

NINETY THIRD YEAR

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# Rendova Island Conquest Complete

## American Guns Destroy 101 Nippon Planes

### Casualties Light Although Some Landing Boats Fall Prey to Treacherous Water

ALLIED HEADQUARTERS IN AUSTRALIA, Friday, July 2 (AP)—Americans have speedily completed conquest of Rendova island in the central Solomons, turned shore batteries on the nearby Japanese air base at Munda and destroyed 101 enemy planes which tried to break up the Solomons landings, the high command announced today.

While everywhere the ground fighters received ample support from strafing and bombing planes, participants in the growing south and southwest Pacific offensive against the Japanese consolidated positions, including those newly established near Salamaua, New Guinea.

A spokesman for General Douglas MacArthur said our casualties were light throughout the entire area although we had some landing boats damaged in treacherous waters around the Solomons. In the landing at Nassau bay just below Salamaua, probably the most difficult from an amphibious standpoint, there was not a single casualty.

In a story of speedy conquest, the communiques today reported that United States forces which landed on Rendova June 30 completed their operation shortly after midday by destroying the small but tenacious Japanese garrisons.

The allied aerial action was most impressive. Bombers struck at Rabaul, New Britain, from which the Japanese might parry the allied thrusts and other planes rained death on enemy forces opposing the landings near Salamaua, New Guinea.

Complete occupation of Rendova would continue a speedy action. Landings were made only Wednesday on that island which not only puts allied forces within easy range of Munda but also within fighter range of Rabaul itself.

Australians who landed at Nassau bay, less than 15 miles below Salamaua, were reported attacking the Japanese in that sector which is just across Dampier strait from New Britain.

Editor's Note: Maj. Ira F. Wintermute, basketball star at Salem high school and Oregon State college before enlisting in the army air corps in 1938, awarded the Distinguished Flying Cross for his "coolness and courage under fire" in the battle of the Aleutians, has written for American Magazine an article entitled "War in the Fog." By permission, excerpts from the article, which appears in the August American issue today, are published herewith.

By MAJ. IRA F. WINTERMUTE

WINTERMUTE HAS MANY A TALE OF danger and death, of tireless labor in building bases and moving supplies, of crude, lonely living in the nastiest climate in the world.

I was stationed at an Aleutian base for three and a half months. During that time I saw the target—Kiska—clearly just four times. We made about a dozen raids in that period; the fog grounded us the rest of the time. Once I was lost on a raft in the ocean, and for four days was marooned on a barren island.

On our first mission we started in a flight of three B-24 Liberators. (Consolidated 4-engine bombers.) I had one ship, and other pilots were Capt. Dick Lycon and Maj. Jim Starkey. The weather wasn't bad, but halfway to Kiska we ran into a solid front of fog, then a bunch of scattered clouds, rain, and rough air. We couldn't see anything but a dull gray wall; we felt hemmed in by some evil genius.

Each plane had to strike out for itself and fly by instrument. I asked Lt. E. T. "Peewee" Freeman, navigator, what course to fly, and he gave me a heading. My copilot, Lt. R. A. Hayden, kept saying, "We'll make it," and told the crew to quit worrying. I asked the radio operator to contact something—anything—and said to the crew, "We're lost."

There was a dead silence. The men sat back on the flight deck and prayed silently. I did some praying myself, and kept hoping. We were pretty young; I was 27, and probably the youngest. We didn't have much fuel and flying time.

## Gasoline Famine Worse

### Ickes Says Shortage Will Spread to West Coast

WASHINGTON, July 1 (AP)—The wartime gasoline famine probably will spread from eastern states to the midwest shortly and to the Pacific coast before the year is out, Secretary Ickes indicated Thursday forcing tighter curbs on motorists throughout the nation.

Ickes, talking to reporters in his role of petroleum administrator, pictured the situation by sections like this:

East coast—Getting a record supply of oil by railroad and due in two weeks to begin getting more oil as the Illinois-to-New York leg of the "big inch" pipeline from Texas is completed, but unlikely to have anything additional for civilians because military demands are huge and growing.

Midwest—Troubled by declining production that already is insufficient for its needs, already closer than ever to "more severe restrictions" and likely to get them as the eastward pipeline leg gets into fuller operation within a few weeks, freer railroad tank cars to haul away more oil from the midwest to the east.

Pacific coast—Headed toward a deficiency of crude oil before the end of the year as military demands bite deeply into supplies while California production falls a situation which "could, and probably would, mean more severe rationing there."

The Rocky mountain territory was not mentioned specifically by Ickes, but informed sources said its oil position was so closely tied in with the midwest and the Pacific coast that it probably would share the restrictions that appear to be approaching for those areas.

## Churchill Says Allies Asked For Giraud

LONDON, July 1 (AP)—Prime Minister Churchill disclosed in the house of commons Thursday that the United States and British governments had asked the controversial De Gaulle-Giraud national committee of liberation on June 19 that General Henri Giraud be retained "on military grounds" as commander of French forces in North Africa for the present time.

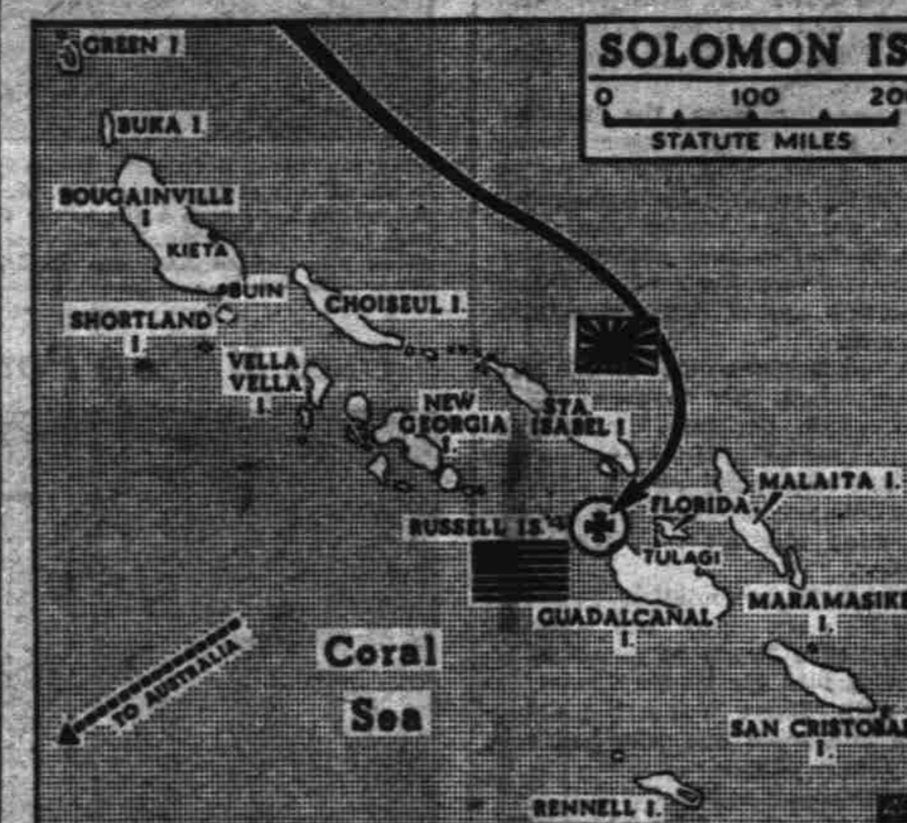
A request for assurances "that there should be no important change in the French command in North Africa at the present time," was made to the committee, he said, on behalf of Gen. Dwight D. Eisenhower, allied commander-in-chief.

The representation "was made on military grounds, and implied no decision to invest Eisenhower with full control over the political organization in North Africa," the prime minister said in response to a question by Laborite Emanuel Shinwell.

Churchill's unequivocal words came amid the stormy reaction of the press and some political circles here to what was described by some newspapers as a slighting treatment of Gen. Charles De Gaulle, fighting French leader.

Following so closely on Churchill's (Turn to Page 3—Story B)

## Where Yanks Attacked



The New Georgia group northwest of Guadalcanal is the new center of allied operations in the South Pacific. MacArthur's men have already completed conquest of Rendova island in the group and have turned their guns on the Japanese air base at Munda.—Associated Press War Map.

## British Newsman Tells of American Attack in Pacific

By HENRY KEYS

London Daily Express War Correspondent  
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WITH THE FLAGSHIP OF A DESTROYER DIVISION BETWEEN RENDOVA ISLAND AND MUNDA POINT, June 30—(Delayed)—This eyewitness story is a world beat and should remain so for a couple of days. It was hitch-hiked a thousand miles by sea, land and air to reach the nearest radio.

An all-out American assault on the Japanese stronghold of New Georgia island got away to a flying start at dawn this morning. The brilliantly conceived and daringly executed plan caught the Japs flat-footed; the landing of men and materials had actually begun before the enemy shore batteries opened fire at this destroyer screen.

Now that it is over and we have gotten away with one of the most brazen attacks against the Japanese it is almost impossible to believe we have accomplished the objective. It was conceded that to succeed in its entirety the blow should take the Japanese by surprise.

### Confident of Success

We were confident it would, even though we recognized the Japanese must be fully aware that something was in the wind soon. Indeed, it was not until yesterday morning that the plan went into effect and orders, compiled in painstaking detail over many months, were distributed. From that moment the beach was the busiest scene.

Loading immediately was begun of transports, smaller converted destroyer transports and new type invasion ships. For most of the day the beach was black with men and trucks and the channel in which the ships stood was pimpled with dozens of small landing boats which frequently were hidden in showers of spray as they plowed through the choppy sea.

By luncheon time, when I returned to the beach to board the destroyer which I was accompanying on the operation, the beach was more or less deserted, however.

### Keys Nearly Killed

I was nearly out of the war before I got into it. I was crouching in the shelter of a machinegun mounting on a landing boat to escape the drenching seas breaking over me when suddenly the machinegun broke loose and hurtled down.

A quick-witted army boy grabbed and pulled at it as it fell, dragging it to one side. It only caught me a glancing blow, merely scratching and bruising my shoulder. I'm afraid I must admit that I felt somewhat scared yesterday and looking out for a good omen.

Aboard "the can" I quickly met her captain and commander of the destroyer division. Quiet, confident men they were and they imparted sufficient of their sureness to make me glad I had accepted advice to accompany the destroyers.

We took off in midafternoon feeling a curious mixture of excitement and, perhaps excusably, apprehension. So far the Japs hadn't attempted a major raid similar to that of a couple of weeks ago and that meant he didn't know we were on the move or that he was saving himself to strike at sunset.

### Japs Taken by Surprise

But he wasn't. The Jap was being taken by surprise. Over in the wardroom of "the can" last night the gunnery and navigation officers were clustered over maps and charts, committing to memory in infinite detail the treacherous reefs and sand bars which choke this westernmost neck of the Blanche channel and plotting the range for guns.

On the accuracy of those charts and the knowledge of our guides depended the initial success. There were navigational hazards aplenty last night merely because of the smaller ships, whose navigational facilities were limited.

## America May Get Bombing

### 'DC Speaker' Says Summer May See Token Raids

WASHINGTON, July 1 (AP)—The American public was warned Thursday that the axis may bomb United States cities this summer in an effort to cripple forthcoming allied offensives by creating a public clamor for withdrawal of air strength from the battle zones to the home front.

"The war is approaching a vigorous summer, and anything can happen," said D. C. Speaker, the mythical District of Columbia spokesman who frequently represents authoritative sources.

He said the warning carried the clear implication that if such air attacks occur, military leaders expect the country to "take it" in the realization that major air strength is committed to offensive operations overseas, and any change in that strategy could only prolong the war with a resultant waste of lives of soldiers and sailors.

The enemy could launch attacks against Atlantic or Pacific coasts from aircraft carriers or from submarines carrying float planes, or against the eastern part of the country by long-range, land-based bombers, starting from Germany itself.

"We have no assurance that an air raid on either the east or the west coast could not be made with a limited measure of success," Speaker said.

The risk of enemy air attack in this country has been carefully calculated, he continued, and the decision reached to continue spotting the bulk of American air strength "at the point of greatest leverage—in other words, in the enemy's backyard, not in ours."

## Railroad Men Appeal to FR

WASHINGTON, July 1 (AP)—Union leaders representing 1,000,000 non-operating railroad workers Thursday night appealed directly to President Roosevelt as Fred M. Vinson, economic stabilization director, issued an opinion which appeared to block any substantial wage increase for the workers, except for those in lower wage brackets.

Union officials were reported up in arms and talking of invoking the strike wage provisions of the railway labor act unless President Roosevelt overruled Vinson.

## No 'Crackers' For Fourth This Year

"No," says Gen. John L. DeWitt.

"And no," says a group ranging from the state police, through the sheriff and his deputies, and the city police, even that friendly cop on the corner. No what? No firecrackers. No cap pistols. No roman candles. And that DOES mean you, Junior. And you, too, Junior's dad. Fourth of July means it is going to be one day in the year when Mom can get that extra sleep without the noise of simulated battle exploding under her bedroom window. Because there's a real war going on and men are fighting Japs and Nazis rather than forest fires.

But there are still picnics. And bicycle trips. And the roses. And in just another week, the circus. Who cares about firecrackers, anyway.

## Kaiser Yard Accused of Faulty Work

PORTLAND, Ore., July 1 (AP)—Henry J. Kaiser's Oregon Shipbuilding corporation, a mighty builder of liberty ships, tops the list of 13 maritime commission yards in the number of faulty ships delivered, a congressional committee was told here Thursday.

Rep. James E. Van Zandt (R-Pa), member of the committee, which is surveying merchant ship building, made the charge after witnesses had told of difficulties encountered in ship construction in the Portland-Vancouver, Wash., area.

"Oregon Shipbuilding corporation stands out in the number of ships delivered, but also in the number of failures," Van Zandt said. "I think it is the duty of congress to find out about these failures."

He said one liberty was lost in the Red sea, one in the North Atlantic, loaded with war materials. Two others also broke up without enemy action, he said. The four ships were designated only by construction numbers.

When 165 ships had been delivered by Oregon Ship, he said, the score stood: seven major failures, nine repairable failures.

He pointed out that the tanker Schenectady, built at Kaiser's Swan Island yard, broke in two while tied to an outfitting dock in the Willamette river here, and that the first aircraft carrier launched in the Kaiser Vancouver yard and christened by Mrs. Franklin D. Roosevelt, had not yet left the Columbia. The congressmen were told the carrier had "wavering plates," caused by faulty welding and light plates.

This carrier, said George Fenlon, the yard's maritime commission hull inspector, withstood exacting "hogging" tests without damage. He said a "curtain plate" bulged but did not interfere with operation of the vessel, and was not straightened because of the need for speed in delivering the vessel.

## Strike Halts Work at Ford Lincoln Plant

DETROIT, July 1 (AP)—Production of jeep parts and tank engines at the Lincoln plant of the Ford Motor company was halted Thursday night as 1800 employees walked out in a dispute over a change of working hours. William E. Hooks, of the state labor mediation board said.

A Ford spokesman said 1100 employees on the night shift walked out in a group and were joined later by the remaining workers.

"The employees walked out because the company wanted to change their shift from 3:30 to 11:30 p. m. to 5 to midnight," Hooks said.

IT SEEMS TO ME I see a ray of hope for the people and for Washington in the appeal of the war labor board that workers and employers settle their grievances at home without appeal to WLB. The vice-chairman, Dr. George W. Taylor, is quoted as saying:

"Collective bargaining is tending to break down because too often the parties say, when a grievance arises, 'Take it to the war labor board.' The board can't handle the vast number of grievances. It can't do it with its limited facilities, and shouldn't do it if it could."

"That's something, 'right out of the horse's mouth.' This business of pecking up local troubles in an old kitbag and shipping it off to Washington inevitably results in two things: the weakening of local government and the building up of the vast bureaucracy the country is now complaining of."

The usual response of a federal bureau is to expand and expand, hire more and more people, under the claim that they are needed to take care of the business pushed on them. Dr. Taylor is correct when he says of his board that it shouldn't try to handle local complaints, even if it could.

This levianthan of government, now in general condemnation as a greedy and overgrown bureaucracy got that way in large measure because people in local communities, men in business, in labor organizations, men to Washington with every cut finger. These matters ought to be handled at home. It is plain stubbornness which causes disputants to unload their controversies on a federal agency. If neutral decision is required it can just as well be obtained right at home.

I notice the conference of governors taking up the cudgels for states' rights. Very well; but are states willing to assume responsibilities? And are they willing to pay their own way without sucking pap from Washington? As long as they are mendicants they can't enjoy even self-respect.

The basis of popular government is local government. Self-government begins at home. Changing conditions make it advisable that problems of wider concern be treated on a regional or national basis; but there remain a host of chores for people to do in their own businesses and their own communities. I hope that other federal agencies assert themselves and roll back on localities the problems that are truly their own.

## Cherry Crop Labor Better

### Prospects Still Not Good Enough to Slack Off

By RALPH C. CURTIS

Brighter prospects for meeting the cherry harvest labor crisis—but not so bright as to warrant a letdown in any sector on the recruiting effort—were reported Thursday. The over-all picture had improved, a spokesman for the emergency farm labor service said, both as to the immediate supply of cherry pickers and as to the general turnout over the long Fourth of July weekend.

Pickers reporting at the United States employment service office for transportation to the orchards Thursday mornings were only about 100 short of the demand, instead of 300 to 400 last year.

For producers serving other markets in Marion county the prices were left unchanged. Retail prices are the same as those in Salem but the price to producers remains 85 cents. The prices which will still prevail in Marion county outside of Salem, 85 cents to producers, 11.75 cents wholesale and 12.5 cents retail were made uniform throughout the Willamette valley except Salem and Portland and in Clatsop and Columbia counties. However, a higher price to producers was established for Tillamook county and lower prices were set for Lincoln county and Lane west of the Coast range.

Portland's retail price remains highest in the state at 14 cents a quart. It is unchanged, but the price to producers was increased from 87 cents to 99 cents.

## Milk Producers Given Price Boost Authority

Milk producers serving the Salem market were granted an increase of 2 cents a pound, butterfat basis, Thursday by the regional office of OPA but prices to the consumer were left unchanged. The new price to producers is 37 cents; the wholesale price remains 11.75 cents a quart and the retail price 13.5 cents.

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The announcement released by Richard G. Montgomery, district OPA director, said the increases were granted "to offset the increased cost of production, due to mounting labor and feed costs." Blair Stewart, district OPA official, pointed out that these are

(Turn to Page 2—Story A)

(Continued on Page 13)