

DONOVAN AIMS TRUTH CANNON AT GERMANS

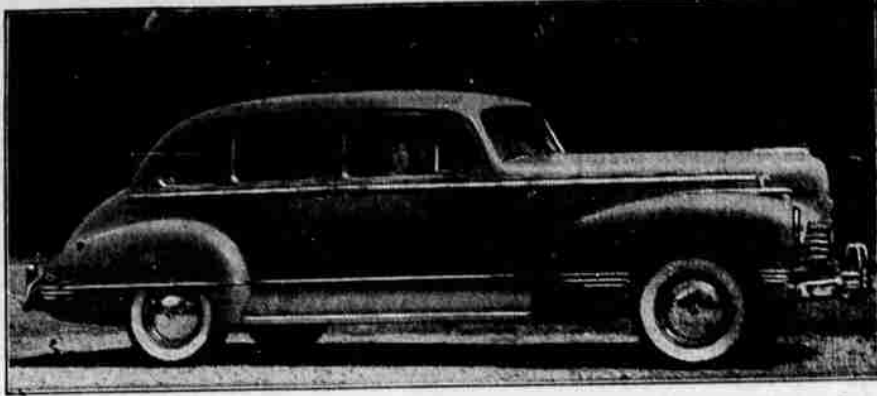
By PETER EDSON
WASHINGTON, Nov. 21 — How to have a propaganda ministry that will out-gobble Goebbels without having a propaganda ministry and without having a Goebbels is the paradoxical job that has now shaken down for Col. William J. Donovan, whose office as co-ordinator of information is known in Washington as COI.

The nickname should be COY, for of all the defense agencies in Washington, COI alone is publicity shy. It has no public relations officer to give statements to the press, other than Donovan himself, who is harder to see than Greta Garbo off the screen, and who wants to be alone just about as bad. Donovan has just moved his headquarters into the old Naval hospital buildings, a couple of spits from the Potomac river, way out by the Lincoln Memorial. It's a good hideout. His research staff under Dr. James Phinney Baxter III, president of Williams college, and Dr. Ernest Stacey Griffith, chief of the famed congressional legislative reference service, will be quartered way at the other end of Washington in the library of congress, where "Silence" is the motto, and a man can be let alone.

All this hush-hush embarrasses Donovan and his staff of unknown size, made up of the darndest array of college professors, poets, playwrights, foreign correspondents, newspapermen, broadcasters and their ilk. All of them are conscious of the fact that this is a democracy and that the people are entitled to know what goes on. Most of them, before they got into the government, devoted their private lives to trying to tell the people what went on. They are still dealing with publishable material — propaganda, in a sense — but they don't want anybody to know that it's propaganda they're dishing out, and that's why all the mystery and secrecy.

No Balconist
As a matter of fact, their output isn't exactly propaganda. That word has been pretty badly abused and has become synonymous with baloney. Donovan wants it understood that he is not dealing in baloney. The only way to beat a barrage of verbal baloney is with a crossfire of truth, laid down before the enemy can start its barrage of rolling. And there "Wild Bill" Donovan of the "Fighting 69th"

New '42 Hudson Body Styling



All new 1942 Hudson models are lower, longer and more streamlined in appearance. Particularly noteworthy in the new styling is the graceful flair of body contour utilized to conceal the new wide, full length safety running boards. New body lowness is achieved by a re-design of rear frame which permits rear springs to be lowered and at the same time equalizes front and rear spring rates resulting in improved riding balance. Model shown above is the 8-cylinder sedan in the Commodore Series.

believes is where the COI job comes in — to lay down a counter-propaganda of truth and facts that will make the German baloney type of propaganda look as silly as it is.

Outside pressure on Washington to open a full-fledged ministry of propaganda has been tremendous. Donovan feels that such procedure would not be the way the American democracy should proceed. For this reason, COI has been organized as a kind of brain trust operation planning the counter-propaganda, but letting established agencies of the government, privately-owned radio stations and the privately-owned, independent, free and uncensored press be the issuing media. The affirmative end of COI functions through its foreign information service, headed by Playwright Robert Sherwood in New York, and Nelson Poynter in Washington.

Hope to Catch the Worm
They get up early at the COI offices. There are staff meetings at 8 in the morning. There are shifts working around the clock, seven days a week. The news is analyzed. How can this development be counteracted? What is the answer to that? Where can the nazi propaganda machine be outwitted, beaten to the punch? In what ways is the axis most vulnerable to counter-propaganda? COI thus plans its battles of words.

In spite of all the secrecy surrounding operations of the Donovan office, certain developments of recent days reveal how effective counter-propaganda can be. There was the incident of the new German map for re-division South America according to nazi notions. President Roosevelt mentioned it in a speech and it set the Germans to hawling abusive denials. Assistant Secretary of State Breckinridge Long made a speech directed at Italy, in which he said Italian troops sent to aid Germany were but

Russians Aware of German Treachery Even While 1939 'Honeymoon' Pact in Vogue

EDITORS: The Russians had no illusions regarding German "friendship" during the 21 months of the soviet-nazi non-aggression pact and made full use of this breathing spell to strengthen their military machine. United Press staff Correspondent Wallace Carroll reveals in the following dispatch. He filed the dispatch from the first censor-free cablehead he reached after leaving the soviet union.

By WALLACE CARROLL
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MANILA, Nov. 21 (UP) —

While soviet censors were suppressing open criticism of the axis during the Russian-German honeymoon which began in August, 1939, members of the communist party continued to carry on anti-fascist and anti-nazi propaganda throughout the soviet union.

In Moscow I talked with soviet citizens and foreigners who had attended anti-nazi lectures after the signing of the Russian-German pact.

The tone of the talks differed little from the speeches of Maxim Litvinov at Geneva during the years he vainly tried to organize an anti-Hitler front.

No Illusions
This is one of a number of facts which could be cited to show that Josef Stalin had no illusions regarding Soviet-German friendship, but hoped to obtain a breathing space in which to strengthen his position.

Did the Stalin government make full use of the 21 months hostages to keep the Italians at home in servitude to the nazis. That one caught both the Germans and Italians off guard.

There are other incidents of the same kind which reveal how this battle of words is to be fought. But most of them probably won't be told about until the war is over, if then.

HUDSON INTRODUCES NEW 'DRIVE-MASTER'

A new development in driving ease, known as the Hudson Drive-Master, is spotlighted on the new 1942 Hudson cars now on display by Douglas Motor company, newly appointed Hudson dealer for this territory.

Offered as a low-cost optional extra on all models, the Drive-Master entirely eliminates clutch operation, except as a safety precaution when starting the motor. Advantages in economy, fast shifting action, quiet operation, and elimination of slippage, are claimed for the Drive-Master by Hudson engineers following four years of extensive field testing and development.

A new second or "pick-up" gear especially designed for smooth rapid acceleration provides, it is said, unusually fast get-away in traffic.

With the gear lever set in "high" position at the start of a day's driving, the gears shift from "pick-up" into "high" position automatically, depending upon the speed of the car, and back again to second "pick-up" automatically when accelerator pressure is released. In normal driving, no further shifting effort is required. Low and reverse gears are selected by the Handy Shift gear lever.

HOLIDAY UPSWING IN SALES APPEARS

NEW YORK, Nov. 21 (AP) — The usual holiday upswing in sales appeared in retail stores this week, aided substantially by preparations for Thanksgiving, fall clearances and early Christmas shopping, Dun & Bradstreet reported today.

"Shoppers' greater emphasis on wearing apparel and other soft goods," the agency review said, "indicated a definite shift from the durable type of merchandise which was most in demand during the buying spree of August and September."

"With defense production gains offsetting curtailment in non-defense lines, the over-all rate of output held solidly at record levels."

In 32 states which celebrated Thanksgiving this week, the review noted, most retailers took this occasion to inaugurate the holiday season. Stocks in most centers were reported at record levels.

For the country as a whole the agency estimated retail turnover at 15 to 22 per cent better than a year ago, the broadest margin of increase in six weeks. In the major regions the increases were as follows: New England, 12 to 18 per cent; east, 12 to 15; middle west, 14 to 20; south, 15 to 23; south west, 20 to 25; northwest, 11 to 14, and Pacific coast, 15 to 20.

Government Orders Bring Movement In Wool Market

BOSTON, Nov. 21 (AP) — The Commercial bulletin will say of the wool market tomorrow: "The award of further contracts by the government for worsted fabrics and underwear has accounted for a fair movement in wool again this past week, chiefly in fine and half-blood wools, although there has been some interest shown in medium wools. Prices have been fully maintained."

"Military fabrics, which have relegated civilian business very largely to the background, have called for both foreign and domestic wools. Most of the awards thus far made against the bids of November 4 for 33, 100,000 yards of serges and shirtings, have been on a basis of 50 per cent domestic and 50 per cent foreign wool, with a ceiling price of \$3.14 against \$2.98 previously. Rather more than half of the quantity is understood to have been placed."

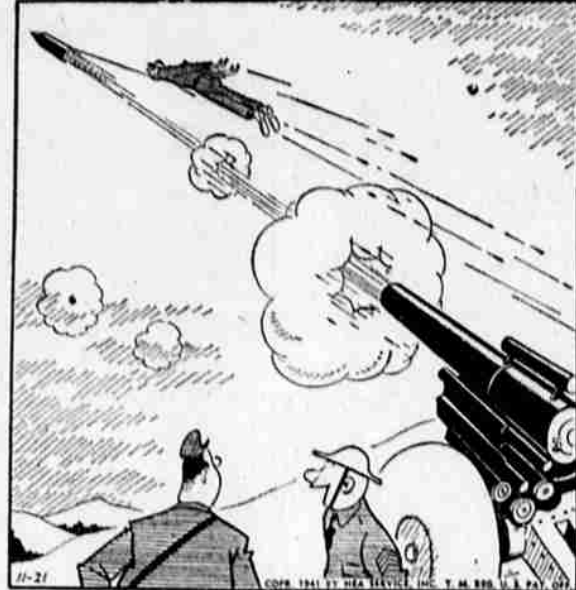
"Foreign markets are hardly changed, except that South American markets have eased a bit further this week. "Western operations have accounted for several million pounds of wool this week, chiefly in Texas, New Mexico and Wyoming at prices fully firm. "Mohair continues dull and barely firm." (Quotations unchanged.)

THAT HOMEY ATMOSPHERE

COFFEYVILLE, Kas. (AP) — Real estate ad in the Coffeyville Journal: "A real sorry, run down, old fashioned, 5-room dwelling; needs new roof, new floors, new paint and about seven other things; it is especially well located. Price \$1,200."

United States army airman, managed to avoid a collision, but the strain caused a wing flap to buckle. The soviet never had seen a B24 and it looked as if repairs would take a long time. Within three days, however, soviet technicians produced a new wing flap every bit as good as the original American one.

FUNNY BUSINESS



"He wanted to pull a tooth, but it must be a tough one to yank!"

Advent of American Planes To Russia Told By Writer

(Editor's Note: Here is the story of how the Russians pitched in and got ready for the coming of American airplanes, which they speedily mastered, written by a United Press correspondent who spent several weeks in the soviet union and is reporting from the first censor-free cable head he reached after leaving.)

By WALLACE CARROLL
Copyright, 1941, by United Press
MANILA, P. I., Nov. 21 (Uncensored) — (UP) —

The Egyptians never worked harder on pyramids than the Russians worked to build an airdrome where the first American fighter planes were assembled for action on the Russian front.

It looked like a hopeless job when orders came from Moscow to construct an airdrome in that region of endless forests and peat bogs. Foreign experts said, in fact, it couldn't be done, but the Russians just laughed and said, "nichevo" — it's nothing.

A few weeks later when two young officers in the United States army air corps arrived to supervise assembling of the first Curtiss P40's, they found a modern airdrome unlike any other in the world. The soviet government assign-

secrets of the P40. The British had put several gadgets in the plane which added several hundred pounds weight and cut its speed 15 miles an hour. The soviet engineers took one look and decided the gadgets would have to go.

In the United States and Britain two cranes are used to assemble the P40's, one of two tons and another of one ton. The soviet had only one crane, a one-ton affair, but they just said "nichevo" and went ahead.

The one-ton crane was used to suspend the fuselage — the job done in the United States and Britain with a two-tonner. Then 20 pioneers raised the wing and held it on their backs and shoulders while mechanics buckled it to the fuselage. Sometimes they stood hunched over for more than a half hour while a wing was being fixed.

RAF mechanics were assembling Hurricanes in the same airdrome. They had been handling Hurricanes for years whereas the Russians were seeing the P40's for the first time, but the Russians were most disappointed when the British succeeded in assembling their first Hurricane before the Russians assembled their first Curtiss.

So they redoubled their efforts and succeeded in delivering five P40's to a nearby airdrome in a single day. They worked 14 hours or more every day, always enthusiastic, always convinced they were going to win the war and always in good humor.

Two Injured When Car Hits Train

SALEM, Nov. 21 (AP) — Two Hubbard men who drove into the side of a slow-moving Southern Pacific railroad locomotive last night were in a hospital today with cuts, bruises and possible internal injuries.

The men, Albert Tichenor, 28, driver of the light pickup truck, and Robert Pickrell, 21, struck the engine at the Wallace road crossing on the Salem-Dallas line.

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