

U. S. NOW ON OFFENSIVE IN EAST, BELIEF

By DeWITT MacKENZIE
Wide World War Analyst
There is grim satisfaction in the warning to his people by Lieut. Commander Tomagawa of Japanese imperial headquarters that probably 20 Yankee submarines—big ones with a long cruising radius—are operating off Japan.

Concrete indication that Tomagawa may be right is found in our Admiral Hart's report that U. S. submarines have made two successful attacks. The nature of the victories isn't disclosed but we can wait for that, just so long as we know Santa Claus is on his way.

This strikes me as a very encouraging sign, because it means we are beginning to swing into offensive action in the crucial battle area.

It is pleasing to feel that these under-water boats are the pilot fish which signal the advent of American naval and air reinforcements. I don't mean that literally, because there is no indication where the submarines came from, but it has been more than 10 days since the attack on Pearl harbor, and a fair stretch of Pacific can be crossed in that time. The golden hours which we have gained through the grand defense made by our forces should pay returns before long.

It wouldn't be surprising to see a big naval engagement break out almost any time now. Our fleet is hunting the Japs, and if they pursue the lines which their strategy thus far has indicated they are bound to fight to keep us from bringing aid to our bases, since Japanese success depends on securing and holding control of these. The Japs have had a set-back in not being able to seize the Philippines during the time it requires for a relief expedition to cross the Pacific from Hawaii.

From the standpoint of the ultimate outcome of the battle of the Pacific the fierce attack of the Japanese against the British on the Malay peninsula is more important than the assault against the Philippines. The Japs, of course, are trying to fight their way down the peninsula to the great naval base of Singapore, the fall of which presumably would deliver into their hands the great wealth of the Dutch East Indies which Singapore guards. Japan needs the resources of the Indies badly.

Fear that American naval and air aid may be rushed to the aid of the British undoubtedly is spurring the Japanese to make a supreme effort in which, according to the British, they are fighting like fanatics. The situation is serious for Britain, but it should be remembered that the Japanese have to fight their way 400 miles down the peninsula before they come opposite the great island which houses Singapore. This world famous naval base isn't tottering yet by any means.

So far as concerns the defense of the Philippines, the latest word continues good. An American communique says that the situation on the ground remains unchanged, and - late army report announces the destruction of at least 26 Jap planes on the west coast of Luzon. That victory is of great importance because it indicates that we still retain control of the air over the strategic island of Luzon. The Japs need air supremacy to effect a conquest of the Philippines.

Child Wounded In Cavite Attack

MANILA, Dec. 17 (AP) — The youngest person injured in Japanese air raids on Luzon Island — an unidentified 6-month-old girl — was given an even chance to survive by doctors at Manila hospital today.

The child, suffering from shrapnel wounds, was found on a Cavite street after the first Japanese raid on the navy yard there. Authorities believe her parents were killed in the attack.

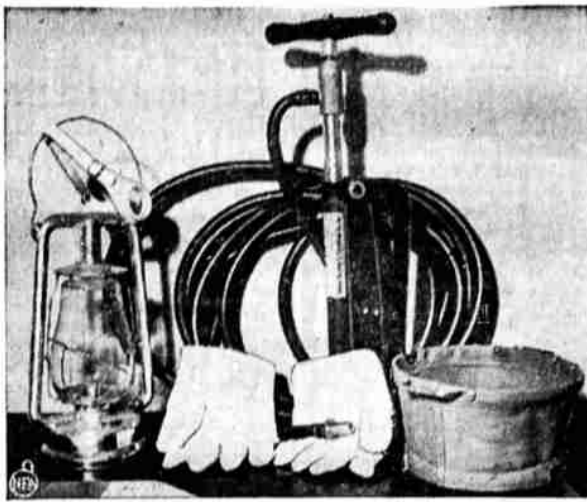
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Little Things Save Lives



Ordinary items on store shelves a few days ago, these articles are recommended for civilian use in blackouts, air raids and in fire fighting. Left to right: lantern, rubber goggles, asbestos gloves, stirrup pump and collapsible pail.

nesses of tissue paper and never pointed upward.

When enemy planes are overhead even the lighting of a cigarette on the street is forbidden.

Railroad traffic moves more slowly. Locomotive headlights are dim, reflect downward. Signal lights, of reduced power, are screened so they are invisible from above.

Black Skylights

Railroad stations, mostly low, glass-roofed buildings which are merely train sheds, shared with American stations, show only very dim blue lights. Glass roofs and skylights are painted black.

In the early days of the war all lights inside railroad coaches were extinguished. Shades on British trains do not fit tightly. Eventually coach lights were screened to throw the light downward and prevent it showing through the cracks left by flapping shades.

Working hours in offices,

closing hours for stores, are adjusted during winter months to enable the maximum number of persons to reach their homes before dusk. During the period of heavy raids last year many offices split their staffs, half the employees working long hours two successive days, sleeping on the premises, then taking two days' rest while the other half carried on.

Thousands of air raid wardens and police patrol the big British cities enforcing the blackout restrictions, rapping loudly on the doors of houses which show even chinks of light. There is always the danger of fifth columnists deliberately showing lights to guide raiding bombers.

The population of New Jersey increased to 4,148,562 in 1940, as compared with 4,041,334 in 1930.

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SCARLET FEVER CASE AT BONANZA

Dr. Peter H. Rozendal, county health officer, ordered the Bonanza school closed Tuesday when one case of scarlet fever was reported in the district.

Parents of school children there have been advised to consult their family doctor or the health authorities in case of sore throat, Dr. Rozendal said.

The scarlet fever cases reported in Merrill are now under control, he announced.

One-seventh of the earth's total land area is taken up by Russia.

Two Grounded U. S. Aviators Safe in Hike to Baguio

MANILA, Dec. 17 (AP)—Advises received from Baguio today said that two U. S. army pilots had arrived there after traveling overland from isolated areas where they were forced landings a week ago while battling Japanese air raiders.

The two were identified as Lieutenants Shepherd and Houseman.

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British Know All About Blackouts; They're Permanent

(Editor's Note—In the following dispatch Harry Flory describes the British blackout and other air raid precautions in the light of what is going on now in the United States.)

As European news manager of the United Press Flory spent the first 16 months of the war in London and thus experienced more than 450 nights of complete dawn-to-dusk blackouts and dozens of heavy air raids.)

By HARRY FLORY
(United Press European News Manager)

British blackouts are complete, permanent.

Ever since Thursday night, Aug. 31, 1939—the day before German troops marched into Poland—Britain has been completely blacked out nightly from 30 minutes after sunset until 30 minutes before sunrise.

That means that during those periods no light visible to an enemy airplane pilot overhead may be shown. Offenders are prosecuted, fined, even imprisoned.

Slower Tempo
In Britain there is no such thing as waiting for reports of enemy planes and then suddenly turning off or blacking out all lights while the streets are full of people. That would lead to confusion and accidents. The theory of the British blackout is that no light should ever show at any time. Thus, the streets are never full of people after dark. The people have formed the habit of getting off the streets before sundown.

Yet life, work and some pleasure proceed as usual, but at a slower tempo. Every palace, every hotel, every office building and factory, if ever used after dark, is equipped with special blackout curtains, drapes, dark shades, or wooden framed insets to prevent even a crack of light showing outside the building.

Responsibility for blacking out rests with individual tenants. They must provide their

own blackout materials, see that they are in place every night at dusk, never removed until dawn. Many a sleepy citizen of London has been prosecuted for following his peacetime habit of opening his bedroom curtains and raising his bedroom window with his bedside light still burning. To conform to blackout regulations he must first extinguish his bedroom light, then grope his way to the window.

Vehicle Restrictions
Automobiles and buses must be equipped to show barely sufficient light for driving purposes. One headlight may be used, screened by an officially designed hood so that only a dull beam of light reflects downward and not more than a few feet ahead of the vehicle. Parking lights and tail lights must be painted out except apertures not exceeding the size of a nickel.

Ordinary street lights have not shown anywhere in Britain since Aug. 30, 1939. London and many other British cities now have emergency street lights of very low candle power, screened so that their reflection is not cast upward. On moonless nights when there is no fog they indicate the direction in which a street runs.

All curbs are painted white. So are street obstructions of all kinds, jutting sandbags, the bases of lamp poles. But even now barked shins and black eyes are common.

All main thoroughfares have prominent white lines down the middle, normally enabling drivers to keep to their side of the street.

Ordinary flashlights are permitted, but they must be screened by at least two thick-

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