

# RAF Bomber Pilot Writes Salem Uncle

William S. Treacy, 26, of Huntington, W. Va., now a bomber pilot in the Canadian unit, R.A.F., stationed somewhere in England, writes entertainingly to his uncle, Charles H. Treacy of Salem, recounting some of his various experiences in the British Isles and lauds the American Red Cross as doing a great job for the boys as well as praising the British for their fine treatment.

"Whenever an R.A.F. boy starts talking about his flying activities, the censor usually sharpens his scissors, so I will try to tell you about my activities, without touching on the 'unmentionables,'" says the air mail letter received here Monday after a journey of 20 days from London. "As you know I am attached to bomber command and soon now will see some action against the enemy, and I only hope I can do my part in defeating the tyrants who have caused the world so much trouble, worry and heartaches."

The young pilot also recites that he is now engaged in training in night flying. He is at present operating a 10-ton bomber but expects to go soon to one of England's latest, largest and fastest bombers.

"Baseball is somewhat of an oddity on this side of the pond," the letter relates, "but occasionally a game is played between American, British and Canadian troops, and those 'Canucks' are darned good at the game."

Young Treacy was heard on the American Eagle club broadcast from London on August 16, and he mentions that the boys who appear on the program weekly are presented with phonograph records of their talks, and these are sent by the Red Cross, who conduct the club, to the relatives of the boys.

On the voyage over the pilot met Leonard T. Hayes of Tillamook, formerly in the lumber business in Oregon. There is a rumor current in England that the U. S. air force is to take over all Americans in the R.A.F., according to the letter.

The youthful pilot is a son of Mr. and Mrs. James F. Treacy of Huntington and was born in Lexington, Ky. The father is an official of the International Nickel company of Huntington. Thanks were extended in the letter to the Salem uncle for copies of the Capital Journal sent to London.

**Sweeper to be Launched**  
Portland, Oct. 13 (U.P.)—The Candid, first of several minesweepers scheduled to be built by the Willamette Iron and Steel corporation, will be launched here tomorrow.

Wine exports from South Africa are down for lack of ships.



William S. Treacy

# Green's Order May Be Ignored By Strikers

East Alton, Ill., Oct. 13 (U.P.)—Striking chemical workers who have caused a 100 per cent shutdown in operations at the huge Western Cartridge company plant here, today reasserted to the war labor board that they were "patriotic Americans" fighting to win the war, but insisted that they could not continue at their jobs under the "deplorable conditions existing at the plant."

Pat McCartney, AFL international representative on special detail here with the Chemical Workers' Union, said that he would inform the strikers today of a telegram from AFL President William Green, ordering them to return immediately to their jobs.

"However, under the circumstances, I do not know if they will be willing to comply with Mr. Green's demands," McCartney said.

Green, in a strongly worded telegram from Toronto, Ont., where the American Federation of Labor is holding its national convention, said that he was "deeply distressed over the news of the work stoppage."

"It cannot be approved or tolerated," he stated. "Grievances, no matter how aggravated they may be, must be taken up with government agencies for settlement. Because the war situation demands that war material production plants must operate without interruption, I direct that the strike be terminated and workers resume work immediately, taking up the question in dispute with government war agencies."

With the Marshal Estigarribia highway partly completed, bus traffic between Asuncion, Paraguay, and many towns and settlements along the road has been stimulated.

# THE WAR TODAY

By DEWITT MACKENZIE

London, Oct. 13—Both in the United States and in Britain, especially in military circles, one constantly hears the plaint that the Anglo-American allies are hampered in their relations with Russia by secrecy regarding details of Soviet operations and resources. It is pointed out that official observers are not permitted the run of the red fronts. Rather typical was the rhetorical question flung at me recently by an officer—let's call him Anglo-American—who demanded:

"How the devil can we know about the urgency of opening a second front if we have small idea of what red resources are to meet the present emergency?" It struck me then and the thought has been growing that the more important point to be determined is what underlies this Russian tendency to secrecy, for it undoubtedly exists. Moscow must have some reason. For it can be fathomed it will perhaps be easier to chart a course which will draw the triple alliance into that closer understanding which is necessary not only to win the war but to win the peace.

**Russians Have Reasons**  
Accordingly, I have been delving into this problem of Russian reluctance to do a lot of talking. I wish it were possible to give direct quotations. But you know how it is these days when the shadow of anonymity stands behind public figures, ready to poke them in the back if they dare mention their names. So we'll just get ahead with the job on our own.

We start from the premise that the Russians do keep their affairs to themselves, broadly speaking. There are several reasons for this:

One—The Russians by nature are secretive or, perhaps, a happier way to put it is that it is characteristic of them to keep their own councils. Communism itself is a deep, silent stream.

Two—Then the Russians are an exceedingly proud people who expect their word to be accepted without detailed proof of its truth. This in part, would explain their expectation that the Anglo-American alliance would not question the assertion that it is necessary to open a second front to relieve the fierce pressure on the red armies of the south.

Three—Moscow is afraid to trust its innermost secrets to the allies because it feels in all likelihood that those secrets might leak into the press, or, at least, be spread by word of mouth and thus come to the enemy.

The point here is that while the Soviet government can and does control the circulation of news in its own domains, both in printed publications and by word of mouth, Britain and America maintain no such control. Much of the gist of information that goes into the Anglo-American hopper comes out through the press.

You understand the Red argument here when you stop to consider the case of Britain in the cyclonic autumn of 1940. Hitler's fierce bombardment of the British Isles had reduced them close to impotency. John Bull had only a handful of warplanes left with which to defend himself.

But Hitler didn't realize this. The British government in this case kept its desperate straits a close secret, so much so that a distinguished British air officer told me last night he himself hadn't realized the situation. All der fuhrer knew was that he seemed to be crashing his warplanes against a stone wall. And he quit his bombardment just when he might have won had he continued a few days more.

That was exceptional secrecy for Britain and it would be for America. It is customary procedure in Russia.

# Nimitz Presents Flying Cross to Woodburn Hero

Pearl Harbor, Oct. 13 (U.P.)—U.S. fleet headquarters disclosed today that Admiral Chester W. Nimitz visited Guadalcanal island in the Solomons two weeks ago and presented 27 awards to navy, marine and army heroes.

The trip to the South Pacific island by the commander-in-chief of the Pacific fleet followed a conference with Vice Admiral Robert L. Ghormley, naval commander in the South Pacific, and Lieut. Gen. H. H. Arnold, commanding general of U.S. air forces.

(A navy statement two weeks ago disclosed that Nimitz, Ghormley and Arnold had conferred "somewhere in the Pacific.") The awards were 16 navy crosses and 11 distinguished flying crosses, all for actions in the Solomons except one award to a participant in the raid last August on Japanese-held Makin Island.

The presentation was made as the heroes were grouped in a circle in front of the Guadalcanal field headquarters of Major General Alexander A. Vandegrift, commanding the marines in the Solomons.

Admiral Nimitz told the heroes that they and their fellow-fighters served as an inspiration to all the American armed forces. "Good work; more power to you," he told each as he pinned on the medals.

Among those awarded navy crosses were:

Maj. Robert E. Galer, Washington, D.C., marine corps flier, for shooting down 11 enemy planes from August 30 to Sept. 28. He and other marine pilots accounted for 165 Japanese planes in the Solomons. Galer was a star University of Washington basketball player several years ago.

Capt. Marion E. Carl, Woodburn, Ore., marine aviator, who after accounting for 10 Japanese planes in 15 days, parachuted to safety on a remote island and made his way back to Henderson

# Collection of Scrap On in Rural Areas

County Agent Rieder, who with his assistants, Miss Frances Clinton, home demonstration agent, Wayne D. Harding, county club leader, and W. G. Nibler, assistant county agent, attended the kickoff meeting to the county salvage drive at St. Paul last night, reported an enthusiastic session with assurance that the eight neighborhoods in the four districts of St. Paul, Raybell, Four Corners and Champoe represented at the meeting would do their duty 100 per cent and round up the scrap from every farm home and barnyard.

Neighborhood leaders who were instructed in their duties in connection with notifying farmers in every household as to the scrap drive were given two weeks to carry out their part of the campaign and October 26 was set as the date for the pickup in those eight neighborhoods. There will be a truck available in each neighborhood and all scrap will be brought into St. Paul and deposited at the depot there.

St. Paul has its salvage committee set up, a depot ready for reception of the scrap and agreement was reached that any money derived from sale of the scrap at the depot would be divided on a 50-50 basis between the local defense council and the airplane watching station.

Marcel Van Driesche, principal of the St. Paul high school, gave assurance there would be between 20 and 30 boys available on the day of the pickup to give assistance to truck drivers. Each neighborhood will furnish the necessary transportation for its own scrap and the 14 neighborhood leaders involved indicated they would scour their respective neighborhoods thoroughly.

While the salvage drive was stressed the visiting extension officials also gave information to those present on the drive for salvaging of fats and greases, on the matter of farm trans-

field on Guadalcanal Island a week later. Lieut. Col. Richard C. Mangrum, Seattle marine officer, was awarded the distinguished flying cross for leading dive bomber attacks at Guadalcanal.

# Sabotage Not Evident In Airplane Crashes

Washington, Oct. 13 (U.P.)—The senate military affairs committee reported Monday that a six-month study disclosed no evidence of sabotage in recent army air crashes.

"This committee is assured that the accident rate is smaller than we had a reason to believe it would be, due to the tremendous increase in flying hours," the report said. "We were further convinced on evidence presented that in no accident has there been proven evidence of sabotage."

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