, National Guardsmen and reservists could take part in elections, up to & including getting elected, if it does not interfere with their military duties.

Early Senatorial candidates: Reserve Captain Henry Cabot Lodge Jr. of Massachusetts, now on "tour of duty" with the Army, who will conduct his autumn campaign in uniform; Lieut. Colonel Charles R. Dawley (Rep., Montana), now in Australia, who announced his candidacy for Senator James E. Murray's seat. Meanwhile Garfield, N.J. was in a turmoil. Mayor John M. Gabriel, a second lieutenant at Fort Eustis, Va., is trying to run the town by airmail.

* States which have yet to arrange for absentee soldier-& sailor voting are: Florida, Kentucky, Louisiana, Mississippi, New Mexico.



NEWS... *but not New*

— Fortunately for U. S. war economy,
the trend to *Glassed Products*
started years ago . . .

War has made glass and other packaging materials *news*. But most glassed products *are not new* . . . to you or to retailers.

Fortunately for America, the trend to glass started years ago. *Fortunately*, because today many manufacturers already have the experience and equipment necessary for packing foods, pharmaceuticals, vitamin products and other necessities in glass containers.

BEFORE DECEMBER 7, 1941, you may not have noticed how many products were packed in glass . . . a large number in our Duraglas* containers. Eight years ago, coffee vacuum-packed in resealable glass jars came on the market. Vegetables, fruits and baby foods have been increasingly packed in glass for many years. Syrups, juices and numerous other products have been glassed for years.



TODAY, you are more conscious of glass packages because you see so many of them. Glass *is* doing an all-out job of packaging countless necessities for the armed forces and civilians.

AFTER VICTORY . . . the trend to glass will continue. Our Duraglas technique has made glass containers practical for many new uses. Glass, together with plastics and metal containers (which we also make), will give post-war America even better packages . . . more useful, convenient, economical.

**Duraglas, the improved technique
in glassmaking*

OWENS-ILLINOIS

Packaging Service

Owens-Illinois Glass Company, Toledo • Owens-Illinois Can Company, Toledo
Libbey Glass Company, Toledo • Owens-Illinois Pacific Coast Company, San Francisco



What lies beyond the farthest star?

Is that great dark mass the edge of the universe? No, it's only a milepost along the road. You're looking through the 100-inch telescope of Mt. Wilson Observatory, and that is the dark nebula called "Horse's Head," in Orion. Figuratively speaking, it's in our back yard. It's only fifteen hundred light-years away. What lies beyond it? . . .

Research is seeking to know. Taking billion-mile strides from the known into the unknown . . . from a familiar bright star to a faint unknown one. Reaching out . . .

This methodical progression from the known to the unknown is the way of all research . . . in industry, as well as in the higher sciences. Just as the telescope's field broadens as it reaches farther out, so industrial research is widening its scope. Thirty years ago, plastics were

virtually unknown. Since that time, chemical research has created materials that never existed before. As each new BAKELITE Plastic has flashed into being, it has, in itself, brought new possibilities . . . and, in combination with other "knowns," has unfolded whole new fields of usefulness.

Where is the edge of this BAKELITE Plastics universe? No one knows. We do know that, at the speed at which it is expanding, scarcely a week goes by that a new use or property is not found, an existing BAKELITE Plastic improved, or a new one developed.

The unusual properties of BAKELITE Plastics have created a heavy demand to meet the nation's needs. Although this demand has increasingly limited non-defense applications, it has further increased the pace of BAKELITE Plastics

research, and has broadened its field.

We suggest that designers and production engineers, now playing a vital part in defense and other essential work, get acquainted with BAKELITE Plastics. Write for booklets which describe the many types of plastics now serving the needs of strategic industries.

BAKELITE CORPORATION
Unit of Union Carbide and Carbon Corporation



30 EAST 42ND STREET, NEW YORK



MUSIC

Jazz at 5:30

It is about time that lovers of hot music had a chance to listen to it in comfortable seats, without getting sinus trouble, and free from the compulsion to get funky with cut whisky at speakeasy prices.

So wrote an avid amateur jazz musician, Paul Smith, in a Manhattan jazz concert program note a month ago. Last week Manhattanites had their fourth chance of the season to hear jazz—authentic, impromptu jazz—in the plush seats of Town Hall.

On the stage were some of the greatest of jazz improvisers: gaunt, lean-fingered "Pee Wee" Russell, famed for his hoarse clarinet tones; bobbing, supple-wristed

Phonograph companies have practically stopped issuing hot jazz records. If jazz could be given the needle, Guitarist Condon was the man to do it. An oldtime member of Chicago's Austin High gang, he organized bands for the first great jazz records of the Chicago school in 1927. Ever since he has been a catalyst of jazz, who never takes a chorus himself.

Last week's slim audience didn't bother Eddie Condon. Nor did it discourage his backer, bespectacled Ernest Anderson, onetime adman and CBS executive. For next season he has arranged eleven bi-weekly Town Hall jazz concerts for Eddie Condon, with more possibly to come, at the same unseasonal (for jazz) hour as last week's: 5:30 p.m.



EDDIE CONDON & THE BOYS*
Nobody got sinus or cut whiskey.

Vern-Switt

Zutty Singleton and round-faced "Kansas," ace Negro drummers; Trombonists Benny Morton and Jay C. Higginbotham; bright-eyed "Hot Lips" Page and tiny Max Kaminsky; Bassist Billy Taylor; James P. Johnson, veteran Negro hot pianist. Twelve in all took turns. Unceremonious master of ceremonies was assertive, sharp-jawed Eddie Condon, who did what leading was done while he strummed his guitar.

What the concert aimed to do was to revivify a form of popular music which had lately become much less popular. In the 1920s, when jazz flourished in Chicago, there used to be great jam sessions in hot-spots after closing time. By 1936 hot jazz had weaned a commercially successful but adulterated form of itself: swing. Today, it is commercial swing and the smooth, symphonic arrangements of name bands that make big money and attract jitterbugs.

With Fife & Drum

Tin Pan Alley was still grinding its own powder for the war this week, but mostly its powder looked and smelled like corn meal:

► Some of the song titles: *Our Glorious America, Defend Your Country, There's Millions of Yankees On Their Way, Buckle Down Buck Private.*

► The flock of MacArthur songs still poured out. Among them: *Here's To You, MacArthur; Hats Off to MacArthur, We've Got a Wonder Down Under.* What sounded the most sincere and tuneful: *Fightin' Doug MacArthur.*

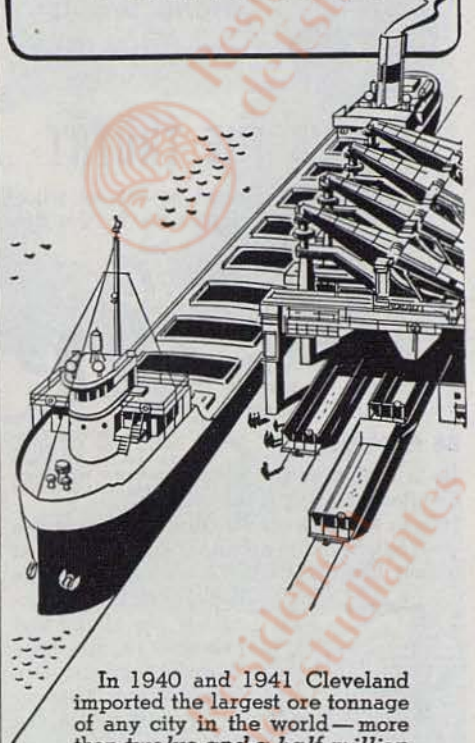
► Lyric Writer Bud Green had a new twist, but little else, in his *On the Old Assembly Line*, to Ray Henderson's music. End of the chorus:

* Billy Taylor, Condon, "Pee Wee" Russell, Jay C. Higginbotham, Zutty Singleton.

WHAT CITY

receives the

WORLD'S LARGEST ORE TONNAGE?



In 1940 and 1941 Cleveland imported the largest ore tonnage of any city in the world—more than twelve and a half million tons last year. Every indication points to a still greater tonnage for 1942.

And Cleveland's great steel mills are roaring day and night—converting mountains of ore into muscles of steel for Uncle Sam.

In steel—as in aircraft parts, machine tools, and many another vital war industry—Greater Cleveland stands in the forefront of America's victory drive.

As for fifty years past, Central National Bank is closely identified with Cleveland's industrial effort. Such "on-the-ground" contact may be of value to your business. We welcome inquiries.



CENTRAL NATIONAL BANK

of Cleveland

MEMBER FEDERAL DEPOSIT
INSURANCE CORPORATION

DON'T FOOL Yourself About TIRE SAVING!



Proper inflation,
rotation and
careful driving
alone won't
save your tires

HERE'S THE TRUTH!

Nothing is so important as correct wheel alignment and wheel balance to tire life. Without them 50% of the life of your tires can be wasted regardless of all the other things you do to save tires! It affects your steering too, makes your car unsafe to drive!



You're Driving Sideways over 1 1/2 Miles in every hundred when your wheels are only 1/8 inch out of line!

BE PATRIOTIC

Be a real tire saver! Get Bear Steering Tests twice a year. Don't wait until excessive tire wear tells you that misaligned and unbalanced wheels have scuffed and pounded the life out of your tires. When wheels are aligned and balanced on the Bear Wheel Aliner and Dynamic Wheel Balancer . . . you'll notice the difference in extra safety . . . in the way your car steers and takes the turns . . . and you'll be adding many, many thousands of miles to the life of your tires.



You've got a DEMON that pounds the life out of your tires even when they're out of balance by only a few ounces! For as your wheels revolve at normal speeds, the few ounces grow to pounds which cause the tire to hit the pavement with terrific force.

For your FREE "Tire Saver's Manual"

telling how to get thousands of extra miles from your tires, write Bear Mfg. Co., Dept. T, Rock Island, Ill. Copyright, 1942, Bear Mfg. Co.



DRIVE TO YOUR NEIGHBORHOOD



LOOK FOR THE SIGN OF THE BEAR

When the overalls combine with the mighty dollar sign,
There'll be miles and miles of American smiles from the factory to the mine,
On the old assembly line.*

Outsiders were hard at it, too. Cinemactor Gene Lockhart, celebrating a Navy Chaplain's now-famed words during the attack on Pearl Harbor, wrote a "fighting hymn," *Praise the Lord and Pass the Ammunition*. General Manager Kent Cooper of the Associated Press tapped out *America Needs You*. *Citizens Song* had words by Louis Conyers (pen name of Mrs. Junius Spencer Morgan, daughter-in-law of John Pierpont Morgan).

No 1942 songwriter had as yet pulled as fast a one as John Golden did in *World War I*. His *Fall In Line For Your Motherland* (1916) had "lyrics by Woodrow Wilson." Ingenious John Golden had picked phrases from President Wilson's speeches, welded them into twelve stanzas, had then got the President's permission to put his name on the cover.

Schuman, No Kin

The contest, held by a musicians' committee "to aid Spanish democracy," was over. The prize had gone to a young, unknown composer, William Schuman, for his *Second Symphony*. But the promised publication and performance never materialized. One of the sympathetic judges, genial, large-nosed Composer Aaron Copland, sent Schuman a post card, "Why don't you send your score to Serge Koussevitzky?" He did, and within a week got a letter from Koussevitzky asking for the parts. A performance followed that fall. Since then Koussevitzky has championed William Schuman's music. The Boston Symphony introduced his *Third Symphony* last October. The Clevelanders gave his *Fourth* its premiere in January. When the *Fourth* reached Manhattan last week, Musicritic Virgil Thomson found in it "an agreeable kind of boisterousness . . . that should be fun to dance to."

No kin to the great German romanticist, Robert Schuman, Composer William Schuman is a forthright Manhattan-born Yankee. Son of a lithographer, he started his career as a Tin-Pan-Alley composer, collaborating with Frank Loesser in such gems as *In Love With the Memory of You*. Now he teaches composition and leads chorus at Sarah Lawrence College.

Most-played of his orchestral works is the *American Festival Overture*, written for Koussevitzky in 1939, and based on a boys' street call "wee-awk-ee" (meaning "c'mon over"). This month the *Overture* is out on a record (National Symphony Orchestra conducted by Hans Kindler; Victor). The first major example of Schuman's music on disks, it is a lusty, cleanly written, skin-deep score. No atonalist, William Schuman composes with independent spirit, says of his music, "For better or worse, it sounds the way I want it to."

Other symphonic records of the month: *Brahms: Symphony No. 2* (London Philharmonic Orchestra conducted by Felix Weingartner; Columbia; 10 sides). Brahms's soaring architecture traced with

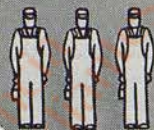
* Copyright 1942 by Green Bros. & Knight Inc.



ONE MAN DOES THE WORK
OF 3 WHEN YOU USE

NITROSE

The
Corrosion-
Resisting Coating
for Industrial Use



No preparatory work, no second coat needed. Saves up to 70% on application costs. Gives complete protection of metal surfaces against corrosion from weather, water, alkalis, acid fumes, and high temperatures. Successfully used for a quarter century in all types of industry here and abroad. Available in 55, 30 and 5 gallon containers in black only. Write, on your letterhead, for timely edition of the NITROSE FACT BOOK — no obligation.

Manufacturers' Agents in Western New York, Indiana, Southern Ohio, Wisconsin, Southern Texas, Louisiana, and Alabama are invited to write for details of the Nitroze Sales Plan.

THE NITROSE CO., Inc., Peoria, Illinois



● YOUR FIRST PIPE

You're headed for a lifetime of smoking enjoyment—if your first pipe's a KIRSTEN . . . no tongue bite—a cool, clean smoke—savings in tobacco cost will pay for it. Start pipe-smoking with a KIRSTEN—\$5 to \$10.

(Slightly higher in Canada)

KIRSTEN PIPE CO., Dept. 24
3129 Western Ave., Seattle, Wash.
In Canada: 425 Howe St., Vancouver, B. C.

"Radiator" pre-cools smoke, condenses and traps oils and tars



● AT GOOD DEALERS EVERYWHERE ●

unerring mastery by the famed conductor, who is now the first to have recorded all the Beethoven and Brahms symphonies.

Vivaldi: Concerto Grosso in D Minor (Boston Symphony conducted by Serge Koussevitzky; Victor; 3 sides). Eleventh, and most familiar, of the dozen "harmonious raptures" of the red-bearded Venetian priest whose music Bach so often transcribed, recorded (before Boss Petrillo's ban) by the Boston Symphony's matchless strings, with some wood-wind help.

Brahms: Trio No. 1, in B Major (Artur Rubinstein, piano; Jascha Heifetz, violin; Emanuel Feuermann, cello; Victor 8 sides). Three great artists, tops in their fields, submerged their prima donna instincts late last summer in Victor's Hollywood studios to breathe rich new life into an old trio.

Kern: Show Boat: Scenario for Orchestra (Cleveland Orchestra conducted by Artur Rodzinski; Columbia; 6 sides). The *Show Boat* tunes, some of the bravest in U.S. operetta, were dressed up last year by their composer in symphonic finery at the persuasion of Conductor Rodzinski. The resulting potpourri is lush, places Jerome Kern no whit nearer Beethoven as a symphonist, but Rodzinski's silky performance makes even more apparent Kern's Schubertian gift for melody.

Songs of Vienna (Lotte Lehmann, soprano; Columbia; 6 sides). Mistress of lieder, opera star, novelist, Lotte Lehmann shows another facet of her versatile genius in her intimate heartfelt singing of these light nostalgic songs of Europe's onetime musical capital.

POPULAR

Moanin' Low (Lena Horne; Victor; 8 sides). Old favorites, such as *Stormy Weather*, *The Man I Love*, sung sensationally by the soulful Negro torchsinger, lately of Manhattan's Café Society, now in Hollywood.

Waller on the Ivories (Thomas "Fats" Waller; Victor; 8 sides). First album anthology of Waller's piano recordings, from *Handful of Keys* (1929) to Hoagy Carmichael's *Rockin' Chair* (1941). No clowning, no singing, not quite the care-free honky-tonk mood, but high-powered, sure-fingered work.

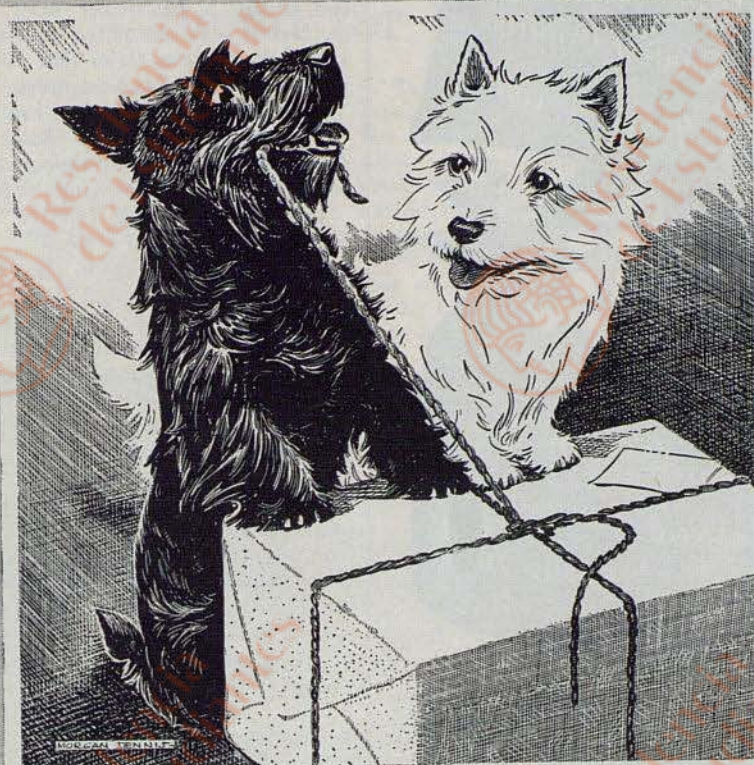
Folk Songs of the U.S.S.R. (Red Army Chorus, Pyatnitsky Chorus, soloists; Key-note; 8 sides). Some of the deep feeling, childish simplicity and vein of fatalism of the Russian people shines through these well-chosen songs, which include *Stepan Razin*, tale of the Slavic Robin Hood. But the recordings, made in the U.S.S.R., are fuzzily inadequate.

Hesitating Blues (Muggsy Spanier and his Ragtimers; Decca). Compelling blues rhythms and rough, torrid blowing from an eight-man combination. Spanier, long venerated in the hot-jazz world, lately smashed attendance records at Manhattan's Arcadia Ballroom, now rates as a name-bander.

Moonlight Cocktail (Glenn Miller; Bluebird; Bing Crosby; Decca). Smoothest dance version, best vocal, of the rollingly rhythmic song now at the top in sheet-music sales.

TIME, April 20, 1942

Just for satisfaction



Blackie: "I'll never be satisfied until I open this case, Whitey."

Whitey: "You're no different from anybody else who gets a case of Black & White, Blackie."

• It's the fine Character of Black & White that gives you such complete satisfaction. The flavor is magnificent. The bouquet, delightful. And every drop is so smooth, so mellow. For dependable enjoyment — ask for Black & White.




"BLACK & WHITE"

The Scotch with Character

BLENDING SCOTCH WHISKY • 86.8 PROOF

THE FLEISCHMANN DISTILLING CORPORATION, NEW YORK, N. Y. • SOLE DISTRIBUTORS

In 1661
Parliament Assumed
Quality-Control
of Jamaica Rums




Three Years later
"New Amsterdam"
became New York

The Parliament-supervised development of Jamaica's mellow, golden rums began 281 years ago—a decade before South Carolina's "ancient Charleston" was founded—19 years before William Penn settled Pennsylvania—20 years before La Salle claimed Louisiana for the French!

Today these great rums of Britain's Empire are freely accorded the rank of World's Finest. The slow, natural, "made by hand" process, evolved over centuries, has given them a distinctive, delicate, utterly inimitable flavour—a richness and bouquet "born to blend" with unique subtlety. Try your favorite highball, cocktail or punch using one of the light or heavy bodied Jamaica brands next time. Savour a flavour that's entirely unlike any other! Be sure to specify

Jamaica Rums



Try these favorite recipes which the Jamaicans themselves endorse:

JAMAICA COLLINS Mix 1/3 jigger lemon or lime juice, 2/3 jigger sugar or syrup, 1 jigger Jamaica Rum. Add plenty of cracked ice. Fill with soda and serve.

JAMAICA "OLD FASHIONED" 1 lump sugar or teaspoon of syrup in Old Fashioned glass. Add 3 or 4 dashes Angostura Bitters, 1 or 2 cubes ice, twist of lemon peel or slice of lemon. Add 1 jigger Jamaica Rum, splash of soda, and stir well.

THE SUGAR MANUFACTURERS' ASSN. (OF JAMAICA) LTD., KINGSTON, JAMAICA, B.W.I.

Oldsters in Shorts

Two journalistic ancients are trying a rejuvenation method which, before war's end, many a newspaper may try. The method is also calculated to cut costs—but both of them claim that cost-cutting is not their object. Last week the New York Post, oldest in Manhattan (founded 1801), turned tabloid. And Denver's Rocky Mountain News announced that it would make the same change this week.

Dorothy S. Backer (elected publisher in her sick husband's stead a fortnight ago) said the Post made the change because she was impressed, while commuting, with the difficulty readers had in trying to handle a full-sized newspaper. She was able to announce a highly satisfactory result: the Post's 208,000 circulation jumped 30% within a week as a tabloid, passed the 235,625 circulation it had when the Backers bought it from J. David Stern. Publisher Stern pushed his circulation with premiums—from records to reprints of Van Gogh. The Backers, who have poured more than \$1,000,000 into the long-ailing Post, have tried no circulation stunts, have sought to build their circulation on editorial appeal alone. "The Post is a better investment than Dead End, which I helped finance," says Mrs. Backer, "and you know what a good investment that was."

The Rocky Mountain News, which in its wild and woolly youth was sometimes printed on wrapping paper, is the second* Scripps-Howard sheet to adopt a small format. Business Manager Howard William Hailey explains that he had an itch to get hold of the national Sunday supplement Parade, which is syndicated by Mar-

* The other: the Washington Daily News.

shall Field III. The savings the News will make (mostly by dropping its old Sunday magazine and reducing the size of its comic section) will more than pay for Parade.

Although Denver has never had the morning-paper habit, since 1940 the News has managed to up both its daily and Sunday circulation some 5,000. It sells around 44,000 daily now, around 48,000 Sundays. This is a long way from the 158,000 daily circulation of the blatant Denver Post (evening).

With its issue of May 2 the Tiger, Princeton's campus funny magazine, will fold for the duration—as it did in World War I. Reasons: loss of advertising and too much curricular work for students.

Comic Woes

Would the boiler blow Dick Tracy through the roof? Would Joe Palooka best the Nazis? In Venezuela such questions called urgently for an answer. But the ships from New York were slow in coming, and many a Venezuelan newspaper was running short of comic-strip mats. While the comic-strip heroes teetered on various brinks, Venezuelan editors heard with dismay that a ship with a supply of mats had been sent to the bottom by a pigboat.

To many people in Venezuela last week the comic-strip shortage was a sudden reminder that the war was getting to be a serious business.

Stars & Stripes II

The Stars & Stripes, famed paper of World War I's A.E.F., is going to be revived—in England. Following on the heels of the War Department's decision to get out a World War II successor for Stars &



PUBLISHER BACKER & FRIEND
A week smaller made it bigger.

Associated Press

"Son, I've Seen the Blueprints of a *Brighter World* ahead for You"



CAPTAIN W. FLETCHER GRABILL, veteran T. W. A. "Million Mile" pilot, and operations officer for T. W. A.'s Army Reserve Squadron in Kansas City, talks of the future to his son Wilson, who has flown over 30,000 miles.

"I SAW them building army planes for Uncle Sam when I was in Wichita. And the way they're turning them out over there makes you feel mighty good. Our aircraft builders are certainly doing their full share to help America win this war. And they'll be doing just as good a job to help make America a better place to live in when the war is over. For instance, the Cessna Aircraft Company have plans for a Family Car of the Air that's as simple and safe to fly as driving your automobile is now.

"They won't start building this new Cessna Family Car of the Air until this war's over. But when they do, it's going to open up a whole new world of opportunity for your generation. Until they showed me those Cessna blueprints, I hadn't believed much of this talk about people flying their own planes. But I'm certainly convinced now that you'll be travelling all over America in your own Cessna Family Car of the Air as soon as this war is over. And so will everyone else."



You'll Call It Your Family Car of the Air... because you'll learn to fly it as quickly as you'd learn to drive a car. It will be every bit as easy and as safe, only you'll be covering three times the distance, cruising comfortably and naturally along the skyways instead of the highways. And every one of those skyways will be planned and regulated for civilian air traffic as carefully as they are controlled for the airlines now.

It's only natural that Cessna with its 31 year background in aviation should have developed the airplane that everyone can buy and fly. It was an aviation problem that could be answered only by men who have spent their lives developing such aircraft as the Airmaster, three times judged the World's Most Efficient Airplane. And that answer is in the future Cessna, ready to be produced for you as soon as this war is over.



All Out for Victory Now!

Our job today is a 24-hour effort to keep twin-engined Cessnas flying regularly to the U. S. Army Air Corps and the Royal Canadian Air Force. In the past 12 months Cessnas have flown over 50 million miles in bomber training service. Deliveries are well ahead of schedule. And they're going to stay ahead. That's our only job until this war is won.



**Wear Your Wings!
Keep 'Em Flying!**



Yes, wear these wings-with-a-reason! They'll be a handsome, permanent reminder that you're helping to "Keep 'Em Flying." Send 10¢ (coin

or stamps) to Cessna Aircraft Company, Wichita, Kansas. We'll send you a 10¢ Defense Stamp in return...and enclose your wings free, postage paid.

Cessna SYMBOL OF **Aircraftmanship**
FOR THIRTY ONE YEARS

COPR. 1942. CESSNA AIRCRAFT CO.



BY APPOINTMENT
TO H. M.
KING GEORGE VI

VAT 69

In Age and Taste
SCOTCH WHISKY
at its Best!
8 YEARS OLD

"Quality Tells"

86 PROOF

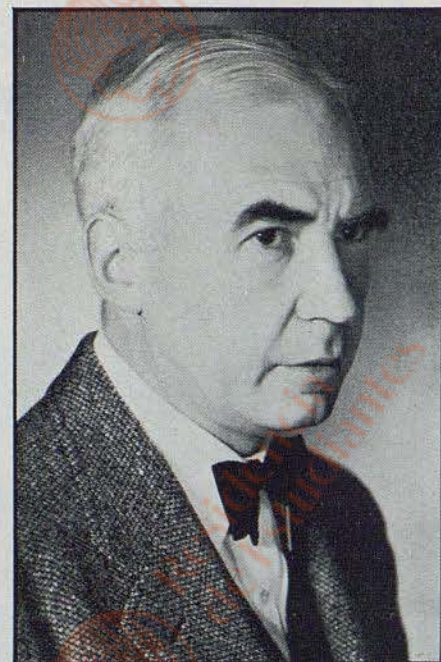
PARK & TILFORD IMPORT CORP., NEW YORK, N. Y.

Stripes under a new name, *Yank*, for distribution to all the scattered A.E.F.s of World War II (TIME, April 13), two Army officers in London announced that they would revive the *Stars & Stripes* for U.S. troops in Britain. Their first number will be Vol. 2, No. 72. Its price: threepence.

More Alphabet

The Administration is going to have another fling at making sense of its patchwork of press and information bureaus. Plans for it were cooking last week. It was a plan of Rooseveltian caliber; and it added more alphabet to the soup.

To cure the confusion of agencies within agencies, and agencies without any connections, working enthusiastically at cross-purposes, a new and better agency would be created. On top of the Coordinator of



ELMER DAVIS

Super chief for the super press bureau?

Information, on top of the information section of the Office for Emergency Management, on top of the Rockefeller Committee, on top of the Office of Facts & Figures, a new office would be set up.

Its probable name: the Office of War Information (OWI). Its job: to supersede the information services of all the others, to act as an issuing office, frankly putting out the stories that the Government wants published.

Most of Washington believed that the President's choice for the job was amiable News Analyst Elmer Davis. An able man, although a peculiar choice for such a job, he had one worthwhile qualification: nobody in Washington has any particular reason for disliking him. But he was said to have refused the job. Mr. Davis said it wasn't so. ("I'm not in the habit of refusing jobs that are not offered to me.")

But Davis or no Davis, rumors or no rumors, plans were in the making for a super press bureau—something that, in the terminology of other countries, might be called a Ministry of Information & Propaganda.

ACTORS' FACES are extra sensitive



"Watch on the Rhine" stars Paul Lukas. He tells us: "Removing make-up makes my face extremely sensitive. But the new Williams lets me shave closely without irritation. Its Lanolin soothes my skin, leaves it feeling soft and pliant."

*—that's why Paul Lukas shaves with Williams,
made with soothing LANOLIN*

IF CLOSE SHAVING makes your skin tender and taut, perhaps *Lanolin* can help you!

Lanolin has long been prescribed by doctors for its ability to soothe and soften the skin. In fact, Lanolin closely resembles the skin's natural oil.

Now blended into Williams Shaving

Cream, Lanolin lets you shave closely without soreness. It soothes your skin, leaves it feeling softer, pliant . . . smoother. Try this new Williams!



Same tube . . .
now contains LANOLIN

MEDICINE

Death of DeLee

"... One of the greatest obstetrical leaders of the country, not only in our time but in all of history." In such words did Chicago's famed Obstetrician Fred Lyman Adair speak of his chief, the late Dr. Joseph Bolivar DeLee (TIME, April 13), at the Second American Congress on Obstetrics and Gynecology last week in St. Louis. The influence of Dr. DeLee was indeed palpable at this meeting.

Dr. DeLee was a pioneer in obstetrical movies. Many of his devoted students who had just come from the Chicago funeral



Associated Press

THE LATE DR. DELEE

For a slip-up, a box of candy.

saw the gentle, goateed, slender man with the dark, alert eyes once again at the Congress—in one of his movies. The film instructed doctors on breech presentation (buttocks or feet first instead of head). Dr. DeLee made 16 such movies, paying half the expense of all of them. He always looked for a pretty blonde mother to take the leading role.

Perhaps those who appreciated him most were the 8,000 women in Chicago's slums whom Dr. DeLee had delivered of babies during his 40-odd years of practice. In 1895, the poor young physician, son of Jewish immigrant parents, scraped together \$500, collected a stove, table, chairs and linen, bought two secondhand beds, and started Chicago's first free maternity dispensary in a \$12-a-month tenement flat.

By the turn of the century his fame had spread and his Lying-in Hospital was endowed by Frederic Adrian Delano, uncle of President Roosevelt. From then on Dr. DeLee alternated between delivering socially prominent mothers at \$2-3,000 a baby, poor mothers for nothing. Today

You never regret this investment

For over four generations—fathers have guided their sons to Johnston & Murphy shoes. This is the most sincere token of appreciation for the fine craftsmanship, style and value that you'll find yourself in J & M shoes.

Every J & M shoe possesses the famous J & M built-in quality. Vamps, tips and quarters are hand-cut and are perfectly matched. Enduring style and lasting wear are assured by hand blocking, precise lasting and rounding. Let your J & M dealer fit you with a pair of J & M shoes. Once you wear them, you'll never be satisfied with shoes of lesser quality. See the new Spring styles now. Write us for the name of your nearest dealer. Johnston & Murphy, 40-54 Lincoln Street, Newark, N. J.

THE
JOHNSTON & MURPHY
SHOE



IN THE END THEY COST YOU LESS

A Lieutenant at Chateau Thierry ... a Colonel *today*



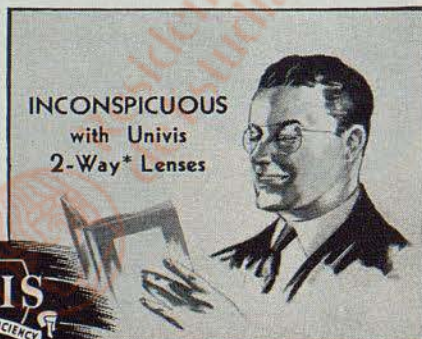
and yet he's
STILL YOUNG
with UNIVIS 2-WAY* LENSES

BEFORE Univis physicists perfected 2-Way* Lenses, men and women who needed eyeglasses with separate focal powers for near and distance vision in the same lens, had to be satisfied with old-style bifocals. And, because these bifocals caused conspicuous, head-tilting mannerisms, many people objected to wearing them.

Univis 2-Way* Lenses overcome these objections by providing an absolutely straight-top "reading" section, that gives *more* reading

area, *exactly where you want it*. And, by eliminating the useless "hump" of old-style bifocals that often caused stumbling, there is a large, unobstructed, useful distance vision area in the main portion of the lens. That's why Univis 2-Way* Lenses help you enjoy the poise and freedom of youthful vision in everything you do. Consult your usual source of eye service for further information regarding Univis 2-Way* Lenses.

Your changing eye requirements make it advisable to have your eyes examined regularly—at least once a year.



*Reg. U. S. Pat. Off.

© 1942 The Univis Lens Co., Dayton, Ohio.

Lying-in Hospital is a \$2,000,000 institution connected with the University of Chicago. In its gleaming delivery rooms, 3,000 babies a year are born.

A skillful surgeon, Dr. DeLee developed the modern, low Caesarean operation. He also campaigned for prophylactic forceps delivery, a method of sparing the mother by using forceps early in a predictable, prolonged labor.

Despite these innovations, Dr. DeLee constantly inveighed against "meddlesome midwifery," always preferred to let nature take its course whenever possible. He was a great advocate of home deliveries. Although some doctors today believe he overstressed this point, his technique is more widely used now than ever before in communities where hospitals are scarce.

Dr. DeLee wrote a modern bible of obstetrics (*Principles and Practice of Obstetrics*), 40 other publications, taught maternal care to more than 11,000 doctors and nurses. He also founded with his own money the Chicago Maternity Center on Maxwell Street (recently popularized in the movie *The Fight for Life*), which sends doctors and nurses to women in the slums. He was a man who knew that doctors, like other men, make many mistakes. Whenever a nurse slipped up, he would utter no reproach, but send her a box of candy.

No More Pandiculation

Two hoary old nostrums which were finally banned by Federal authorities:

► During the past 23 years, William Koch, a discredited M.D., and his brother Louis have widely marketed from their Koch Laboratories a phony synthetic "anti-toxin" for cancer called Glyoxylide. They claimed it was made from fatty sulfur compounds, sold it for prices ranging from \$25 to \$300 a thimbleful. Since cancer is not caused by bacteria but is an anarchy of the body's own cells, a cancer anti-toxin is a contradiction in terms. Last week the Koch Bros. were arrested for violating the Federal Food, Drug and Cosmetic Act. Their brew was found watery. Said Assistant U.S. Attorney John C. Ray: "Chemical analysis shows that the dilution [of Glyoxylide] is so infinitesimal that it would be like dumping a cocktail in the Detroit River and expecting to get a kick out of the water going over Niagara Falls."

► "Pandiculate for Health! Grow Tall! Get Well! Be Young!" Exuberant ads like this, running in health-fad magazines since 1914, have proclaimed the virtues of a spine-stretching device called the "Pandicator." The Post Office last fortnight barred the promoter of this fraud from using the U.S. mail. A rectangular box about four feet long, worked on the principle of a medieval rack, the Pandicator has T-shaped iron posts at each end, one fixed, the other movable on a cable pulley system. To pandiculate, all a gull had to do was lie down on the box, strap his head to the fixed post, his feet to the adjustable one; when he turned a wheel on the side, he could stretch his legs and hear the joints crack. The promotion copy claimed that this Procrustean bed would cure "every conceivable condition."

DESIGN *for Daring*

An airplane so fast it nears the speed of sound, so maneuverable in battle it outpoints and outflies its enemies

Lockheed builds such a pilot-inspiring fighter... the "Lightning" Interceptor Pursuit... builds it for the U.S. Army and the R.A.F.... a design for daring conceived and built by free Americans—flown now by free fighters for all democracy.

It is a 'plane second to none... a fighter universally called the world's fastest... a Lockheed worthy of the important part it is playing in the powerful air force of the United Nations... an air force that America now builds to win world air supremacy, key to victory in modern war.

**... for Protection today
and Progress tomorrow**



LOOK TO *Lockheed* FOR LEADERSHIP

Lockheed Aircraft Corporation • Burbank, California



It costs us more to make

OLD TAYLOR

*but we mean to keep it
worthy of this signature*

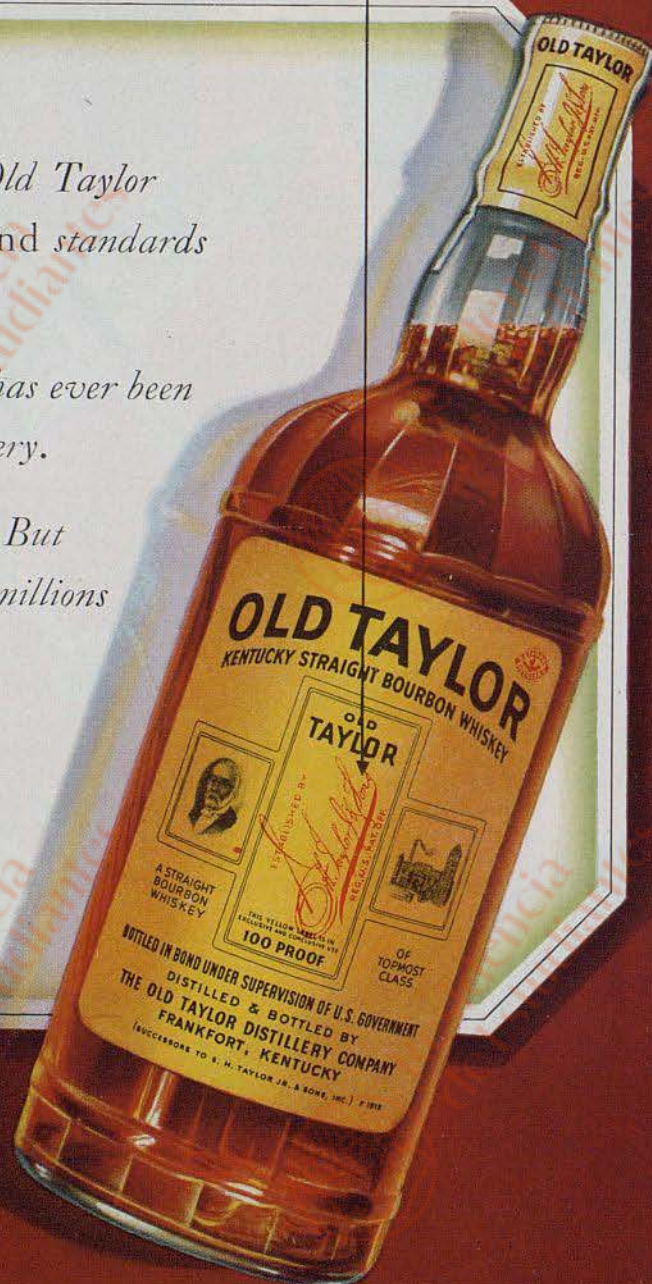
*THE man who first made Old Taylor
fought to have bottled in bond standards
written into federal law.*

*And no other kind of whiskey has ever been
made in the Old Taylor distillery.*

*It produces a costlier whiskey. But
we believe it is worth it. And millions
of men who know fine bourbon
heartily agree.*



Within the ivy-covered walls of this
distillery no whiskey other than
Old Taylor has ever been made.



RADIO

Distinction in '41

Radio's annual George Foster Peabody awards, ambitiously planned by the University of Georgia's School of Journalism as the Pulitzer Prizes of radio, were conferred for the second time last week. The Peabody plaque-winner who would most have pleased the late Joseph Pulitzer was lean, long-nosed Cecil Brown of CBS (TIME, Dec. 22). His news reports from



CECIL BROWN (RESCUED FROM "REPULSE")
He peaked.

Cairo, Singapore and Australia, the citation said, "were remarkable for their accuracy and their courage." After giving the audience (on the Starlight Roof of Manhattan's Waldorf-Astoria) a little color on the sinking of the *Repulse*—the orange-bright explosions of Jap torpedo planes above the calm blue China Sea—greying Cecil Brown remarked: "I think it . . . brings more grey hairs to your head to resist the pressures . . . of officials. . . ."

The award to Brown reflected rightful honor on U.S. radio newshawking abroad, which reached its peak in 1941. Other awards showed an equal sense of the significant:

► For excellence in the field of education, to the University of Chicago's eleven-year-old *Round Table* (NBC), which enjoyed, like other such programs, a great year of discussion.

► For "the most worthwhile innovation of 1941," to all six U.S. short-wave broadcasters (NBC, CBS, World Wide, Crosley, Westinghouse, General Electric), which swung into concerted action last year with the Donovan and Rockefeller Committees.

► For merit in radio drama, to Sandra

Michael's *Against the Storm* (TIME, Nov. 10), which emerged from the ruck of soap operas to prove that pap and pandering are not requisites in that field; and to Norman Corwin's eloquent Bill of Rights anniversary program (TIME, Dec. 29).

► For music, to canny, brilliant Alfred Wallenstein, musical director of Mutual's Manhattan station WOR, who recognized that for good radio musicianship the distinction between "classic" and "modern" music has ceased to exist.

Labor Goes on the Air

Organized labor realizes an old ambition this week when the American Federation of Labor and the Congress of Industrial Organizations jointly take over a regular 15-minute slice of NBC's Saturday night network time. Together they gain what neither has ever had—the opportunity to inform, and the obligation to please, a national weekly radio audience. The two organizations will alternate in producing regular weekly programs under the title *Labor for Victory*, Saturday nights from 10:15 to 10:30, E.W.T., beginning this Saturday.

Long bitter toward the press for—as they thought—scandalizing labor's name, A.F. of L.'s pressagent Philip Pearl and C.I.O.'s pressagent Len De Caux last summer turned to the radio networks, with whom it had become a point of pride to be impartial in all debate. They started separate negotiations for radio time. By early December NBC was close to consent, but the declaration of war delayed the discussions.

The recent overtime pay controversy, when the A.F. of L. resorted to paid newspaper advertisements to explain its case, lit a fire under labor's radio thinkers. Meanwhile, NBC Commentator H. V. Kaltenborn had worked himself up to a jeremiad against the unions. The unions thereby acquired another talking point, if they wanted one, in their case for a labor interval on the radio.

A fortnight ago NBC granted network time to labor "as a public service." While William Green and Philip Murray conferred with President Roosevelt one afternoon, their pressagents Pearl and De Caux agreed to alternate programs and to let a coin-toss decide who should begin the series. Green was willing, but Murray was gracious. As they left the White House, Murray said: "You can have it, Bill."

Later and more formally Murray stated: "The C.I.O. will use this opportunity for . . . promoting the war effort. . . . We are most happy to cooperate with the A.F. of L. . . ."

Green matched him with a statement saying, "We want to tell what the workers of America are doing in the victory production program. . . . We are working hand-in-hand with the C.I.O."

Both declared, in an unprecedented joint statement: "We are grateful to NBC. . . ."

De Caux and Pearl hope to make the

YOUR MONEY
GOES FURTHER
IN MAINE



THIS year, of all years, make the most of vacation. Refresh your mind and body with a trip to Maine. Any vacation budget goes further in Maine. Spend what you like. But the beauty of Maine is free. The variety of Maine pleasures is built into the state.

Rocky seacoast and sandy beaches are yours to enjoy. There are mountains. And lakes. Everywhere there's the hospitality of Maine. The famous Maine food. The comfortable tourist places. The well-known hotels.

Hike. Ride. Camp. Play tennis and golf. Swim, fish and sail in salt water or fresh. You get more for your money in Maine! The free picture-book helps you plan. Mail the coupon.

HAVE THE TIME OF YOUR LIFE IN MAINE!

MAINE DEVELOPMENT COMMISSION
Tourist Service, 31 St. John Street
Portland, Maine

Please send me the new illustrated Maine Official Vacation Guide for 1942.

Name _____

Address _____

City _____

State _____

FREE BOOKLET

MAINE
The Official Vacation Guide

★ Perhaps better than any other group
★ in the country today, the informed
★ readers of TIME know how essen-
★ tial it is for every American to
★ **Buy Defense Bonds**

Famous FOOD **Mcennox St. Louis** **Friendly SERVICE**

ROOMS FROM \$3.00

DOWNTOWN ST. LOUIS AT YOUR DOORSTEP!

In
the tangible
OPINIONS
of men...



In the opinions of men, reputation becomes a tangible thing—a certificate of character upon which people can depend. At no previous time has reputation been so important.

We here at Webster Electric realize this. For many years these words, "Where Quality is a Responsibility and Fair Dealing an Obligation," have been inseparably linked with the name of our company. They are now proving to be a very real asset.

This is evidenced by the broad reputation for quality which our products enjoy; by the fine attitude of our customers; by the faith that is being placed in us by our government—our immediate responsibility lies there.

Webster Electric Teletalk, widely accepted system of amplified intercommunication, has proved itself indispensable to the defense program and in defense plants where

speed is vital... Webster Electric Sound Systems have become an important part of new defense plants... Webster Electric Ignition Transformers and Fuel Units will be used to modernize domestic oil burners should new equipment not be available... And Webster Electric Pickups for record players may be available for replacements only.

So the interests of this company must now be subordinated to the interests of our government. We assure everyone that the reputation we have so carefully built will be as carefully maintained to serve as a mark of confidence in the days to come.

Webster Electric Company, Racine, Wisconsin
U.S.A. Established 1909. Export Department:
100 Varick Street, New York City
Cable Address: "ARLAB" New York.

Manufacturers of Teletalk Intercommunication and Paging Systems... Power Amplifiers and Sound Distribution Equipment... Radio-Phonograph Pickups... Ignition Transformers and Fuel Units for Oil Burners.

WEBSTER ELECTRIC

"Where Quality is a Responsibility and Fair Dealing an Obligation"

Labor for Victory program popular enough for an indefinite run, using labor news, name speakers and interviews with workmen. Labor partisanship, they promise, is out.

Voices Oversea

► Early in the week San Francisco's short-wave station KGEI had Mrs. Jonathan Wainwright broadcast a message of good cheer to "Skinny," accompanied by three wagging woofs from the General's pet Labrador Retriever. When the end of Bataan came, KGEI's "Freedom for the Philippines" rose to the occasion with a solemnity by which the grim survivors on Corregidor were moved to tears: "The world will long remember the epic struggle the Filipinos and Americans put up. . . . But what sustained them through all these months of incessant battle was a force more than physical. It was the thought of their native land and all it holds that is most dear to them. . . ."

► Endangered was the Philippines' own "Voice of Freedom," which has been broadcasting from Corregidor to the Islands on a patched-up, medium-wave sender ever since Manila fell (TIME, March 16). After reaching Australia from Bataan, TIME's Correspondent Melville Jacoby last week cabled this account of it:

"The Freedom Station is the final proof of the effectiveness of radio warfare—we found Filipinos on every island quoting their daily broadcasts. Walking through remote interior sections of the jungle at noontime we suddenly hear *The Star-Spangled Banner*, then Freedom announces, 'Hello, everyone, everywhere. . . .' Filipinos from occupied cities and areas told us how the people cluster around muffled radios for the Freedom broadcasts, then pass the word along, via grapevine. The broadcasts have been successful because they are written assuming that the Filipinos are all loyal, which is true. . . ."

Service Soap Opera

The War Department, of all people, put on a soap opera last week. Aimed at the countless devotees of radio's endless "strip shows," it was unusual only in its subject matter and its freedom from the verbal lather of commercials. Its name: *Chaplain Jim—U.S.A.*

Five mornings a week (over the Blue Network) for the duration, *Chaplain Jim* is scheduled to bring the everyday problems of Army men home to their mothers, wives and sweethearts. A 15-minute sustaining show, it is being written and produced by Blackett-Sample-Hummert, Inc., who run the biggest soap-opera factory in the world.

Chaplain Jim's initial episode was tried & true. Between the sequences of a trite situation, it managed to get over the idea that the boys in the Army can't hear from home too often, worry if they don't. It also offered the reassuring information that the boys can always turn to their chaplain for comfort and guidance.

Despite its shallow quality, this khaki serial may well explain many perplexing army matters to womenfolk who are worried about their men in the armed forces.

He'll never goose-step

- Here is a young Philadelphia schoolboy—getting a practical lesson in "Freedom of the Press."

- He is putting words end to end, as they bubble up in his mind. He knows that when he has finished what he is writing, he will send it to the largest newspaper in his city. There it will be judged by whether it is interesting—not merely whether it helps the State. If it is interesting, he knows it will be published—over his own name.

- That happens every day in Philadelphia. It is the Heigh-De-Ho Department of The Evening Bulletin.



PHILADELPHIA youngsters are learning through their own department in The Evening Bulletin that what they and their young friends say and think is important.

The Bulletin gives youth a means of expression. That's why boys and girls of Philadelphia regard The Evening Bulletin as *their* newspaper, as well as their parents'.

Thousands of them send in stories, pictures and verses every year. And

as the years go by, these boys and girls grow up with the knowledge of The Bulletin's humanness and accuracy.

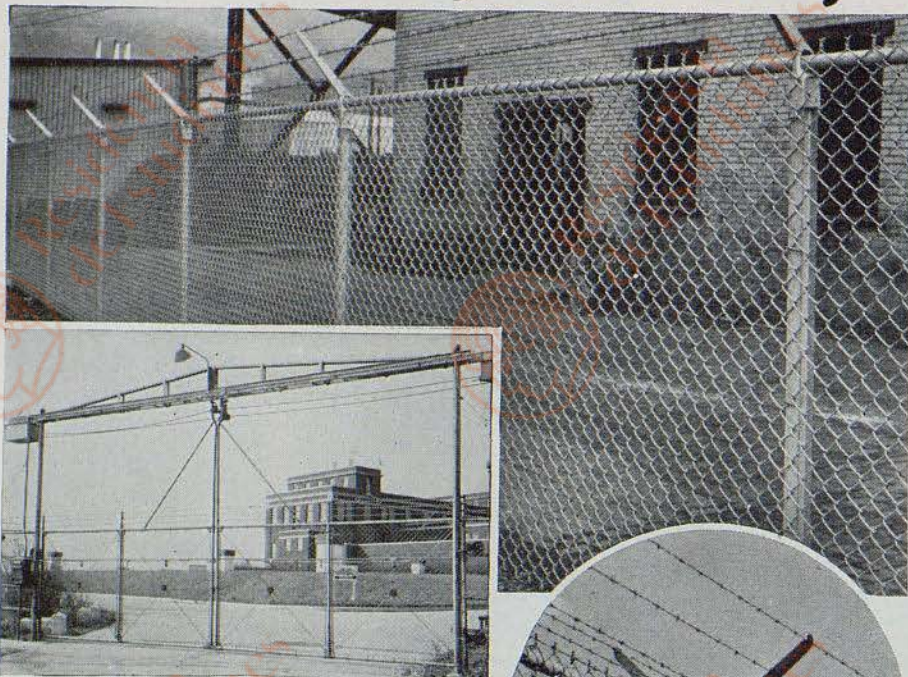
They grow into the ranks of enthusiastic Bulletin readers—confident that whatever happens they are most likely to find it reported quickly and correctly in Philadelphia's favorite newspaper.

These sons and daughters don't show up in The Bulletin circulation figure (currently over 600,000). But

they have a lot to say about family purchases. They are just as aware as their parents of the things that look good to them in the advertisements. And there is always a much better chance of learning about such things in The Evening Bulletin. During last year, this one newspaper carried almost twice as much national display advertising (excluding classifications not acceptable to The Bulletin) as any other daily newspaper in Philadelphia.

IN PHILADELPHIA—NEARLY EVERYBODY READS THE BULLETIN

Spies and Saboteurs —don't like Cyclone Fence!



Spies and saboteurs know that their chances are far from good when a plant is enclosed with U-S-S Cyclone Fence. They realize that the tough wire mesh and the barbed wire top make their job difficult—and are sure to spoil the get-away.

Cyclone Gates are easy to operate. The sliding gate illustrated above is controlled electrically from inside the plant. Cyclone single and double drive gates swing on ball-and-socket hinges.

The Cyclone Victory Fence at the right, with its barbed wire extended on both sides of the fence gives maximum protection. Other types of fence tops are available.

Cyclone's own factory-trained erection crews can build your fence for you. These men know how to build fence right. They are on our payroll and we are responsible for their work.

THOUSANDS of plants vital to America's war effort are guarded from spies and saboteurs by U-S-S Cyclone Fence. Not only the plants themselves—but yard inventories, railroad sidings and parking lots as well. And many have extra enclosures around danger spots within their plants. Only when every person must show credentials at guarded gates can you feel sure about your property.

We will gladly help you work out your fence problems. There is no obligation in asking for the help of our experienced men. When you buy fence, remember this. More plant owners choose Cyclone than any other property protection fence. The reason is found in Cyclone's reputation for sturdy, long-lasting fence. In our fifty years of fence building we have learned how to do the job right.

CYCLONE FENCE DIVISION

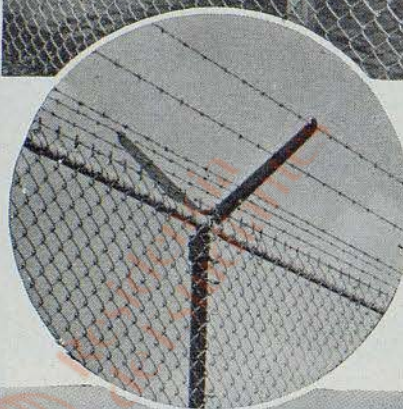
(AMERICAN STEEL & WIRE COMPANY)

Waukegan, Ill. • Branches in Principal Cities
United States Steel Export Company, New York



CYCLONE FENCE

UNITED STATES STEEL



32-Page Book on Fence



Send for our free book on fence. Crammed full of facts, specifications and illustrations. Shows 14 types — for home, school, playground and business. Buy no fence until you see what Cyclone has to offer.

CYCLONE FENCE
Waukegan, Ill., DEPT. 342

Please mail me, without obligation, a copy of "Your Fence—How to Choose It—How to Use It." I am interested in fencing: ☐ Industrial; ☐ Estate; ☐ Playground; ☐ Residence; ☐ School. Approximately _____ feet.

Name _____

Address _____

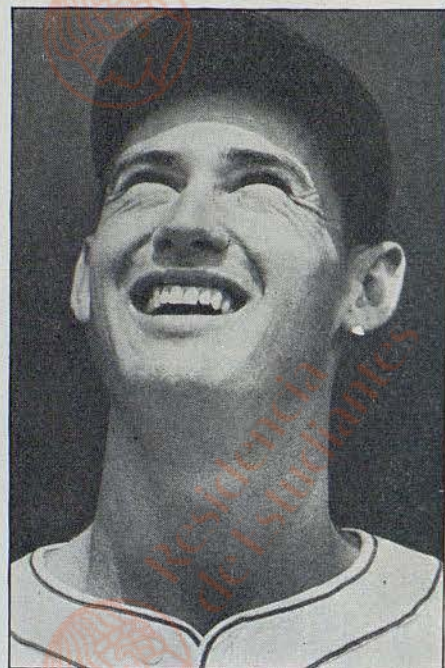
City _____ State _____

SPORT

Spring Again

Should an air-raid siren sound while you're watching a major-league baseball game, don't leave the ball park. A sticker on the back of your seat will tell you what to do. If you move at all, red and green arrows will direct you beneath the stands.

Except for this wartime note, broadcast by big-league clubs, the 1942 baseball season opened this week much as usual. Some headliners were missing—notably Detroit's Hank Greenberg, Cleveland's Bob Feller, Washington's Cecil Travis, Philadelphia's Sam Chapman—and many another great



Arthur Griffin

TED WILLIAMS

For Boston, .406

ballplayer will follow them to war before the season ends. But draft or no draft, U.S. baseball fans were down with their perennial spring fever: trying to dope out how 16 big-league teams will finish in far-off October.

American League. For the sixth successive year, the New York Yankees are favorites to win the American League pennant. From the high-powered machine that finished 17 games ahead of their nearest rival last year, the Yankees have so far lost only one cog: First Baseman Johnny Sturm. To replace him, Manager Joe McCarthy has two candidates: Oldtimer Buddy Hassett (recently purchased from the poor Boston Braves) and a promising rookie named Eddie Levy. Among a half-dozen other Yankee farmhands considered to have enough savvy for the Big Team this year are Pitchers Johnny Lindell and Hank Borowy, who between them won 44 games for the Newark Bears last season.

Should the Army call Infielder Phil (190 double plays last year) Rizzuto and Outfielder Tommy (31 home runs) Henrich, the Yankees may have trouble. The trouble

would probably come from a pair of Sox. The Boston Red Sox still have foxy Jimmy Foss and young Ted (.406) Williams, who can break up any ball game. The Chicago White Sox have the league's best pitching staff, headed by Lefty Thornton Lee, a 22-game winner last year.

The St. Louis Browns, only big-league club that has never won a pennant, have neither power nor pitching to boast of. Nevertheless, with Newcomer Luke Sewell as manager and a flock of promising young rookies, St. Louis is considered a good bet to finish in the first division this year. Bookmaker Jack Doyle rates the Brownies a 10-to-1 shot to win the American League pennant—shorter odds than he quotes for either the Detroit Tigers or Cleveland Indians, winner and runner-up respectively two years ago.

National League. Year in, year out, there is one forecast on which National



Associated Press

ROOKIE MUSIAL
For St. Louis, .426.

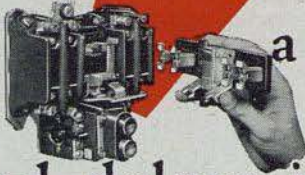
League fans agree: the Philadelphia Phils (who wish to be known henceforth as Phils) will finish last. For first place there is no such unanimity. This year it is a toss-up between the Brooklyn Dodgers and the St. Louis Cardinals, with the Cincinnati Reds close behind.

The Dodgers, victors over the Cardinals by two and a half games last year, again have the edge in power. The Navy took Cookie Lavagetto and Don Padgett. But Brooklyn still has Dolph Camilli, the league's "most valuable player"; Pete Reiser, the league's No. 1 batter; and three other players who hit over .300 last year. Besides these old reliables, the Dodgers have one shining newcomer: Infielder Arky Vaughan, who never hit under .300 during ten years with the Pittsburgh Pirates. A star shortstop during all of his major-league career, Vaughan has been shifted to third base by Manager Leo Durocher.

The Cardinals have less power but a better all-round team. Last year, thanks to their fertile farm system, the Cards came up with three rookie pitchers (Ernie



VERTICAL CONTACT MOTOR CONTROL

 a simple, proven method
of avoiding trouble
and delays in **all-out production**

A good many years ago Cutler-Hammer engineers solved a problem of Motor Control performance that has constantly gained in importance with each advance in the use of electric power by America's factories. A simple idea... designing Motor Control contacts to operate in a vertical position so that dust and grime could not collect on them and interfere with their proper performance...it made motorized machines more dependable, avoided delays, saved maintenance time and expense. NO man need be told that dirty, sticky contacts in Motor Control mean

trouble and that Cutler-Hammer self-cleaning, dust-safe vertical contacts contribute directly to the smooth, unhalting production so necessary to America's present all-out drive for national security. These are not times to take chances. Insist on genuine Cutler-Hammer Vertical Contact Motor Control. CUTLER-HAMMER, Inc., 1308 St. Paul Ave., Milwaukee, Wisconsin. Associate: Canadian Cutler-Hammer, Ltd., Toronto.



Copyright, 1942,
Cutler-Hammer, Inc.

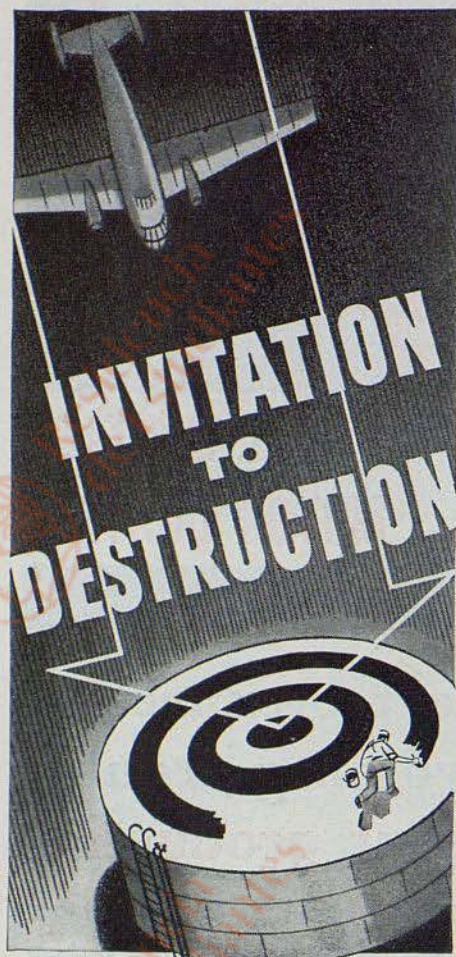
CUTLER-HAMMER

MOTOR CONTROL



1892-1942

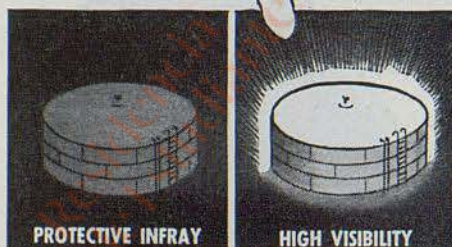
50th ANNIVERSARY



VITAL storage tanks painted with aluminum, white or other high visibility colors are glaring targets. Arco INFRAY*—based on a newly discovered principle of paint formulation—provides the protective concealment of dark colors yet at the same time, repels heat rays... holds down evaporation losses. INFRAY* is a war-time achievement of Arco Research.

*Patents Applied For

THE ARCO COMPANY
CLEVELAND, OHIO • LOS ANGELES, CALIF.



White, Howard Krist, Howard Pollet) who proved to be poison to rival clubs. This year, Manager Billy Southworth has up his sleeve a pair of sluggers who look just as dangerous.

From Columbus comes Infielder Ray Sanders, leading run-maker in the American Association last year, who is being groomed to take the place of First Baseman Johnny Mize, recently sold to the New York Giants for \$50,000. From Rochester comes Outfielder Stanley Musial, a 21-year-old southpaw whom sportswriters have already tabbed "rookie-of-the-year." Musial, who started his baseball career as a pitcher, played in three different leagues last year, outhit the ultimate batting champion in each league. Brought to St. Louis for a trial at the tail end of last season, Musial hit .426 in twelve games.

If their pitching stands up as it did last year, this year's Cardinals may replace the Dodgers as the team the Yankees will face in October.

Who Won

► Towering Byron Nelson of Texas: the Augusta Masters Golf Tournament; for the second time; defeating wispy Ben Hogan, another Texan; 69 to 70; in an 18-hole play-off after they had tied for first place with a score of 280 for 72 holes; over Bobby Jones's dream course at Augusta, Ga. Though Hogan has been the biggest money winner among U.S. pros for the past three years, he has never succeeded in winning a major U.S. championship. The Masters, inaugurated eight years ago to commemorate Bobby Jones's unparalleled Grand Slam of 1930 (when he won the U.S. Open, U.S. Amateur, British Open, British Amateur), is second in importance only to the U.S. Open. The U.S. Open has been canceled for the duration.

► Rutgers' varsity crew: a one-and-three-quarter-mile race, curtain raiser of the intercollegiate rowing season; defeating favored Princeton by a boat length; on Princeton's Carnegie Lake. Rutgers oarsmen, coached by Chuck Logg, a University of Washington alumnus and one-time Princeton coach, made their maiden voyage in bigtime ponds only last year, may be a boatload to be reckoned with in this year's Intercollegiate Regatta.

► Little Louis Pagliaro, Manhattan pool-table mender: the U.S. Table Tennis championship; for the third year in a row; whipping Charles ("Chuck") Burns of Detroit (21-12, 22-20, 21-17) in the final; before 1,000 ping-pong fans; in the Grand Ballroom of the General Motors Building; Detroit. In the Women's Singles, 18-year-old Sally Green, Butler University coed, who always keeps her left-hand fingers crossed while playing, breezed through the field for the third successive year. Of some 10,000,000 table tennis in the U.S., 150 considered themselves good enough to compete last week.

► University of Southern California's great track team: a dual meet with the University of California, its arch rival; for the 17th consecutive year; by the comfortable margin of 81½ points to 49½; at Berkeley, Calif.



... suggest

Wine and Vermouth Cocktails

For smart, satisfying drinks, the extra fine qualities of Great Western Table Wines and American Vermouths are easily made into scores of combinations that are exquisitely palatable.



¾ Great Western Sherry
¼ Great Western Dry Vermouth
Dash of Bitters and Lemon Juice
Maraschino Cherry if desired

NEW LEAFLET: "Enjoy these Wine Classics" containing vermouth, wine and cookery recipes for daily use or for special occasions, sent on request. Pleasant Valley Wine Co., Rheims, N. Y.

IF THIS SHOULD HAPPEN TO YOU

If you are called upon to make funeral arrangements, do you know where to turn with confidence?

Send now for "Your Responsibility," a booklet filled with needed facts; how to select a funeral director—how to judge prices—and a host of other details.

This valuable booklet was compiled by National Selected Morticians, whose members maintain complete facilities, uniform costs to all, and scrupulous integrity in all their dealings.

You'll be thankful for this free information. Write today for your copy, to

National Selected Morticians

Dept. T2, 520 N. Michigan Ave., Chicago



If you want us to change the address to which your TIME subscription is being mailed, please let us know at least three weeks ahead. This will protect you against missing even one issue of TIME during these news-crowded weeks. Thank you.

TIME - 330 E. 22nd ST., CHICAGO

Here's a war-time assistant for each of your *key men*



SPEED up inside communication among your key men, and you speed the whole job of production. That's a lesson that's well known in all organizations using P-A-X automatic telephones. And that explains why P-A-X can provide able, efficient wartime assistance in *your* plant.

With P-A-X automatic interior telephones in every department, orders and information vital to production go through swiftly, smoothly—without errors or delays. No need to walk, or to wait for the attention of an overburdened

switchboard operator. Inside communication by P-A-X is better because it is automatic—fast, accurate and inviting to use. Better, too, because it is separate from city telephones—keeps city telephones free for important incoming calls.

If your organization is engaged in work vital to the war effort, we'll be glad to show you how P-A-X will help your employees to get more work done in less time. Just ask your secretary to write for the booklet, "Now Management Looks Into Telephone Service."



Key men in offices use P-A-X to get quick action—end costly "walk and wait" communication. P-A-X does the footwork—leaves more time for headwork.



Industrial department heads value P-A-X because it lets them get and give information with split-second speed. Coordination between departments is better; production is stepped up.

AMERICAN AUTOMATIC ELECTRIC SALES COMPANY, 1033 WEST VAN BUREN STREET, CHICAGO, ILLINOIS

Or Consult Your Local Electrical Wholesaler • In Canada: Canadian Telephones & Supplies Limited, Toronto

FOR MORE
EFFECTIVE
MAN
HOURS

PAX



**A SEPARATE AUTOMATIC
INTERIOR TELEPHONE SYSTEM,
WHICH YOU OWN—NOT RENT**

Combined with • Code Call • Executive Loud Speaker
Conference Wire • Emergency Alarm • Executive Priority
• Watchmen Checking and other Related Services.

PRODUCT OF AUTOMATIC ELECTRIC COMPANY, CHICAGO
ORIGINATORS OF THE AUTOMATIC TELEPHONE

THE MISSING MAN...

**Cost of his ILLNESS in 1942:
enough time to make
230,000 FIELD GUNS!**

**...And YOUR WORKERS will each average
one week's absence due to illness!**

This estimate is based on a report of the U. S. Public Health Service. Other studies show that over 50% of the absence in industry is due to colds and their complications.

Of firms which established health programs, 92% reported fewer absences in the Industrial Health Practices survey of the National Association of Manufacturers. Individual tissue towels, soap and hot water retard the spread of communicable illness.

This year, half again as many workers are protected by "Soft-Tuff" ScotTissue Towels as last year. When wet, a "Soft-Tuff" towel has 10 times greater rub strength than previous ScotTissue Towels—yet is soft as ever. One towel does a complete drying job, cuts washroom costs.

- The Scott Washroom Advisory Service is available to help improve washroom comfort, hygiene and economy.



Trade Marks "ScotTissue," "Washroom Advisory Service," "Soft-Tuff" Reg. U. S. Pat. Off.

**INDIVIDUAL...SANITARY
STAY TOUGH WHEN WET**

Soft-Tuff ScotTissue TOWELS

BUSINESS & FINANCE

WAR ECONOMY

Facts, Figures

► Getting tougher on several fronts at once (see col. 2), WPB last week took direct control of suppliers' inventories in a broad list of 19 trades. Henceforth no wholesaler, distributor or retailer in these trades can carry more than two months' stock on hand (if he lives in the Mountain or Pacific States, three months'). The order covered suppliers to the automotive, building, dairy, electrical, farm, foundry, hardware, plumbing, railroad, restaurant, textile mill and practically every other trade that uses any metal at all.

► To enforce such orders, WPB's Compliance Section and Requisitioning Branch got tougher too. Compliance accused Hoover Co. (vacuum cleaners) of misusing some 350,000 lb. of secondary aluminum, forbade it to touch any aluminum for three months. Requisitioning seized 78,000 lb. of copper sheet from a bathroom-supply dealer named Katz, who had refused to sell it to Metals Reserve. Washington was getting too small for Requisitioning's expanding OGPU; its boss, Ernie Tupper, went to Manhattan, looked at space in the Empire State Building.

► The U.S. spent \$2,987,000,000 to wage war in March, 50% more than in December.

► The U.S.-Canadian border is dimming like a Cheshire cat. Last week the two countries lifted restrictions on the seasonal migration of farm labor and machinery.

► Under their 1942 U.S. import quotas, the Philippines at the end of March had yet to ship 418,000,000 lb. of coconut oil, 1,750,000,000 lb. of raw sugar,

5,676,000 lb. of cordage, 200,000,000 cigars.

► Department of Agriculture revealed that U.S. farm-land values had increased by \$2,360,000,000 during the last year. Sharpest rise in almost a decade, it still left total farm-land values at \$36,000,000,000 v. 1920's World War I-ballooned figure of almost \$55,000,000,000, and represented a rise of only 7% v. over 40% for all farm prices. Most farmers still remember the licking in land that they took the last time.

WPB Gets Totalitarian

WPB has now reached the "or else" stage in converting industry to war work.

Within three months or less there will be no more new metal ash trays, no metal clothes trees or coat hangers or curtain rods, no metal doormats, hand mirrors, hat racks, picture frames or shoe trees, no more metal wastebaskets or clothes hampers or percolators, mixers, whippers and juicers. There will be no more metal, in short, for a WPB list of 76 classes of adjuncts to easy living.

All these bans Don Nelson had ordered by last week, as "the way of total all-out war and the price of early victory." He had also ordered no more new construction with a value of over \$500 without express WPB approval (TIME, April 13). But the biggest no-more order of all came this week: the use of iron and steel was prohibited for any and all non-essential commodities. WPB's definition of non-essential, in terms of a long list of specific products, was expected daily.

Don Nelson added a quiet understatement of the real significance—in terms of war production—of his totalitarian or-

ANATOMY OF INFLATION

The loudest voice at the White House for more drastic price control last week (see p. 14) was that of Leon Henderson, who knows that his partial powers have failed to stop inflation. The following table compares U.S. price increases during the past two and a half years with increases during the first two and a half years of World War I, when there was no price control at all. The "selective" controls of World War II have held some prices back, but not enough:

	World War I Increase (July 1914 through Feb. 1917)	World War II Increase (July 1939 through Feb. 1942)
All Wholesale Prices... (BLS)	55%	28%
Raw Materials	64%	43%
Finished Products ...	42%	18%
Farm Products	51%	62%
Chemicals	93%	14%
Metals & Metal Products	73%	11%
Foods	42%	40%
Cost of Living (N.I.C.B.)	19%	13%
Wages (Actual weekly earnings, including overtime)	23%	49%*

* Through January.

ders. "They make possible," said he, "the complete conversion of the men, materials and machine tools formerly devoted to these pursuits to war production." In fact, they make conversion to war work not merely "possible" but mandatory for all manufacturers who need metal and want to stay in business.

The Army & Navy Way

Army & Navy procurement officers, not wanting to take the zip out of production, are almost as opposed to a statutory limit on war profits as businessmen are. Businessmen, not wanting to be unpopular or unpatriotic, are almost as eager to avoid excessive war profits as Congressmen are. So last week, while Congressmen reconsidered a bill to limit all war-contract profits to 10% or less, the Army & Navy quietly perfected a technique of profit control that businessmen could understand.

The Army & Navy way is to set up Price Adjustment boards, which keep tab on the books of all contractors. When a contractor's unit costs start down and his profits start up, one of the boards calls him in. Intelligent businessmen, many of whom are making more money than they intended or even hoped, usually welcome this invitation to renegotiate the contract at a lower price. If they don't, the board asks, in effect: How would you like to explain your profits to the Vinson or the Truman committee? Negotiation proceeds from there.

By examining \$100 billions of war con-

* The steel order looks Nazi-patterned.



Associated Press

HERE LIES THE FIRST STREAMLINED TRAIN

On this Omaha junk heap is the Union Pacific's once proud *City of Salina*, grandfather of all U.S. streamlined trains. Costing \$200,000, the *City of Salina* made its first run in January 1935. Before wearing out, three months ago, it took in over \$1,000,000 revenues, probably earned more than its original cost. As junk it will yield 100,000 lb. of vital aluminum, 70,000 lb. of other materials.

INDUSTRIES
doing business in the third
Inland Defense City
of the
United States
use our time-saving facilities



**Manufacturers and Traders
Trust Company**
Buffalo, New York

Member Federal Deposit Insurance Corporation

WHAT A DIFFERENCE WHEN CARBON PAPER STAYS FLAT



*"How I hated
making extra copies"*

Now it's easy with **DAWN**
OLD TOWN'S amazing new
CurlPROOF CARBON

One copy or a dozen, DAWN turns them out sparkling clear. Clean to handle. Easy, too. Because DAWN stays flat. Saves time. Saves temper. Saves mistakes. Speeds up the work. Write for free samples. Dept. T-5, OLD TOWN RIBBON & CARBON CO., Inc., 750 Pacific St., Brooklyn, N. Y.

Old Town
RIBBONS
CARBONS



ASK YOUR OFFICE SUPPLY DEALER

tracts this year, Army & Navy procurement men expect to make savings and recoveries of \$500 millions. They have already got hard-cash results:

► Continental Motors agreed to make a cash refund and price adjustments which will save the Government \$40,000,000 this year.

► Jack & Heinz of Cleveland, whose gaudy profits and bonus payments were recently put on exhibition by the Vinson committee, promised a cut of \$9,250,000 on 1942 business, coughed up \$600,000 cash.

► A big contractor now on the Army carpet is expected to come to an agreement which will save \$50,000,000 this year.

► Hundreds of small contractors all over the U.S. are going to district procurement officers and voluntarily making profit and price adjustments.

The boards' philosophy is to nip both scandals and Congressional smears in the bud, since they are equally bad for morale. They frown on high salaries, countenance post-war reserves, provided they are not at the Government's expense. If contractors cooperate, board mouthpieces will defend them before any Congressional inquiry.

Last week an executive order gave powerful implementation to these Army-Navy methods. It instructed Army, Navy, Treasury, WPB, RFC and the Maritime Commission all to sleuth for unreasonable profits. Don Nelson of WPB will establish rules and policies governing a new system of running audits.

The railroads, according to an ODT survey, are already short of manpower. Seniority lists are "substantially exhausted," particularly of machinists, sheet-metal and electrical workers, telegraphers, towermen, dispatchers. One solution: hiring women.

PRIORITIES

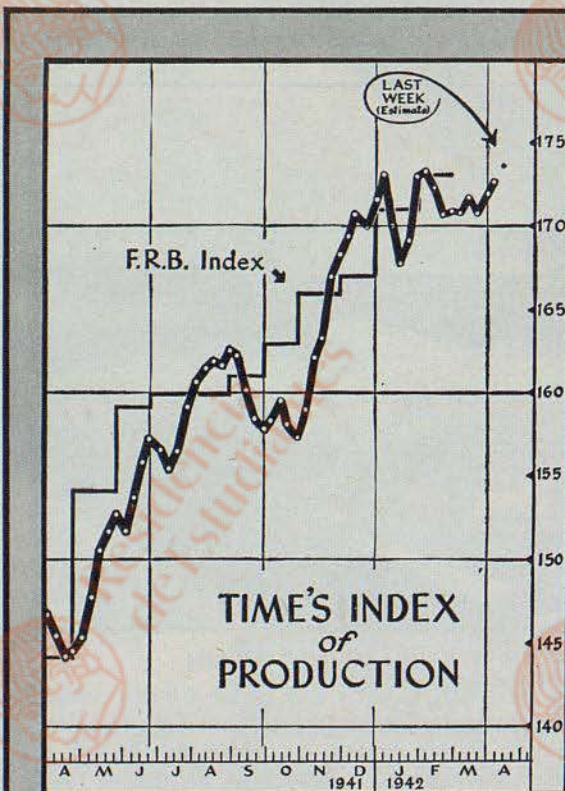
"Purp"

As WPB moved toward real totalitarianism last week (see col. 2), it had one solace for its frantic victims. There was going to be less red tape. After four months of trial, WPB had a grown-up plan for distributing scarce materials. Its official name—the Production Requirements Plan—had long ago been affectionately shortened to "Purp" by the 7,000-odd manufacturers already working under it.

Purp was a pre-Pearl Harbor invention of Don Nelson's, aimed at the mountain of paper work (see p. 80) that a war manufacturer has to go through to get separate priorities for dozens of separate materials and purposes. On huge, bright pink Purp blanks, a manufacturer can list all his material needs for all purposes for the coming quarter, get priorities clearance on the whole smear at once. If his needs change during the quarter, he can fill out similar yellow blanks for "interim assistance." Small firms (gross business under \$100,000 a year) can use a simplified form.

For a harried manufacturer, Purp not only saved time and agony on priorities matters, but enabled him to plan his production three months ahead.

But, to get under Purp, a manufacturer must also make a detailed breakdown of his inventories, shipments and unfilled orders by class of product and by destination. Thus Purp's advantages to WPB—and to the war effort as a whole—were far more important than mere convenience. In so far as it was used, Purp 1) gave WPB an airtight control over the flow of raw materials; 2) prevented automatically any leaks of material to non-rated uses; 3) gave WPB an over-all moving picture



Production Up. TIME's Index banded to 173.7 (estimated) in the April 11 week, highest ever. The preceding week's final figure was 172.8. Main reason for the rise was reopening of the Great Lakes shipping season. This boosted ore freight loadings 83% in seven days.

War output is booming faster than pessimists think. General Motors—which has contracted to make a titanic 10% of all metal-fabricated U.S. war goods—this week reported first-quarter munitions output of \$261,085,000, 65% above the September-December period. Nor is G.M. yet at its production peak: 71 G.M. plants are converted, 14 more are being retooled, another 13 are abuilding. April steel plate shipments also hit a record 900,000 tons. But this is still 100,000 tons short of total needs.



Pearl Harbor changed his buying habits!

Before that Sunday in December he was just the average American citizen—patriotic but easy-going. Farthest from his mind was the notion that his buying habits could help to win—or lose—a war.

But neither private citizen nor purchasing agent can dodge the fact: One way to help is by buying *longer-lasting* things. For the longer a thing

lasts, the less often does he need to replace it. Inevitably, he uses up less of the country's materials, factory facilities, labor; releases more of these vital things to the prosecution of the war.

For example, buying a dependable battery is the best way not to need another one for a good long time.

These are days in which the buy-

ing of *longer-lasting* quality—whether for consumption or conversion—is a service both to the citizen and Uncle Sam.

THE ELECTRIC STORAGE BATTERY COMPANY
Philadelphia... *The World's Largest Manufacturers*
of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto

EXIDE RESEARCH, based on fifty years' experience, has covered in detail the application of storage batteries to practically every business. A wealth of important facts, bearing on the problems of each industry, is available to executives on request.

Exide BATTERIES

FOR EVERY STORAGE BATTERY PURPOSE

WALL STREET

Secondary Distribution

Because the law of supply & demand governs the price of securities as it does most other things, the sudden offering on the open market of a large block of a particular stock would naturally depress the price. Yet any number of reasons, none of which is necessarily a reflection on the desirability of a security, may account for the decision of a holder or group of holders to sell. Obviously unfair to themselves and other owners of the security would be the dislocation caused by uncontrolled "dumping" of a large block of stock into a quiet or even normally active market incapable of absorbing the stock.

How, then, can the owners of such sizeable holdings realize a fair cash return? The answer lies in the "secondary," or "off-board" sale effected through the facilities of investment houses like Merrill Lynch, Pierce, Fenner & Beane. By this method, Merrill Lynch consummates a private purchase of the large block of stock at a slight discount which nets the seller a fair price. Merrill Lynch in turn retails these securities to buyers through private channels*, between the closing of the Exchange on one day and the opening the next, without disturbing the even course of regular transactions. The retail price of a security thus offered is normally the same as the last quotation on the "board"; the advantage to the buyer lies in the saving of the ordinary broker's commission; Merrill Lynch's compensation in such a case comes from the discount at which it purchases the entire block of stock.

In recognition of the need for and value of a special procedure to govern such liquidations, the New York Stock Exchange recently instituted a system of "Special Offerings," which aims to accomplish "on-board" what the secondary distribution does "off-board." Designed to provide a market for blocks of stock too large to be sold in the regular way, but not large enough to warrant a secondary offering after closing hours, a "special offering" on the Exchange must be made at a fixed price during trading hours. No commission is paid by the purchaser under these circumstances, but a special fee, payable by the seller, is offered to brokers as an incentive for finding buyers. The amount of this compensation is regulated by the Exchange, which also provides other safeguards.

How, where and why "secondaries" originate and how they can be so efficiently sold in a short time is discussed in Column 3 of this page, headed "Main Street."

*Very often the efforts of Merrill Lynch's own nationwide network of offices are supplemented by those of independent investment dealers, whose recommendations quite properly carry great weight with their faithful clientele. Dealers who would like an opportunity to cooperate with Merrill Lynch, Pierce, Fenner & Beane on future secondary distributions are invited to write to the firm's headquarters at 70 Pine Street, New York.

of war production and of raw-material needs and uses that umpteen other surveys had failed to produce.

As Purp's merits became more & more obvious, WPB's Industry Operations Director Jim Knowlson decided that it was the logical middle road between the old priorities system (which broke down because too many worthless ratings were issued) and the idealistic full-allocation program (which never got very far because too little was known about materials supply). With all manufacturing under Purp, WPB would at last have a complete record



J. F. LINCOLN (right) & RED TAPE
He stopped calculating.

(See below)

of how much of what there is and where it is going. So, three weeks ago, Jim Knowlson announced that, by June 30, Purp would take over the whole field—including the strategic P-rated industries (aircraft, tanks etc.), which up to now have had blanket ratings, for the most part with no limit upon the time or quantity they were good for. Thereafter nobody, no matter how strategic, will get any priorities help except for a specific amount of material for a specific purpose for a specific length of time.

So far Purp has enlisted only volunteers. But, come July 1, whatever war and essential civilian manufacturers have not accepted Purp as a WPB gift will get it as a WPB order.

Paper Work

Cleveland's Lincoln Electric Co. got an order for arc-welding electrodes, weighing 700 lb. The order itself took a single sheet of paper. But with it came 5½ lb. of priority extensions, taking 597 sheets of paper (see cut). Each priority (199 in all) required typed fill-ins, two signatures (one notarized with seal). President James Finney Lincoln last week calculated that it cost him much less in money and man-hours to make the electrodes (which sold for \$40.90) than to fill out the forms. When he thought of the man-hours spent by his customer in getting the priorities, he stopped trying to calculate, let out a cry against red tape.

MAIN STREET

How—Where—Why

Large blocks of stock for secondary distribution originate more often on Main Street than on Wall Street, according to the experience of Merrill Lynch, Pierce, Fenner & Beane. The source may be an individual, an estate, an institution, a foundation; the reason for selling may be a desire to put financial affairs in order, a need to raise cash for taxes, a decision to diversify investments, or any one of a dozen other reasons. In a class by itself, although strikingly illustrative of the value of off-board transactions, was the orderly liquidation last year of millions of dollars worth of American securities by the British Government. Unwilling sellers though the British were, it was vital to their war effort to find willing buyers at a fair price, without unduly depressing the value of the same securities held by thousands of American stockholders. Swiftly and efficiently was this accomplished, thanks to the facilities of the investment dealer fraternity, of which Merrill Lynch, Pierce, Fenner & Beane is an active and important member.

Diverse in nature, quantity and source were the secondary distributions effected through the facilities of Merrill Lynch last year. True to the pattern outlined above, they ranged from blocks of 5,000 to 120,000 shares; from chain store to pharmaceutical to auto supply companies; they came from individuals, insurance companies, foundations, estates. Indicative of the small margin on which Merrill Lynch often operates, is the fact that one block of stock was bought by bidding against no less than forty competitors. In many of these distributions, the contacts and help of investment dealers throughout the country were an invaluable aid in effecting a speedy and successful sale, and Merrill Lynch hereby acknowledges this cooperation.

Holders of large blocks of stock who wish for any reason to liquidate all or part are invited to write or consult Merrill Lynch, Pierce, Fenner & Beane. The firm points to its experience and success in this field as good reasons for any investor to entrust his problem to it. Many and intricate are the details involved if the distribution is to be successful for all concerned, and know-how such as Merrill Lynch has is all-important.

Let large investors who prefer to do business with their own particular investment dealers continue to do so; it is common practice for such dealers to enlist the nation-wide facilities of a firm like Merrill Lynch, Pierce, Fenner & Beane on a cooperative basis. Both clients and dealers are assured that their best interests will be served—even if it results in the advice to postpone the sale for a more propitious moment. Inquiries should be addressed to the Underwriting Department of Merrill Lynch, Pierce, Fenner & Beane, 70 Pine Street, New York. A partner of the firm will be available for consultation anywhere without obligation.

ALIEN PROPERTY

Clean Slate at Aniline

With a new crowd in full control, the bitter purge of General Aniline & Film Corp. (TIME, Jan. 26, March 2) appears to be almost complete. Month ago, just before Leo Crowley became Alien Property Custodian, Aniline lost what was left of its old directorate, got a new, Treasury-picked, four-man board. Last week the new board had a new law firm to help it complete the reorganization job. Thus ended the last important link between Leo Crowley's No. 1 alien property and its old board of directors, led by Breed, Abbott & Morgan's William C. Breed.

Aniline has been a lawyer's feast ever since its putative connections with Germany's I. G. Farben (through Swiss I. G. Chemie) became a matter of U.S. Government concern. Breed, Abbott's fees for counseling Aniline last year: some \$250,000. William Breed's final attempt to forestall the Aniline purge cost another \$100,000—the price of ex-U.S. Attorney General Homer Cummings' advice on how to prettify Aniline's board last fall.

The big names that Homer Cummings dreamed up for Aniline's board were a dream indeed: Franklin Roosevelt's old Dutchess County friend Judge John E. Mack for president, ex-Ambassador William C. Bullitt for chairman, ex-defense transportation head Ralph Budd for good measure. But President Mack went on handling his legal practice, Chairman Bullitt went diplomatizing in the Middle East,* Director Budd went home to Chicago to run the Burlington; and the dream faded.

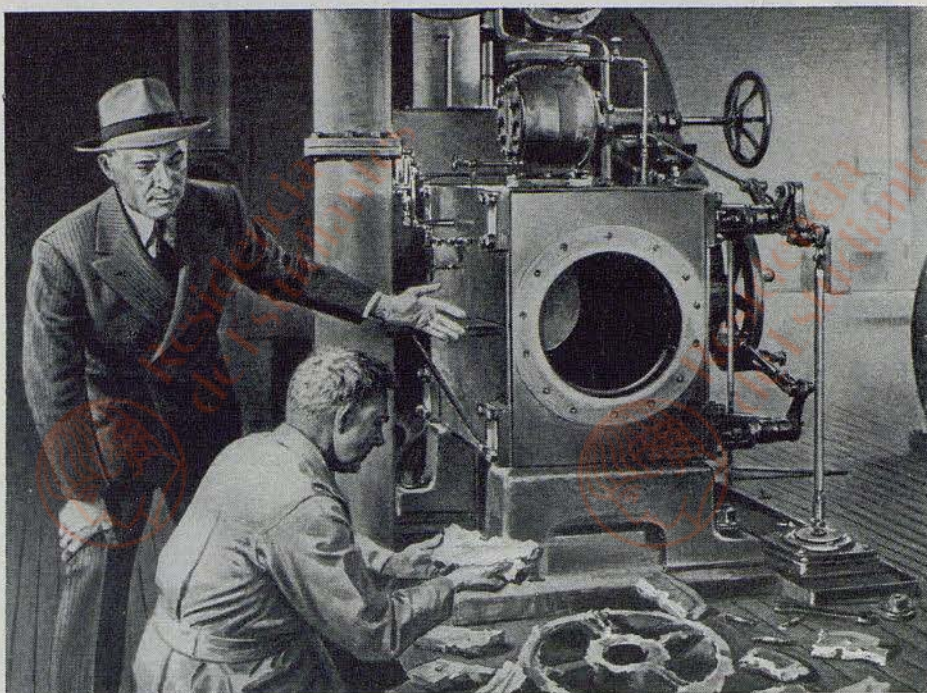
Aniline's new Treasury-picked "managing directors" sound as if they could cope with a chemical manufacturing business somewhat better than the old political protectorate. President and chairman is Engineer-Financier Robert E. McConnell, ex-Wall Street investment trust manager (Mayflower Associates), now head of the Engineers Defense Board, which cracks tough engineering problems for WPB. His teammates are Pan American Petroleum President Robert E. Wilson, Corn Products Refining Chairman George Moffett, and Rumford Chemical Works President Albert E. Marshall.

The new law firm is new both in fact and its approach to Aniline's legal problems. Wickes, Riddell, Bloomer, Jacobi & McGuire is a recent amalgam of a smallish 20-year-old Wall Street law firm (formerly Wickes, Neilson & Riddell) and of three lawyers who first worked together at Cravath, de Gersdorff, Swaine & Wood. With other big-time clients like Shell Union Oil, Commercial Solvents, Republic Steel and Reynolds Tobacco to fall back on, they regard their Aniline job as strictly "interim."

McConnell's job is something else again. Much of Aniline's technical strength now is due to the fact that, during its formative years, it was heavily staffed with

* About two months ago, Bill Bullitt quietly resigned from the board chairmanship, returned the first (and only) payment on his \$12,000 a year salary.

POWER-PLANT INSURANCE BY POWER-PLANT ENGINEERS



"Know-how" + Action = VICTORY!

WITH greater and greater demand for war production, power equipment must operate without breakdowns. But sometimes, despite all precautions, accidents *will* happen. When they do, the "know-how"—and the ability to act fast—are the things that count!

Recently, the main steam engine of a large Middle-Western industrial plant was very badly damaged by an accident at one o'clock in the morning. Insurance covering plant earnings was in effect, and within an hour a Hartford Steam Boiler engineer was on the job.

Before daylight, he had helped provide a temporary substitute for the damaged engine cylinder head and provided a pattern suitable for use by the foundry in producing a new cross-head. And the engineer also saw to it that the machine-shop started work

immediately on necessary rod and piston replacements.

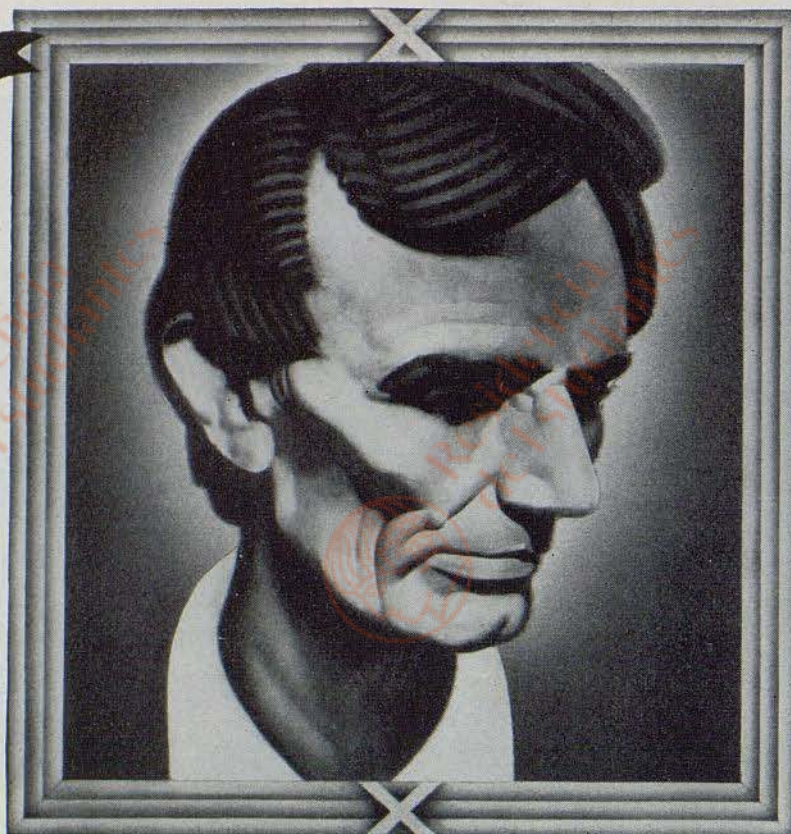
Just three days and fourteen hours after this major accident, the plant was back in full production. Commitments to customers were met. But the stoppage might easily have been four times longer had it not been for Hartford Steam Boiler's specialized knowledge of how to meet just such an emergency.

This knowledge can come only from the experience of dealing with many emergencies, of having learned — by action — what repairs can be made promptly and safely. This helps explain why so many American industrial leaders place so much power-plant insurance with Hartford Steam Boiler. Your broker or agent will gladly serve you.



Covers: Boilers • Pressure Vessels • Steam, Gas and Diesel Engines • Turbines • Electrical Equipment

THE HARTFORD STEAM BOILER INSPECTION
AND INSURANCE COMPANY • Hartford, Connecticut



At These Low Rates You Can Afford \$10,000 Life Insurance

● Here is a long-term policy that protects you for the expectancy of life based on your age, according to the American Experience Table of Mortality. It has cash and loan values.

Age	Monthly Rate Per \$1,000
20	\$.90
2599
30	1.12
35	1.28
40	1.54
45	1.89
50	2.43

AT AGE 35 a \$10,000 policy costs you only \$12.80 per month and will, should you die during the expectancy period, pay your beneficiary \$10,000 or a monthly income for life. This low-cost policy cannot be issued in amounts less than \$2,500. Write for full details, stating date of birth. Use coupon below.

More Than A Billion Dollars of Insurance In Force

THE LINCOLN NATIONAL LIFE INSURANCE COMPANY

Fort Wayne, Indiana

ITS NAME INDICATES ITS CHARACTER

THE LINCOLN NATIONAL LIFE INSURANCE COMPANY
Dept. TT-4, Fort Wayne, Indiana

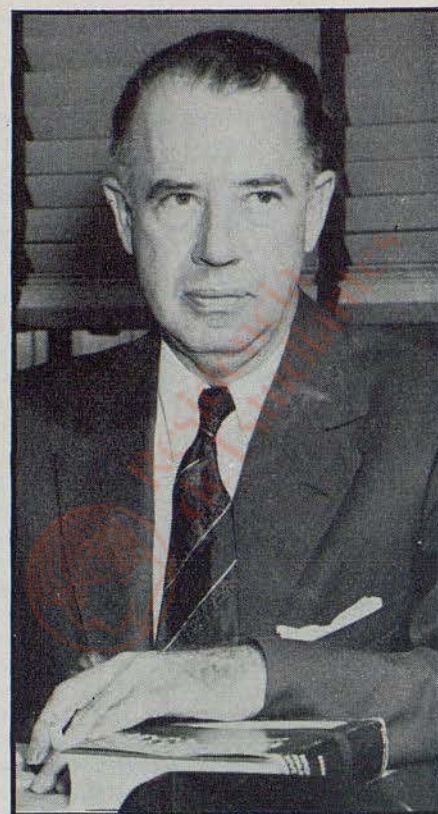
Please send me full details about your Low Cost Plan, which provides ample protection at low cost.

Name _____

Address _____

City and State _____ Date of Birth _____

**MAIL
THIS
COUPON
NOW**



Harris & Ewing

ANILINE'S MCCONNELL
The purge is almost over.

German experts. The spy-minded Treasury, flailing around in this morass of German and German-American names, has fired some 50 employes already, is looking around for more. Morale among those who are left has gone from bad to worse. Thanks largely to Government business, all these alarms and excursions have not yet affected Aniline's production or profits. McConnell's big job is to see that they never do.

With Aniline in good hands, Custodian Crowley seized two other alien properties last week, and also appointed a new deputy custodian. The deputy: James Markham, a tall, grey-haired lawyer from Lowell, Mass., who has been a Crowley crony since he went to be Solicitor for Crowley's FDIC in 1933. The seizures:

► The half-interest in Magnesium Development Corp. formerly owned by I. G. Farben. Alcoa, which owns the other half of patent-holding Magnesium Development, fabricator American Magnesium Corp., producer Dow Chemical and American Magnesium are up to their ears in an anti-trust action in which the Justice Department is alleging a plot to limit magnesium production in the U.S. Expected this week was a consent decree, to be signed by all parties.

► The alien control of Luscombe Airplane Corp., almost all in the hands of Leopold H. P. Klotz, now of New York City, formerly of Liechtenstein. Luscombe also got a new chairman (Chicago investment banker Matthew J. Hickey) and president (Lee N. Brutus, production man from Waco Aircraft). The seizure was at the express request of the U.S. Navy, for whom tiny Luscombe makes trainers and engines.

SALARIES

Bonus Bounces

Eight present or former officials of General Motors Corp. must pay to the company \$4,348,044 principal plus estimated interest of \$2,222,000, if a decision by Judge Vincent L. Leibel in U.S. District Court sticks. The suit, brought by three small stockholders, has been dragging on for five and a half years. The men who must pay are Alfred P. Sloan Jr., Donaldson Brown, Junius S. Morgan, George Whitney, James D. Mooney, Albert Bradley, John Thomas Smith and Seward Prosser.

The court said these men had wasted corporate assets, mainly in transactions involving General Motors Management Corp., which administered G.M.'s famed profit-sharing bonus plan. Back in 1931, some of them had participated or acquiesced in an unauthorized distribution of stock. Another 1931 slip-up was the inclusion in the bonus rate of \$10,057,559 profit on the sale of G.M. treasury stock to the Management Corp. Net earnings were improperly boosted from treasury stock transactions in other years, too.

But although Judge Leibel found errors in the accounting, he had no quarrel with the bonus system or the bonuses' size. Competition in the industry, he pointed out, makes a good automobile executive worth a lot of money.

Wall Street's venerable Bonbright & Co., famed underwriter for the billion-dollar Electric Bond & Share System and other big utilities, will close at month's end. Reason: the underwriting business is awful.

METALS

Silver Bullets and Silver Ballots

Silver, despite its artificial price, has become so useful as a substitute for genuinely scarce tin, copper and other metals that the Treasury is going to release 40,000 tons from its own hoard. It has become so useful, indeed, that some of its friends think the No. 1 political metal may even be taken out of politics.

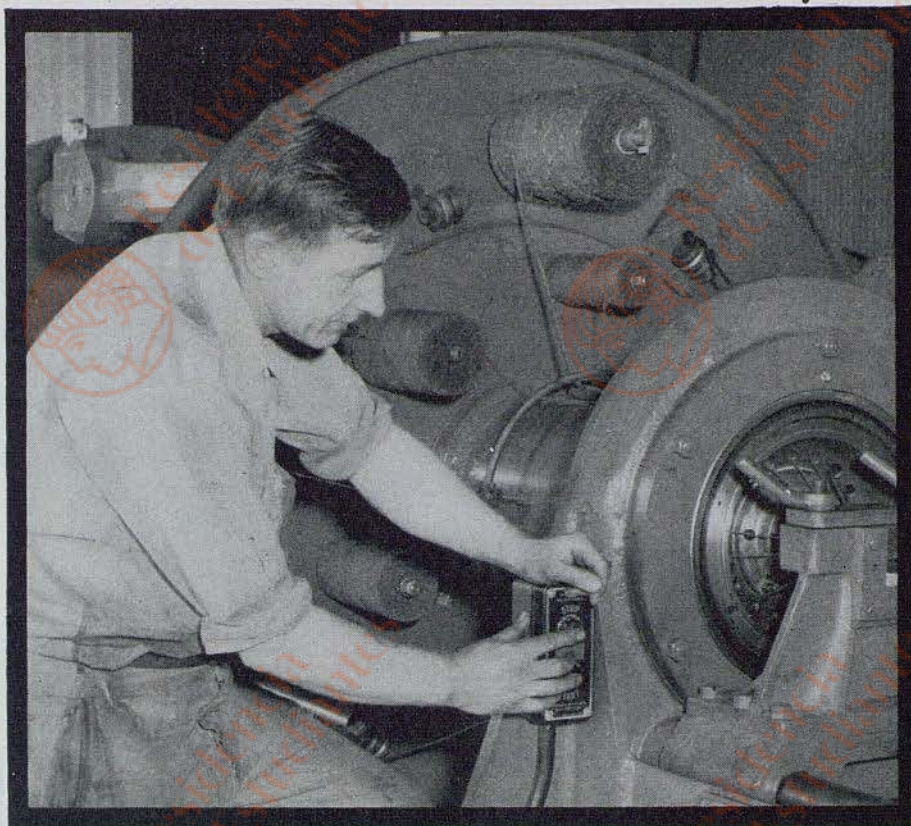
Metallurgists estimated last week that actual and potential uses could absorb 100 to 120 million ounces of silver this year (U.S. production in 1941: 70 million ounces). Hardy & Harman, famed Manhattan silver refiners and dealers, used to have about 500 customers, mostly in jewelry and other crafts. Now they have 15,000 customers, mostly in industry. Where they used to send out salesmen, they now send engineers.

Chief industrial use for silver is the silver brazing alloy, which brings about an almost instantaneous "wedding" of separate metal parts. The alloy has a melting point between 1,175 and 1,300 degrees F., avoiding the injury to metals which sometimes results from the 1,600-degree heat required for base-metal alloys.

► In a test of the silver brazing alloy process, steel noses were attached to 29,000 bombs in a 22-hour day by a single plant. Highest hourly rate was 1,800.

TIME, April 20, 1942

★ AMERICA ★ ★ WORKING ★



Spinning "electrical nerves" for our fighting machines! He's operating a cable-insulating machine at the Okonite Company plant, where R & M hoists are helping to speed production.

• • R & M helping • •

REELS of metal cable weighing a ton or more may be easy to roll. But *lifting* and *spotting* them in precisely the right positions for spinning and insulating is another story! Okonite engineers trust these jobs to a squadron of R & M electric hoists—increasing output and saving vital time.

★ R & M hoists and cranes—in 2000 sizes and capacities, from 500-lb. bantams to 7½-ton huskies—are helping countless plants, in every war industry. So are other R & M products... patented Moyno Pumps that pump the "unpumpable"; motors that have set performance standards for 50 years; drives that multiply the capacity of old and new machine tools; fans and ventilators that keep workers "humming" at peak efficiency.

★ Yes, we *are* busy with war work... busier every day. But our expert representatives are ready to help you find the solution to *your* material-handling problems. Write us. The address, since 1878, is Robbins & Myers, Inc., Springfield, Ohio.

★ **ROBBINS & MYERS, INC.** ★
FOUNDED 1878

MOTORS ★ HOISTS ★ CRANES ★ FANS ★ MOYNO PUMPS

★ ★ ★
HENNESSY
COGNAC BRANDY

84 PROOF

Through all the devastating wars, business peaks and depressions since 1765, the name ★★Hennessy has been synonymous with Cognac Brandy at its best.

Though no shipments of ★★Hennessy Cognac have been made from the "occupied zone" of France to the United States since May, 1940, it is possible that your local dealer may still have a bottle of genuine ★★Hennessy Cognac for you.

It is suggested that the flavour, bouquet and "clean taste" characteristic of ★★Hennessy be reserved for those special occasions that so richly merit nothing less than this fine Cognac.

★ **QUALITY**
 ★ **BOUQUET**
 ★ **CLEAN TASTE**



Distilled and bottled at Cognac, France. JAS HENNESSY & CO, Est. 1765

SOLE U. S. AGENTS: Schieffelin & Co., NEW YORK CITY • IMPORTERS SINCE 1794

This announcement appears as a matter of record only, and is under no circumstances to be construed as an attempt to sell or an offering of these shares for sale, or as an offer to buy, or a solicitation of an offer to buy any of such shares. The offering is only made by the offering prospectus.

166,667 SHARES

AMPCO METAL, INC.

(A Wisconsin Corporation)

COMMON STOCK

Par Value: \$2.50 per share

PRICE: \$7.50 PER SHARE

The offering prospectus may be obtained in any State in which this announcement is circulated, only from such registered dealers as are offering these securities in compliance with the Securities Law in such State.

VAN GRANT & CO.

One Penobscot Building

Detroit, Michigan

April 9, 1942

USE
LAVORIS

For Tender
 Bleeding Gums

It cleans, stimulates and relieves

Silver-alloyed bombs delivered to U.S. armed forces in November were re-delivered to the Japs by plane last month.

► In ships, piping takes up much valuable space. When silver brazing alloy is used instead of threaded joints, the thickness of the pipe can be reduced about one-half. It can be installed more quickly, too.

► The alloy is used in airplane engine coolers and radiators, ignition systems, cabin heaters, fuselage construction, parachute rip cords, anti-aircraft guns, machine guns, anti-tank guns, shells and torpedoes.

► Metallic silver is used in airplane motors as a dissipator of heat. It provides corrosion-resisting contacts in Signal Corps and other electrical apparatus.

► Indirectly, war is putting silver spoons in American mouths. Sterling silver tableware contains much less copper than high-grade plated ware, is therefore likely to be available when plated ware is not.

The "commercial" price of silver is now 35 $\frac{1}{8}$ ¢ an ounce. This price buys imported silver only, since the Treasury is required to buy all U.S.-mined silver at 71.11¢ an ounce. Even the import price is not a free price, for the Treasury will buy all the imported silver offered at 35¢. Only recently has industrial demand made it possible for the Treasury to stop buying foreign silver.

Lying in sunless crypts at West Point and elsewhere are some 86,000 tons of Treasury silver, U.S. and foreign. Its average cost to the Treasury was around 50¢ an ounce. To pay for it, the Treasury in effect manufactures paper money known as silver certificates, familiar to the public as \$1, \$5 and \$10 bills. Each ounce of silver becomes \$1.29 in paper money. This monetary magic permits the Treasury to use only a part of its silver as backing for certificates. The balance, called seigniorage or "free silver," amounts to some 40,000 tons. This the Treasury now wants to put at industry's disposal.

But the Treasury is also forbidden by law to sell its silver below \$1.29 an ounce. Washington lawyers managed to dope out a way to lend-lease it. The way: use silver instead of copper for bus bars in electric generating plants and in the "pot lines" of aluminum and magnesium plants. A typical large bus bar would take a chunk of silver 24 feet long, eight inches wide, three-fourths of an inch thick—weighing 650 lb. After the war the silver, little or none the worse for wear, could be replaced by copper again and returned to West Point for reburial.

A less devious method, of course, would be to repeal the 1934 Silver Purchase Act and let silver's price find its commercial level—perhaps as low as 15¢ an ounce. Mining State Senators last week were preparing a last-ditch defense of their 71¢ racket. As though to prove they had lost none of their nerve, they even demanded priorities on mining equipment to meet the new war-industry demand for silver—at twice the already artificial market price. Hard-hitting *American Metal Market* (trade organ) found a word for it in O. Henry: "The legitimate ethics of pure swindling."

En route to air supremacy... EVERYWHERE !



The P40E, a Curtiss-Wright pursuit ship

They're on the way! Planes enough to insure the freedom we're fighting to maintain.

En route to this air supremacy there's no time to lose; every day, every hour counts. So, when this plane factory was built, quick-service concrete made with Lehigh Early Strength Cement was a time-saving "must." This cement gets concrete ready for service 3 to 5 times faster than normal cement can manage.

This speed, so vital in wartime construction, brings important advantages to *any* concrete work. Besides earlier productive use, quicker completion means earlier occupancy and earlier return on the investment—a plus that no responsible business man willingly passes up.

On your next concrete work, tell your architect or contractor that you want him to figure on the use of Lehigh Early Strength Cement.



Contractor: J. W. Cowper Co., Buffalo, N. Y. • Architect: Albert Kahn, Detroit, Mich.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Lehigh

EARLY STRENGTH CEMENT

for service-strength concrete in a hurry

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

LEHIGH PORTLAND CEMENT COMPANY • ALLENTOWN, PA. ... CHICAGO, ILL. ... SPOKANE, WASH.

TIME, April 20, 1942

GUARD THEIR *Health!*



STRAUBEL *Texturized* TOWELS

Protect the War Workers by furnishing clean, crisp Straubel Texturized Towels in their wash-rooms. These new

paper towels absorb more water—do it faster—and, leave no fuzz. Ask your supplier for samples today!

Straubel
PAPER COMPANY
GREEN BAY, WISCONSIN

OUR OWN VERSION "Lease-Lend"

YOU
Lease
THIS
ROOM



WE
Lend
YOU
THIS

NEW YORK'S OUTSTANDING HOTEL VALUE!

From \$7.00 per day, the price you would ordinarily pay elsewhere for a double room and bath, the extra room in a Park Central suite of Parlor, Bedroom and Bath is an added comfort at no increase in cost... and there is no additional charge for a second person. It's "tops" among travelers who know!

FREE USE OF POOL & GYMNASIUM
Home of the Famous Coconut Grove
1600 Rooms

PARK CENTRAL HOTEL
7th AVE., 55th to 56th ST., N.Y.C.

Tale of Two Cities ---
Business in Washington?
Stop overnight in Baltimore at the famous Belvedere. Just 40 minutes from nation's capital! Superb accommodations. \$3.85 up.

THE Belvedere BALTIMORE

CINEMA

The New Pictures

Reap the Wild Wind (Paramount) has all that money (about \$1,800,000 worth) can buy: horrendous hurricanes, sailing ships to buck them; a monster squid, brave men and bold to tackle it; a dressmaker's dream of a cotillion; flora & fauna and sea-scapes galore; vermilion cockatoos and great red cheeses; red-coated slaves and monkeys in the rigging; rooms, houses, towns, cities, dripping with elegance and Technicolor.

What *Reap* hasn't got is what it takes, which money can't buy. This so-called saga of the seafaring U.S. of 1840 is seldom credible, only occasionally exciting. It has its moments (some Grade-A brawling, excellent underwater photography, an occasional astonishing set), but they are inadequate substitutes for real characters and a good story. The story itself is the successful fight of shipowners to break up a gang of salvage pirates among the Florida keys. Paulette Goddard is there, speakin' Southern and doin' her best to get a little honest salvage away from Raymond Massey, head of the highjackers and a rat, old-style. Romancing the pretty salvage wrecker around are Sea Captain John Wayne, who seems quite depressed, and Shipowner Ray Milland, who is anything but. He gets her. In the end, poor Paulette, surrounded by dead and dying salvagers, wails: "This is all my doin'."

No one but Cecil Blount De Mille could have made *Reap the Wild Wind*. He has been making this kind of picture, in one form or another, for the last 29 years. Its name is spectacle. He likes spectacles. So

have the estimated 800,000,000 cinemadicts who have paid some \$200,000,000 to see *Reap's* 65 predecessors. So has Paramount, which banked most of the \$55,000,000 in film rentals that have made it happy and De Mille rich.

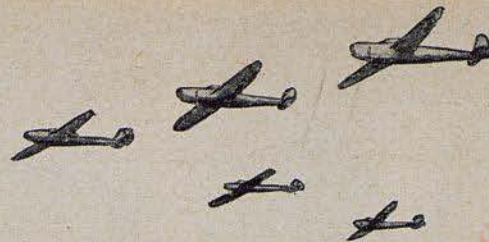
Hollywood understands these figures, for Hollywood is still primarily interested in grosses. So is De Mille. That's why he went into the business and made his first picture (*The Squaw Man*) in 1913. A frustrated actor, son of successful and knowing show folk, he had already had his artistic wings clipped—by David Belasco, who purchased and took credit for a play (*The Return of Peter Grimm*) which De Mille wrote.

It was a permanent clipping. De Mille, almost singlehanded, bludgeoned the industry into big business, into a new knowledge of production values, and into an acceptance of stagecraft (genuine sets, etc.)—an important advance. He did this by dishing out a series of pretentious pictures which ran an enticing gamut from sex (*Male and Female*) and high living (*Affairs of Anatol*) to orgiastic uplift (*The Ten Commandments*). They earned him the Order of the Holy Sepulchre and a gold medal from the bathtub industry (for making cinemagoers bathroom-conscious).

Vain, shrewd, assertive, benevolent, half uplifter, half showman, at 60 De Mille is Hollywood's oldest successful movie maker. He got there by ignoring the art of motion-picture making, concentrating on expensive theatrics, and trimming his sails to the prevailing breeze. *Reap* is part of his latest excursion—pioneer Americana, a blend of history & hokum which has produced *North West Mounted Police*, Paramount's



SPECTACLE SHIP
She is from Dixie.



Once upon a time there was a man named Mfgtch. One morning he came down to breakfast and saw by the papers that the world was coming unglued.

"What a mess," muttered Mr. Mfgtch.

When Mr. Mfgtch got to the office, where he was a Little Shot, he called Miss McZqrty over to his desk.

"Miss McZ.," he said, "how many people are there in the United States?"

So Miss McZ., who was good at vital statistics, told him.

"And how much," continued Mr. Mfgtch, "is it going to cost us to lambast the living daylights out of the Nazis and the Nips?"

So Miss McZ., she told him.

"Jeepers!" observed Mr. Mfgtch. "Now then! How much is the cost of doing the lambasting divided by the number of us folks who have got to do it?"

"Just a minute, sir," said Miss McZqrty, who was employed by the firm as a Comptometer operator. And so saying, she went to her desk, and in a jiffy worked out the problem on her trusty Model M Comptometer.

Even as she whisked through the problem, she thought what a marvelous adding-calculating machine the Comptometer is, and how speedily, accurately and economically it handles all sorts of vital figure work.

And as she hurried back to Mr. Mfgtch's desk, she considered what a dreadful jam Management would be in if it were not for figure-work machines in general, and Comptometers in particular.

When she got back to Mr. Mfgtch's desk, she told him the answer.

"JEEPERS!" said Mr. Mfgtch, whose vocabulary was not extensive.

And that noontime, on his way to Hank's Hamburger & Pinball Emporium, he paused at the corner bank long enough to purchase a whopping big United States Defense Savings Bond.

Felt & Tarrant Manufacturing Company, 1720 North Paulina Street, Chicago, Illinois.

MR. MFGTCH

helps to keep 'em flying





A LITTLE TELLS A LOT

It's easy to recognize the rich, mellow flavour of Johnnie Walker... with the very first sip.

Each drop has a wealth of flavour—full, round flavour.

That's why there's a lot of flavour-satisfaction in just a little Johnnie Walker.

WHEREVER YOU ARE
IT'S SENSIBLE TO STICK WITH

JOHNNIE WALKER

BLENDED SCOTCH WHISKY



BORN 1820
... still going strong



RED LABEL
8 years old

BLACK LABEL
12 years old

Both 86.8 proof

CANADA DRY GINGER ALE, INC., NEW YORK, N. Y., Sole Importer

top grossing picture (about \$2,500,000) of the last ten years. This calculated program has not produced one really fine motion picture, but it has long entertained the biggest segment of U.S. ticket buyers (modal age: 19).

If De Mille has a formula, beyond mere size (always colossal) and style (always his own), it is one long practiced by the rest of Hollywood. It is called "insurance." It works this way: after loading *Reap* with all the enticing ingredients he could think of, De Mille insured it against failure by adding the ingredients of recent successful escape pictures and doing them a bit bigger or better, plus Technicolor.

De Mille, outwardly charming and polished as an international banker, is actually a member of the fan-magazine audience that eats up his muscle-bound extravaganzas. He does all the acting for his cast on the set, and it is his performance, not theirs, that registers on the screen. Once his gift for spectacular effect was in tune with the times; today it is strictly from Dixie. But it is still box-office.

My Favorite Blonde (Paramount) is sun-kissed Madeleine Carroll, nut-brown as a honey bear from her recent Bahaman excursion (*TIME*, March 9). This time she is the favorite of Comic Bob Hope, who blissfully lets her kick him around for ten reels of good slapsticky melodrama which all concerned seem to enjoy.

Madeleine is a British spy trying to smuggle a brooch-full of vital statistics from New York City to Los Angeles. Hope is the lesser half of a three-a-day penguin roller-skating act. They meet when Madeleine chooses his dressing room for a hideout from pursuing Nazis. They get out for Hollywood together by Pullman after she has bussed him once and Percy, the penguin, has been signed for pictures.

Hope's hot & cold gagery goes on agreeably all the way across the continent. Blonde Miss Carroll, who can act when she has to, makes a good thing out of a role which could have been adequately routine. Percy the penguin wins the pantomime honors hands down. His best scene: waddling down a Pullman aisle in his striped pajamas and matching nightcap, hot after a herring.

CURRENT & CHOICE

This Is Blitz (Canadian documentary of blitz warfare, its cause & cure; *TIME*, April 13).

The Gold Rush (Revival of the Chaplin comedy, with narrative and music; *TIME*, April 6).

The Remarkable Andrew (Brian Donlevy, William Holden; *TIME*, March 30).

The Male Animal (Henry Fonda, Olivia de Havilland; *TIME*, March 23).

To Be Or Not To Be (Carole Lombard, Jack Benny; *TIME*, March 16).

Roxie Hart (Ginger Rogers, Adolphe Menjou, Lynne Overman; *TIME*, March 2).

Captains of the Clouds (James Cagney, Brenda Marshall; *TIME*, March 2).

Woman of the Year (Katharine Hepburn, Spencer Tracy; *TIME*, Feb. 16).

MISCELLANY

Lost & Found. Over Troy, Kans., Pilot H. K. Speed dropped his eyeglasses from a bomber; 6,000 feet below Mrs. Myral Wilmett picked them up in her yard, unbroken.

Clean Sweep. In Shutesbury, Mass., the Army at one swoop drafted the chairman of the Selectmen, the chairman of the Board of Public Welfare, the principal of the Center School, the chairman of the Board of Health, the director of old-age assistance, the chairman of the Civilian Defense Committee, the president of the Teachers Association, a trustee of the library, the library's janitor, the school department's janitor, the town identification officer, and a voters' registrar: all the same man, Henry Dihlman.

Provided. In Portland, Ore., the Navy received from a wife her written consent to her husband's enlistment. To the approved form she had added a rider: "It is further understood and agreed that he shall be well fed at all times, be well and sufficiently clothed, shall not be overworked, shall not be issued too much grog, and, finally, shall not be allowed to associate with dissolute characters."

Lean Years. In Chicago, the American Institute of Laundering issued a plea to diners to help reduce laundering wear & tear by leaning well over the plate.

Confusion. In Elkhart, Ind., Druggist Charles Judd, his mind on his simples, mailed a sack of letters in a bank's night depository, deposited a sack of money in a mailbox.

Code. In Seattle, police and U.S. agents tried and tried to decode the notations in an arrested woman's little black book: "K 1, P 2, CO 8, K 5 . . ." finally quizzed her, learned the meaning: "Knit one, purl two, cast on eight, knit five. . ."

Tires. In Chicopee, Mass., U.S. Rubber Co. failed to win permission from the local rationing board to buy four new truck tires.

Sleepy. In Thomaston, Ga., John Meier headed for bed, twisted an electric bulb to put out the light, dropped the bulb, cut his hands, stepped on it, cut his feet, stooped to pick out the glass, blacked his eye on a chair.

Fake. In Lancaster, Pa., Marvin Stoy and Robert Jones, both ten, apprehended by police, admitted that they had stolen Blackstone the Magician's wand, had thrown it away because it didn't work.

Exhibit. In a Cambridge, Mass. court, Mrs. Gladys E. Miller, suing for divorce, offered as evidence a box full of her hair which she said her husband had pulled out of her head.



In each claw . . . 15,000 feet

Tires are the claws of these big war birds—for taking off, or coming to roost.

A big bomber's tremendous weight, and take-off and landing speeds, put a terrific strain on tires. To make them super-strong, into the beads of each tire go over 15,000 feet of steel wire . . . almost three miles of it!

Strong, uniform Wissco wire for war bird claws is but one of a wide variety of products now streaming from our blast furnaces, open hearths, and seven mills.

The thousands of men in Wickwire Spencer know today's vital needs for wire, wire rope, precision springs, wire cloth—and the other steel products on which they are sweating day and night to beat the promise—for Victory.

If you need a Wickwire product, to help speed your output for war, rush your priority rating, and put it up to us. Write Department T-5, Wickwire Spencer Steel Company, 500 Fifth Avenue, New York, N. Y.



This book tells the story of the men of Wickwire Spencer. It pictures many of the useful steel products we supply, and shows what these skillfully made products are doing to help win the war. Would you like a copy? Ask for it on your letterhead.

The steel industry needs scrap. You can speed Victory by salvaging and selling old metal.



**WICKWIRE SPENCER
STEEL COMPANY**

Seven Plants Located in MASSACHUSETTS, NEW YORK, PENNSYLVANIA, ILLINOIS



SHERWOOD ANDERSON GROWS UP (WITH BROTHERS & SISTER, AS SPANISH WAR SOLDIER, AS A YOUNG BUSINESSMAN)
Of Lincoln's earth, and Lincoln's people.

BOOKS

Album for a Classic

SHERWOOD ANDERSON'S MEMOIRS—*Harcourt, Brace* (\$3.75).

The peculiar and important thing about this new, and conspicuously informal, American classic is that it belongs far less to the literate reader than to those who read so little that talk can still mean more to them than print—provided it be plain and friendly, sensible talking. For Sherwood Anderson's life story has many things in common with their own, and so has his way of telling it.

His mother, in her girlhood, was bonded-out to an Ohio farmer. Sherwood and his sister and his brothers were deeply poor children of an irresponsible father. In his early 20s he enlisted and served a tame,

funny, delightfully told few weeks in the Spanish-American War. In his hunger for money, he also developed an Alger-boy slickness which he was later to regret; worked at odd-jobs, with race horses, in factories, writing advertising copy; became at length a paint manufacturer and the respectable head of a respectable family.

His descriptions of business, of businessmen's pleasures, of the terrible restiveness and staleness which all but broke him before he ultimately broke loose, are among the most extraordinary pages in the book—sketchy, fumbling, yet incomparably more penetrating and more compassionate than, say, the excellent *Babbitt*. It was only after he walked out on his wife, his children and his business that his life as a writer began. His account of that life is no

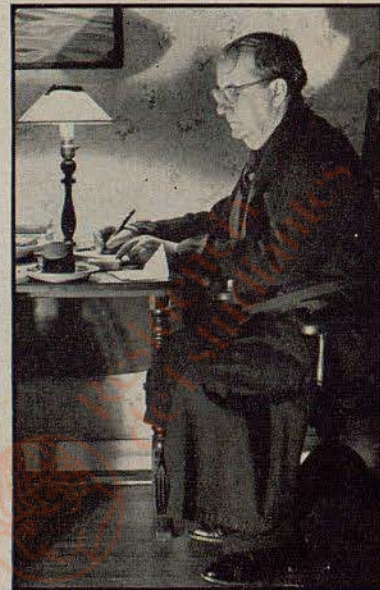
less moving, but it lacks the great human breadth of the first half of his story.

For anyone who cares to clarify his faith in a nation, and in human beings, the book will be an eminent pleasure to read. It is not within miles of faultlessness; it is not the kind of book that tries to be. It is as placidly worked as a cow works her cud, and naïve enough, sometimes, to make that cow smile; but the book contains some of the gentlest, most beautiful writing about American living that has ever been done. For though Anderson, as he says, was "but a minor figure," he is no less significant and symbolic an American than Abraham Lincoln, no less deeply bred of the humane earth, and of common people.

Geography Is Fate?

AMERICA'S STRATEGY IN WORLD POLITICS—*Nicholas John Spykman—Harcourt, Brace* (\$3.75).

Long before Pearl Harbor, Professor Nicholas John Spykman glanced up one



SHERWOOD ANDERSON GROWS OLD (AS A WRITER, WITH CRONIES IN MARION, VA., IN HIS STUDY)
A cow might smile, but not too broadly.

Brown Brothers, Sanders-Black Star

Down the ways of America's shipyards flows a continuous procession of ships . . . freighters, tankers, patrol vessels, warships. A valuable tool in building these ships is the oxy-acetylene torch. With it, thick slabs of steel plate are quickly cut for fabrication . . . hulls are speeded to completion. ★ The acetylene gas

burned in these torches cannot be stored under pressure . . . must be dissolved in cylinders containing acetone. Only then can it be kept under high pressure with perfect safety.

★ Acetone is but one of the many chemicals produced by Commercial Solvents . . . chemicals vital to our program for victory.

"Carrying a Torch" for Freedom

COMMERCIAL SOLVENTS *Corporation*

17 East 42nd Street, New York, N. Y.

FINE CHEMICALS FOR FINE PRODUCTS





AIR BORNE DESTRUCTION CAN COME INSIDE INDUSTRY, TOO

BOMBS that rain from the sky take a terrific toll in destroyed property and lost lives.

The special targets of enemy air-men are manufacturing plants—for here, at the sources of production, battles are often won or lost before actual combat begins. So every effort is made to protect these plants where the materials of war are made . . . camouflage and black-out, anti-aircraft batteries, even balloons swaying on leash in the sky help to keep enemy air forces from coming too close.

Yes, every device is being used to protect industry and keep the wheels of production turning smoothly and swiftly every hour day and night.

But, the enemy without is not the only destructive force which must be eliminated. Dust—like enemy bombs—dangerous and destructive,

but much more insidious in the way it attacks—is the air-borne menace that strikes from within. No deafening roar of engines or wailing air-raid sirens announce its arrival, for dust in its most destructive form—comes unheralded—can even be invisible.

The menace of industrial dust that ruins irreplaceable machinery, spoils materials in process and impairs workers' efficiency can be controlled with American Air Filter equipment.

Hundreds of existing plants and practically all new war production plants are equipped with American Air Filters to eliminate atmospheric dust and AAF Roto-Clones to control process dust.

Write today for helpful booklet, "AAF In Industry," which deals with industrial dust problems and their solution. There's no obligation.

AMERICAN AIR FILTER COMPANY, INC.



388 Central Avenue, Louisville, Kentucky

IN CANADA, DARLING BROTHERS, LIMITED, MONTREAL, P. Q.

day from his studies of German Geopoliticians Friedrich Ratzel and Karl Haushofer to observe that, if he looked at the globe one way, the New World encircled the Old. But if he looked at the globe another way—if, for example, Germany had upset the balance of power in Europe, or Japan upset the balance of power in Asia, and these two powers joined forces—the Old World encircled the New. In this geopolitical embrace, the New World might suffer a "caress of death." So he wrote this provocative and controversial book to tell his compatriots why they must be ready at all times to fight to preserve the balance of power in Europe and Asia.

A geopolitician, Professor Spykman wrote with the colossal calm of the new fatalism in which geography is destiny. A Dutchman (he was naturalized in 1928), he viewed destiny with the phlegm common to a people that has lived for generations below sea level. A professor of international relations at Yale, he thought with the cold-bloodedness of a historian who knows that nations come & go, but that the human race goes on.

What he had to say was this: due to its position as a continental island between Asia and Europe, the survival of the U.S. has always depended, and always will depend, on maintaining a balance of power in Europe and Asia. Whenever that balance is seriously unbalanced, the U.S. must fight. Also, due to the U.S. geographic position, there have always been two opposed geopolitical theories as to where and when to fight. One theory is interventionism, which maintains that the fight must be fought in Asia and Europe, with the help of European and Asiatic allies. The other theory is isolationism, which maintains that the U.S. can retire behind its oceans and fight off all aggressors with the help of its hemispheric allies (Latin America). The question for Americans: Shall the U.S. dominate the world or become a buffer state between Germany and Japan?

Survival. Whatever else the U.S. may be fighting for in World War II it is fighting first & foremost, Author Spykman insists, for its political life. He thinks Americans ought to be a little clearer about the meaning of power. "In this kind of a world states can only survive by constant devotion to power politics. . . . The struggle for power is identical with the struggle for survival. . . . All else is secondary, because in the last instance only power can achieve the objectives of foreign policy."

In two lines Spykman condenses the viewpoint about which German geopoliticians have written volumes: "Geography is the most fundamental factor in the foreign policy of states because it is the most permanent. Ministers come and ministers go, even dictators die, but mountain ranges stand unperturbed." Out of this idea the Germans have made their fashionable theory of geopolitics, and the Nazis have made history.

Professor Spykman's contribution to the debate on intervention versus isolation is contained in such brilliant chapters of his book as *America and the Transatlantic Zone* ("The position of the United States in regard to Europe as a whole is . . .



NOW-

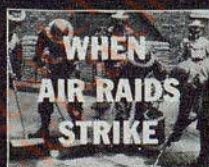
on the screens of U. S. theatres

THE MARCH OF TIME

shows you how Uncle Sam is streamlining

"AMERICA'S NEW ARMY"

Here you will see **AMERICA'S NEW ARMY**
in the making, millions of citizens in training
to build the world's mightiest striking force.
Your theatre manager can tell you now when
he will show this latest issue.



OTHER CURRENT ISSUES

**For the millions of Americans who seek intelligent
entertainment on the motion picture screen**





HUNTLEY & PALMERS

*regret their inability
to supply American
friends with their*

BISCUITS

*The output of their
factories at Reading
is devoted to supplying
His Majesty's Forces
and helping feed
the Home Front.*

*Huntley & Palmers
will resume ship-
ments after the war
is won.*

*This year the
HEART
OF AMERICA
is
Trump!*

*Find fun in the
BLACK HILLS*

What peace just to look across
this mountain playland—to ride
its spruce-lined canyons—to
feel its cooling waters—to zip
a trout into the frying pan!...

Here are carefree days colored
with that Western spirit which
IS America... Cool nights and
no mosquitoes. Send for folders.

A. H. Pankow, Publicity Director

SOUTH DAKOTA

State Highway Commission
PIERRE, SOUTH DAKOTA

THE HANG OF IT

is important. For
mirrors, pictures,
wall deco-
rations use...

MOORE
PUSH-PINS
PUSH-LESS HANGERS

MOORE PUSH-PIN CO., PHILA., PA.

identical to the position of Great Britain in regard to the European continent..." *America and the Transpacific Zone* ("Participation in a war to preserve the balance of power in Europe against Germany means war in cooperation with the dominant naval power. Participation in a war to preserve the balance of power in Asia... means war against Japan, against the dominant naval power, a strategic problem of an entirely different nature.").

Good Neighbors. To the Good Neighbor policy Professor Spykman devotes the more urgently important half of his book. The basic mistake in the Good Neighbor



Wide World
GEOPOLITICIAN SPYKMAN
Dictators die but...

policy, he points out, is the result of regarding the western hemisphere as capable of political or cultural unity.

"The political pattern of the hemisphere remains that of international anarchy." The Latin American countries distrust the Colossus of the North. There is a latent conflict between Argentina and Brazil, another between Chile and Peru. There is the old grudge between the U.S. and Argentina.

Professor Spykman feels that the Pan-American conferences have done little more than overlook these conflicts. That is why Spykman sees no reason to believe that a German-Japanese victory will find the countries of the New World "any less divided than Europe, any more difficult to defeat one by one than the states of that unhappy continent." Hemisphere defense, he concludes, "will continue to rest, as in the past... on the armed forces of the United States."

Quarter-sphere defense may be feasible from a military viewpoint. Economically, Professor Spykman believes that it is hopeless "without the tin and the tungsten of Bolivia, the copper of Chile and the tungsten, wool and tanning products of the Argentine, our war industries would be seriously crippled even if we could produce in northern Brazil the materials

HOW TO SOLVE Your Industrial Finish Problems on War Products

JONES-DABNEY CO. has industrial finishes to meet a wide range of government specifications and to fit your own production schedules.

With a substantial part of our production facilities and our research laboratories converted to war needs, we are prepared to deliver promptly lacquers, varnishes, enamels, synthetic resins and paints meeting U. S. specifications.

All our knowledge gained through years of service to industrial manufacturers is available to give you finishes that meet government "Specs," and our trained field men are ready to show you how each required specification may be most efficiently and economically fitted into your production program.

Write today for our useful new booklet on U.S. specifications, and the finishes required for your war production.

Jones-Dabney Co.

Industrial Division of

DEVOE & RAYNOLDS CO., INC.

LOUISVILLE, KY.

To the Discriminating

*Cocktail
Lover*

Don't say America can't make good Vermouths before you try Gold Seal Vermouths.

Like Gold Seal Champagne, Gold Seal American Vermouths* are really an achievement in wine science. They are the supreme success of technicians who know the art of blending fine wines with herbs to produce Vermouths equal to those coming from any part of the world.

These Vermouths are what you have been searching for. You can be sure of a perfect cocktail! Send for booklet, "Wine Wisdom."

*Alcohol 19% by volume
URBANA WINE CO., Inc.
Urbana, Hammondsport, N.Y.

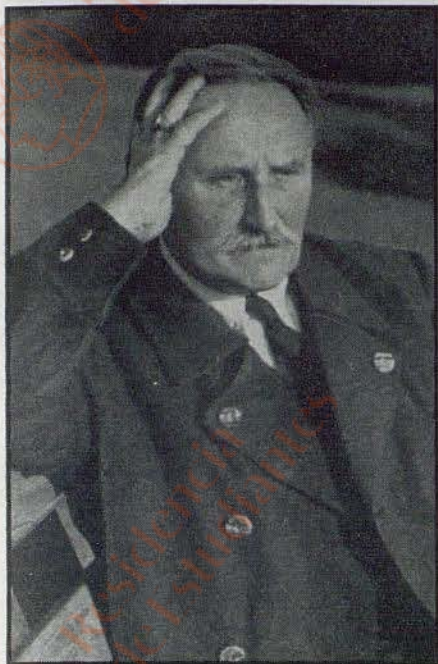


**GOLD SEAL
AMERICAN
VERMOUTHS**

which now come from the tropical zones of Asia and Africa."

From these dark facts Professor Spykman draws a drastic conclusion: "Hemisphere defense is no defense at all. The Second World War will be lost or won in Europe and Asia."

Post-War. Equally astringent are Spykman's remarks about the post-war world. "In the first world conflict of the 20th Century," he observes, "the United States won the war, but lost the peace. If this mistake is to be avoided, it must be remembered, once and for all, that the end of a war is not the end of the power struggle. . . . The interest of the United States



Pictures Inc.

GEOPOLITICIAN HAUSHOFER
... the mountains still stand.

demands not only victory in the war, but also continued participation in the peace."

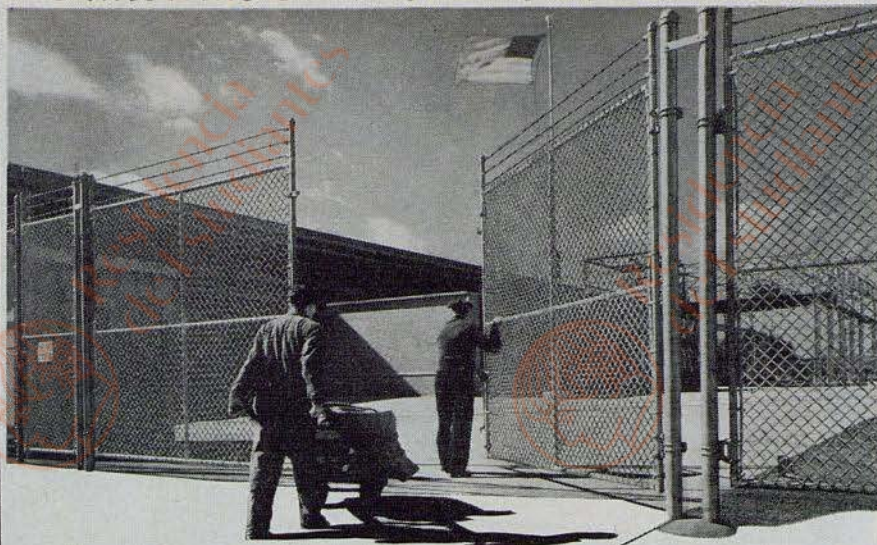
Professor Spykman believes that a world federation is "still far off," and feels that "this is perhaps just as well. . . . Diplomacy would become lobbying and log-rolling, and international wars would become civil wars and insurrections, but man would continue to fight for what he thought worth-while and violence would not disappear from the earth." But his main objection to theories for the future is that "they provide very little guidance for the practical problems which will face the United States on the day of the armistice." On that day, he says, "there will be neither world state nor hegemony but many large and small powers." The business of the U.S. will be to maintain a balance of power among them, and "preserving the balance of power is a permanent job."

For Spykman accepts the fact "that there will always be conflict, and that war will remain a necessary instrument in the preservation of a balance of power."

To some, realism so simple may well seem as devastating as frost in a hothouse for orchids. But such people may take comfort in the thought that Professor Spykman is not infallible, that the cult of

PAGE FENCE

America's First Wire Fence - Since 1883



GUARDIAN OF TOP-SPEED PRODUCTION TO DEFEAT ENEMIES OF LIBERTY

● Safeguarding industrial property has been a major function of sturdy Page Fence since J. Wallace Page originated woven wire fence in 1883, and founded the company which has been a leader in important fence developments. Safeguarding the fence investment through localized, responsible engineering and erecting service is also a Page achievement. More than 100 factory-trained, long-experienced local firms which own their own plants, comprise the **PAGE FENCE ASSOCIATION**, Headquarters: Monessen, Penn.

PRODUCT OF PAGE STEEL & WIRE DIVISION—AMERICAN CHAIN & CABLE COMPANY, INC., BRIDGEPORT, CONN.

VICTORY FIRST
At the Page mills, men, machines and materials are on an all-out schedule for production of fence to protect plants working on Government orders

LOOKING FOR A NEW MATERIAL?

Perhaps Douglas Fir Plywood can be of service to you!

● What do you need to help speed vital war production: A new material to pinch hit for one now unavailable? A versatile material to meet ever-changing requirements? A strong, lightweight material for structural members, crating and boxes? A large-size material to build housing faster? Douglas Fir Plywood, the "modern miracle in wood," more than fills all these requirements. It is helping scores of industries maintain schedules, accelerate production and achieve definitely superior results. Investigate how it can serve you. Write for free Industrial Handbook or technical assistance. Our experienced engineers will reply promptly.

Douglas Fir Plywood Association,
1601 Tacoma Bldg., Tacoma, Wn.

DOUGLAS FIR PLYWOOD

Real Lumber
MADE LARGER, LIGHTER
SPLIT-PROOF
STRONGER

POUND FOR POUND STRONGER THAN STEEL!

Me take over Dunn's job? I'm up to my ears already!



"I NEVER KICK at extra work . . . especially when it's to hold open a job for a fellow going into Service. But the way we're set up now, there aren't enough hours in the day to do it. I can't even find enough time to do my own job. If I only had some way to pass along details, it would be easy to take on extra work. The boss has got to give us a better system of memos and records."



FOUR DAYS LATER

"HERE'S A SUGGESTION that will help me take over Dunn's work and do my own, too. This Hammermill book gave me the idea. It shows modern printed forms that handle routine — assign work, keep it moving, follow it through. A system like that would free all of us from a lot of details and give us time for important work. We can easily adapt the forms in this book to our needs."

TO SPEED UP YOUR OFFICE WORK: Hammermill offers two free booklets . . . How to avoid "junk heap" desks . . . How to get information, pass along orders and instructions, check results and responsibility. Send for these free helps now!



HAMMERMILL
Papers for Office Use
BOND • DUPLICATOR • Mimeo-BOND



Hammermill Paper Company, Erie, Pa., Dept. T 4-20

Please send "21 Ways to Keep a Clear Desk" and "How to Design a Business Form."

If you use an office duplicator, check kind: ☐ stencil; ☐ gelatin; ☐ spirit.

Name _____ Position _____

(Please attach to your company letterhead)

realism has its own limitations and cold-bloodedness leads to its own kind of distortion. To others, tired of statesmanship by euphemism and eye-catching phonies, Spykman's plain talking seems a bracing corrective.

Good Will

SALSETTE DISCOVERS AMERICA—*Jules Romains—Knopf* (\$2.50).

This book, by the tireless fabricator of *Men of Good Will*, is not one of the series; it is a graceful little vacation-piece on the old subject of The Visiting Foreigner. This time the foreigner is no charmer of women's clubs but a likable middle-aged Frenchman, the exiled professor Albert Salsette. He gets to Manhattan in the spring of 1941, and his old friend Jules Romains shows him around. They see little of that world outside Greater New York. But as far as they go, their sharp eyes, fresh minds and Gallic talent for analysis and for phrase contrive a keenly agreeable pair of new spectacles for the over-habituated native.

"You feel so unmistakably," Salsette remarks, "that nobody here is afraid. Yes, that's what it is! Immense power; and with it immense freedom. Isn't it perfectly astounding that the two should go together?"

But he is by no means myopic. He observes, in the gait of the women, "a kind of serenely confident ostentation"; he notes too that they are bold with their eyes in the streets, and the men shy, almost to a reversal of sex. To him the well-known myth about the dominant American female is incorrect; "it seems to me rather the cult of woman, a little in the spirit of the troubadours. . . ." When Romains explains to him that American men, though you may talk with them freely about the French or Chinese or Tahitian, have "a curious—and in a way admirable and touching—sense of modesty about their own women," he exclaims: "But in that case they are a wonderful race, these men! They have other gods besides their money and their work."

M. Salsette's remarks about U.S. food & drink are courteous but not startlingly novel; he has some very nice things to say, however, for the complicated, charming toy, his kitchenette, and he manages to make the luxuries of a U.S. bathroom, for the first time, worthy of literature.

In a brilliant set piece, Romains leads him into the deafening shadows of Manhattan's Chatham Square, for an infernal glimpse of the U.S. "Middle Ages." Later, in "the hypnotic rhythm" of a Parkway drive to Jones Beach, they move on a road so magnificently designed that it makes a car "an instrument capable of making a landscape sing"; among many other cars in "an incredibly vast dance," as if some all-but-cosmic power had caught a whole race into planetary motion.

Salsette and his guide are kinder than natives might be, but they are honest. One realizes, in Salsette's summation, a deep genuineness, an almost embarrassing tribute. "This is what I call a materialistic civilization," he exclaims. "And I like it."

Swing to the Whiskey Taste
*it Takes 4 STATES to Make**

INDIANA
FOR SMOOTHNESS

PENNSYLVANIA
FOR BODY

KENTUCKY
FOR RICHNESS

MARYLAND
FOR BOUQUET

Drink
SCHENLEY
THE TASTE IT TAKES
4 STATES TO MAKE

*BLENDED WITH THE FINEST NEUTRAL
GRAIN SPIRITS FOR PERFECT MILDNESS!

Schenley Black Label, 67% Neutral Grain Spirits. Schenley Red Label, 72½% Neutral Grain Spirits.
Both 86 Proof. BLENDED WHISKEY. Schenley Distillers Corporation, New York City

You taste its quality



I'm "Coca-Cola" known, too, as "Coke". Everybody likes to shorten words. Abbreviation is a natural law of language. You hear "Coke"... the friendly abbreviation for the trade-mark "Coca-Cola" ... on every hand.

5¢

Once you taste ice-cold "Coca-Cola", you recognize its goodness and its quality. It never fails to please... and to refresh. Ice-cold "Coca-Cola" brings you something original in the way of a "delicious and refreshing" drink. You'll like "Coca-Cola"... it's the real thing.