

# REPORTER EYES 'DINNER DATE' 7 YEARS HENCE

**By FRED VANDERSCHMIDT**  
Wide World News Service

I have a dinner date in Amsterdam about seven years from now with a flying Dutchman.

There is a fair chance that we will keep it. I have reason to believe that my friend escaped from the Netherlands after those few tragic days of battle in May of 1940 and made his way to the Dutch East Indies, and that he now is flying one of the American-built planes with which the Dutch have made such a shining record in four weeks of Pacific war.

The story of my dinner date with this Netherlands air force captain may help to show why he and others like him are among the most steadfast allies we have got.

I reached his station not far from the eastern Netherlands city of Groningen with difficulty a few months before the invasion. The road signs to the airport had been pulled down, in the naive belief that this would baffle the Germans when they invaded, but the old man who had inherited the toll concession on a sharp bend of the highway was still collecting tribute.

It was a small airport formerly used by civilian planes and it had been taken over completely by the military. It was in flat, unfortified country which was completely undefended. It was blasted out of existence by the German air force within a few minutes in the early morning of May 10, 1940, and overrun within a matter of hours by German tanks.

The Dutch air force unit based at the airport was a lost squadron in anybody's future book. Even before the invasion, the captain and his colleagues had about the most futile job I ever have run across. It was not quite a thankless job, however, because a shining little medal, just conferred by Queen Wilhelmina, dangled against the pale green of the captain's tunic.

We sat in the lounge of the airport building and talked about the German planes which had come across the Dutch border that morning, and every morning, on their way to the British coast to reconnoiter and sometimes to bomb. It was the captain's job to intercept them in defense of Holland's neutrality.

"What do you do when they come over?" I asked.

"We chase them, all of them," he said. "But they usually are over the North sea by the time we get in the air. Sometimes we get them on their way back. Then it is very difficult."

He explained what he meant. A few days before he had forced a German bomber down onto one of the Frisian islands, off the Groningen coast. The Nazi crew, furious at what they considered the effrontery of an insignificant neutral, were nasty and arrogant and put up a fight before they could be interned.

He told me goodbye outside the airport and stood for a moment beside my car, one ear cocked toward the sky.

"Come and have dinner with me in Amsterdam when this is over," I suggested.

"Thank you," he said. "I will—about nine years from now."

He was completely serious about it. He knew what was going to happen to Holland and he thought he knew how long it would last.

Now the captain or others just like him are fighting for their country and for ours over the hot jungles of the East Indies. It is no secret that their job is now of supreme importance to the allied defense in the Pacific and it is no secret that they need more and better American planes. It has become abundantly clear in the past few days that they are going to get them.

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## Transportation News

### Re-Routing of Trucks Brings Heavy Traffic

A re-routing of Mitchell Freightways trucks from San Francisco north has resulted in an unusually heavy traffic through the Klamath depot of Consolidated Freightways, it was said Tuesday.

According to Orrin H. Fraley, manager of the local Consolidated depot, the Mitchell line has been granted permission to ship northward by way of Klamath Falls instead of Medford. The Mitchell line is affiliated with Consolidated in northern California freight transportation.

Fraley said the re-routing will mean better service between Klamath Falls and San Francisco for Klamath shippers. The change has resulted in nine big transports entering here Sunday and 10 Tuesday.

### UNUSUAL

**MIAMI, Fla., Jan. 14 (AP)—**Dog race fans at the Biscayne Kennel club thought it unusual when the field finished 8, 7, 6, 5, 4, 3, 2, and 1 in the seventh event, but they had to wait for a University of Miami mathematics professor to figure a little before they learned how unusual it was.

The professor decided the chances were exactly 545,835 to one against the dogs finishing in order.

Real United States money cannot be used in motion pictures, since the government prohibits photographing of its currency.

### Handy Air-Conditioning Unit Cools 30-Ton Tank

**By HOWARD W. BLAKESLEE**  
DALLAS, Tex., Jan. 14 (Wide World)—When peace comes, the average man with a small home may be able to thank the war for a new kind of air-conditioning suited to his house and his pocketbook.

The new weather-maker is small, compact and simple. You can carry it around in one hand—if you can lift 50 pounds packed into a suitcase—enough of this weather to cool a 30-ton army tank.

That is more than enough for cooling one room, nearly enough for a small house.

In Texas, tanks are being used in experimenting with the little weather-maker. Under some conditions of warfare, the heat and fumes of a tank in action are the limiting factor in the length of time the crew can continue to fight.

The heat in the crew department runs up to 130 degrees. The men emerge exhausted after a few hours, with faces coal-black from fumes, dust and gases that drift in from guns and engines. The heat alone is about the limit for human endurance, enough to cause some blood changes.

Where the little 50-pound air-conditioner has been tried, they finish the work with faces still reasonably clean, and with less signs of fatigue.

The military conditions are one of the severest testing grounds that air-conditioning has yet faced. There is no space for the weather units inside the fighting compartment. The sweep of the gun-muzzles forbids placing the unit near the turret.

The only place left is out near an end of the tank, where the

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## HITLER'S LEGIONS STALK DISASTER

**By The Associated Press**  
Disaster, disunity and military disaster stalked the once conquering legions of Adolf Hitler today and, barring surprises, seemed to be hastening the day of Hitlerism's ultimate defeat.

Hundreds of additional doctors and nurses were reported by the Berlin correspondent of a Swiss newspaper to have been rushed recently to the eastern front to combat a wave of vermin-spread typhus, both among the wavering troops in Russia and behind the lines in conquered countries.

German troops were reported engaged in a "battle against lice."

Reliable sources in London declared disension in the Nazi high command—primarily a split over the reverses in Russia—now had spread to the navy with a sharp disagreement between Grand Admiral Erich Raeder and his submarine chief, Vice Admiral Karl Doenitz, over the way the battle of the Atlantic is going.

The London Star also quoted a Moscow broadcast that Field Marshal General Wilhelm Keitel, chief of the Nazi high command, suddenly had been taken ill. The Keitel report was not verified.

Berlin added a footnote to the chapter of European unrest with an announcement all former officers of the Norwegian air force and navy had been ordered arrested because some 100 of their number had escaped to England to fight for liberation of Norway.

Newspapers reaching Vichy from Bordeaux told of the execution of a Frenchman by a Nazi firing squad for possessing

firearms, while at Douai, Nord department, 28 so-called communist suspects, six in absentia, were reported condemned to death or life imprisonment.

The British radio quoted a report from Switzerland that 62 German soldiers had been executed at Besancon, occupied France, because they mutinied against orders to return to the Russian front after a furlough.

In Holland quiet leaders were trying to quell Dutch anxiety following a statement by the Nazi civil administrator, Dr. Arthur Seyss-Inquart, that Germany planned to annex the Netherlands after the war.

### OPM Asked to Use Oregon Materials, Labor at Medford

**SALEM, Jan. 14 (AP)—**W. H. Crawford, director of the Oregon Economic Council, sent letters today to office of production management officials at Washington, D. C., asking that the contract for the new Medford army cantonment be awarded to an Oregon contractor.

He also asked that contracts for lumber and other materials for the project be awarded to Oregon men.

He said similar action would be taken if the Corvallis-Morrmouth cantonment is approved. He said 30,000 soldiers would be stationed at Medford, and that 8000 workers would build it.

### Noted Songwriter Takes Own Life

**NEW YORK, Jan. 14 (AP)—**The body of Fred Fisher, 65, music publisher and composer of more than a thousand songs, including many familiar hits of yesteryear, was found hanging today in the bedroom of his penthouse apartment in West End avenue.

Fisher, credited with having written such widely known songs as "Dardanella," "Ireland Must Be Heaven," "Peg o' My Heart," "Fifty Million Frenchmen Can't be Wrong," "Auf Wiederseh'n" and "Ma, He's Making Eyes at Me," had been in ill health for several years.

Mount McKinley National park in Alaska was visited by 1201 persons in 1940.

The first gasoline vehicle was placed on the road on July 4, 1894.

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