



WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON
(Consolidated Features—WNU Service.)

NEW YORK—George Ade is the first and the last of the modern fabulists. He might still do something, factual but still fabulous, like **Iron Hat Instead Of Mortar Board** and **Crowns Beauty** "once upon a time" was in 1921 when the pretty American girl from Syracuse turned in her thesis for her doctorate of letters, at the Sorbonne in Paris. Her subject was "The Moral Ideas in the Theater of Alexander Dumas the Younger." The cheers were resounding and international.

Miss Bonney previously had romped through the University of California and had taken her master's degree at Harvard. European bureaus of American newspapers rushed girl reporters to Paris to extoll her beauty and her intelligence. She did not disappoint them. All the garlands of the Groves of Academe were hers, to say nothing of her flair for clothes. The least the girls could figure for her was the presidency of an American college.

Today is today, and in the years in between Adolf Hitler has brought about drastic revision of "moral ideas" in France and elsewhere. And in these years, Miss Bonney has had a ringside seat at the apocalypse. Just now the Vichy government awards her the Croix de Guerre for "bravery and devotion" in evacuating refugees during the German invasion of last year.

She needed no identification here, as she had already gained fame, not as an intellectual but as a photographer whose closeups of chaos are official records in the Library of Congress and in the French archives. Last December, she received a grant from the Carnegie foundation to return to France and continue her pictorial record of the war.

The hair-pin turn in her career came just at the time women were discarding hair-pins. In Paris, she sold a story to an American newspaper. They cabled for a picture. She had trouble in getting it and decided to put an end to such difficulties. With her sister Louise and her mother, in America, as partners she organized "Bonney & Co.," operating the "International Picture bureau." Lacking an important picture, she bought a camera and started shooting. Her pictures were even a bigger success than her thesis. Baron Mannerheim let her get into the thick of the fighting in Finland and awarded her the White Rose of Finland.

Witty, dark-haired and vivacious, she made friends and frequently was a click or two ahead of her rivals in some new and unheralded belch out of hell. She brought back to the Library of Congress 200 pictures of the blitzkrieg.

LOUIS B. Mayer, motion picture executive, the highest paid American with his salary of \$697,047 in 1940, came a longer way up than **L. B. Mayer Came** others of the SEC listing **Up All the Way** —from the bottom of **From Sea Bottom** the sea in fact. At the age of 14, he wore a diving suit, salvaging iron from sunken ships at New Brunswick. His family had brought him at the age of three from Minsk, Russia, where, like George M. Cohan, he had been born on the Fourth of July—in 1885.

He sold his iron in Boston, saved \$600 and bought a tumble-down theater at Haverhill, Mass. In the early days of the mustard pie dynasty of the movies. In 1911, he got the New England rights for "The Birth of a Nation." That routed him to Hollywood, the presidency of Metro-Goldwyn-Mayer and a long, fast run-around on the grand circuit of movie high finance.

He registers vitality in every move and gesture—never taking anything calmly or in his stride. He mixes sentiment and business, sticking to a lowly paid employee like an heirloom, but firing an assistant mogul at the drop of a hat.

ROBERT BRENNAN, Eire's minister to Washington, who is negotiating for food and arms from the United States, used to be a writer for American pulp magazines. He has been incarcerated in British jails in Dublin, Cork, Dartmoor and Gloucester. He was one of six men who were sentenced to execution, in the war against the Black and Tans, but as the others were being led out to be shot, he was, for some mysterious reason, given his liberty. In 1920, De Valera made him undersecretary of the foreign office.



FIELDING HURRY-UP YOST of Michigan was 70 years old a month ago. He came along when football was young and at 70 he is still as rugged as his West Virginia oaks or his Michigan hemlocks.

By a rule of the Western conference, 70 is the retiring age, which means that one of the ablest and most colorful characters from the American sporting scene has come to the end of a football road that goes back to West Virginia and the autumn of 1895. Only Lonnie Stagg and Pop Warner can look back a deeper distance to a faraway past—faraway and long ago.

The game has given us only one Stagg—only one Warner—only one Zuppke—and only one Yost. They painted the scene with a flaming, flaring smear of vivid color that no one else—barring only the famous Knute Rockne—has ever approached.

It was in 1895 that a big, shaggy-haired, gawky backwoods teacher from Fairview saw and played in his first football game. Hurry-up Yost had arrived.

Yost was so keen about football from the start that no one university could offer him enough competition. So in 1895 he played with West Virginia, Lafayette and the Allegheny Athletic club. Brink Thorne of Yale was one of the Lafayette coaches when Yost was starring on a team that beat one of Pennsylvania's star elevens by 6 to 4.

"Yost wanted to play football all day long," Brink once told me. And talk it all night, he might have added.

Covering the Map
On his march across the country's map Yost coached teams at Ohio Wesleyan, Nebraska, Kansas and Stanford.

Again one university wasn't enough. While at Stanford he also coached four other teams successfully—the Stanford freshmen, San Jose Teachers, Lowell high school of San Francisco and the California



FIELDING YOST
Ukiah team. Five teams—that's what you might call putting in a full season.

Most of his teams had victorious sweeps, but it was not until 1901 when his famous battle cry of "Hurry-up—Hurry-up" arrived at Michigan that Yost came to instant fame.

"I still believe those Michigan teams from 1901 through 1905 were the greatest five consecutive football teams any university ever moved into destructive action. Playing through heavy schedules they won 55 games, tied one and lost one while scoring around 3,000 points.

Yost coached Michigan for 25 years before he took over the directorship of athletes. In those 25 years his teams won 169 games and lost but 10. They won or tied for the Big Ten title eight times, and during 11 of those 25 years the Maize and Blue was not in the conference.

What an all-time Michigan team Yost could have put into the field from the men he coached. He turned out 16 All-American nominations through 1926.

In addition to all this, Yost directed the construction of six athletic buildings, including the Michigan Stadium that seats some 87,000 people.

A Football Life
For over 40 years football has been Yost's life. He has eaten it, dreamed it, talked it and lived it. The last time I saw him we had lunch together at one o'clock. At three o'clock the next morning he was still showing me what made a good punter, and how to block. At the finish I was a battered and a beaten wreck.

You have to be in ideal condition to talk with Yost. He hammers your chest with the powerful, stubby fingers of both hands.



Washington, D. C. **BOMBER OUTPUT**

Though not announced by the White House, two impelling factors were behind the President's sensational letter to Secretary Stimson asking for an immediate increase in the monthly output of bombers.

One was the obvious need of providing Britain with more and bigger planes to carry the offensive to Germany. Second, known only to inside authorities, was intelligence information that the Nazis are increasing the bomber force of their Luftwaffe. The reports are that the German air force now consists of the following:

Six main air fleets, each comprising 1,000 bombers, 625 fighters and 75 reconnaissance planes, a total of 10,200. Also there is an independent air unit of 2,750 planes, a naval air service of 1,000, an operational training unit of 650, and a transport organization of 3,500 planes. In addition to these first-line ships, is a reserve of 12,000 others, plus 5,000 trainers and transports.

Grand total: About 35,000 planes. German airplane production capacity is estimated at 3,000 planes a month, including about 500 bombers. However, except for bombers, Germany is not now using her full production capacity as she doesn't need that many new planes a month.

Nazi March production is estimated at 2,200 ships of all types, but only 1,600 in April. In May, however, intelligence reports are that Nazi plane production is being stepped up to replace Balkan and North African losses.

Reports are vague about what the Nazis are doing with the nine government and eleven private aircraft plants in France, most of them located in the occupied zone; also regarding the eight Dutch factories, including the Fokker works, and the seventeen Belgian plants.

These plants have large potential producing capacity, but best information is that the Nazis are stripping them of their machine tools and other equipment. How much this will boost the Nazis' 3,000 planes a month is only a guess.

U. S. Goal.
Weakest link in German plane production is aluminum. From captured planes, the British estimate that the Nazis use about 500 pounds of this vital metal per ship. The American average is 5,000 pounds. The undisclosed bomber goal of 1941 to which Roosevelt referred in his letter to Stimson, is 600 a month.

The four new assembly plants in Omaha, Tulsa, Kansas City and Fort Worth should produce about 300 bombers a month. To double their output it will be necessary to build and equip at least as many new plants, plus taking over an increased ratio of automobile and other plant facilities to turn out the necessary parts.

The letter which OPM Director General Knudsen sent auto makers that they will have to hold down their 1942 car production to 78.5 per cent of this year's output, is considered only a beginning. Insiders predict that there will be another big cut soon.

LATIN ADMIRALS
The state department scored a ten-strike when it finally persuaded the navy to invite the chiefs of Latin American navies to visit the United States. The junket definitely carried weight. For the United States navy, without any ifs, ands or buts, is the most powerful in the world, and the thing that counts in South America today is the belief that this country can really ward off Nazi invasion.

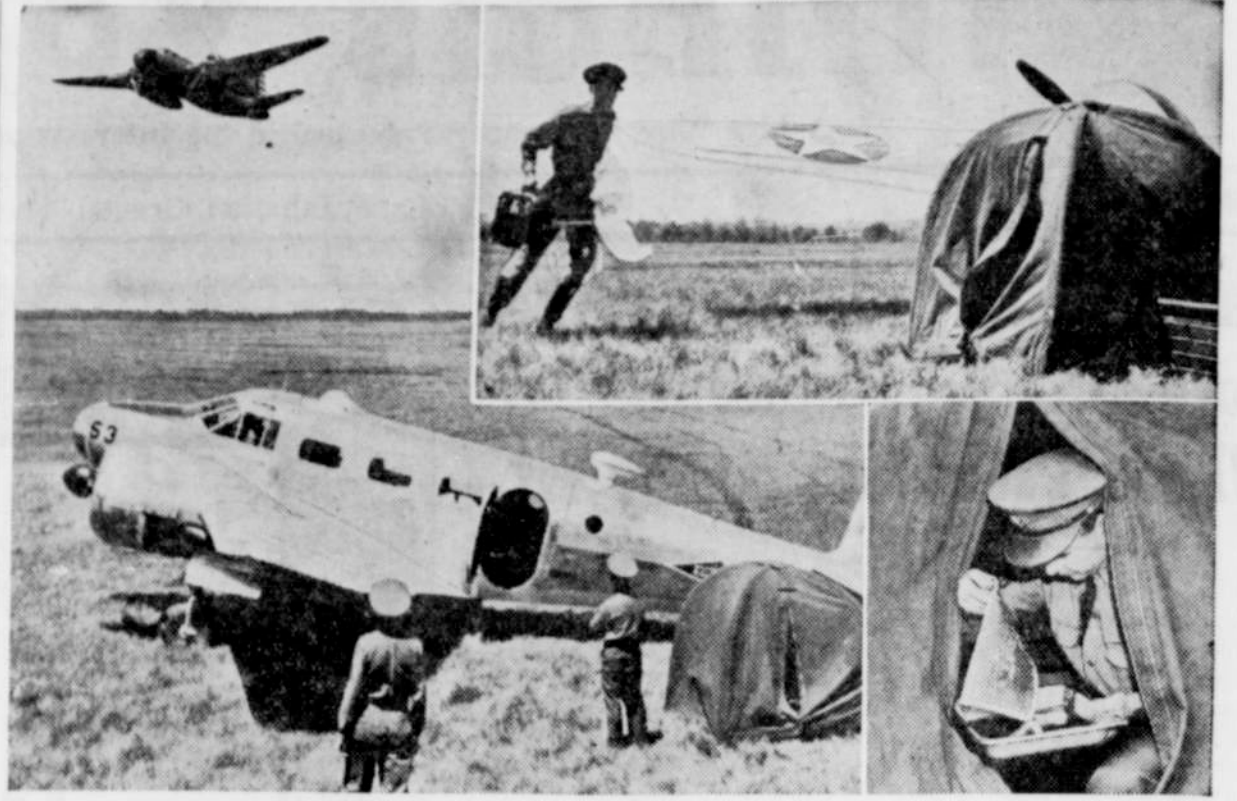
Behind the scenes, the man who helped most to dress the stage for Latin American admirals was Johnny Thomason, better known for his prolific pen portraits of the marines (Red Pants, Fix Bayonets, Jeb Stuart, Salt Winds and Gobi Dust). Thomason, now a colonel in the marines, had served in Latin America, knew the importance of the admirals' visit. Other U. S. brass hats didn't. Admiral Harold Stark, chief of naval operations, fumed and fretted, only wanted to show the Good Neighbors a few East coast stations. At this point Johnny Thomason remarked: "This visit is giving you a pain in the neck. How about letting me take it over?"

Thomason insisted that the trip was important enough to do it right, demanded more entertainment money from the White House and got it. At first he worked on the idea of meeting the admirals with U. S. cruisers at Barranquilla, Colombia, taking them out to the mid-Atlantic to view the U. S. naval patrol at work. This was given up as too long, and a coast-to-coast inspection of U. S. naval stations was substituted.

MERRY-GO-ROUND
The G. O. P.-controlled Kansas legislature hit Rep. Jack Houston, long Kansas Democrat, with everything but the waterbucket in gerrymandering his district, but he takes it philosophically. "When a salesman makes good on the job," he says with a grin, "his territory is increased."

U. S. military intelligence places the number of German panzer divisions at not over 20 out of a total of 260 divisions.

Speeding Up U. S. Army Photo Service



Above is shown a photographic plane of the U. S. army air corps dropping via parachute a batch of films of "enemy positions," taken by the plane. Upper right: Sergt. L. D. Vickers carries the negative container to a portable dark-room at Wright Field, Dayton, Ohio. Prints can be produced within five minutes, and the dark room flown anywhere on a moment's notice. Lower right: Sergt. A. E. Matos washing a finished print.

Pan-American Chiefs Broadcast Home



Visiting chiefs of the naval staffs from South and Central America are shown participating in a radio broadcast from New York to their home countries. They were guests of honor at a dinner given by Rear Admiral Adolphus Andrews, commandant of the third naval district, U. S. N. The naval chiefs are making a tour of U. S. naval establishments.

New U. S. Submarine Is Launched



Uncle Sam's latest submarine, the U. S. S. Drum, is shown here going down the ways at Portsmouth, N. H., navy yard. Mrs. Thomas Holcomb, wife of the Major General Commandant Thomas Holcomb, U. S. marine corps, was the sponsor of the Drum. A 1934 act of congress authorized this latest addition to our fighting fleet.

Honored!



Maurice Du Fretay, right, 20-year-old Frenchman, receives the empire medal from air marshal L. A. Pattinson for his unique escape to England. Du Fretay built a plane by candle-light, covering it with leaves by day.

New Trench Mortar for U. S.



One of the first 81-mm trench mortars completed in the United States for the national defense program is accepted for the army at a ceremony at the Pullman Standard Car company's plant in Hammond, Ind. Left to right: Brig. Gen. A. G. Gillespie; C. A. Liddle, president of the company, and Col. Donald Armstrong.

Onward, Old Glory!



Unfurled to the breeze, Old Glory is escorted by four stalwart members of the 101st Infantry, as they pass in review during drill at Camp Edwards, Mass.