

THE DAILY NEWS

Founded 1922 by Joseph F. Biddle

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Back To Yesterday

From Our Files By "THE OLD TIMER"

50 YEARS AGO Merchants D. S. Lynn and L. Bloom are wrestling with la grippe.

Work was resumed at the car works, of this place, on Monday. The general wish is that it may continue.

"The Fire Patrol" an action play, appears on the opera house stage this evening.

The sword drill will be repeated at the Armory on Wednesday evening, when the officers of the Union Veteran Legion will be publicly installed.

Malcolm Petrkin left on Monday for Philadelphia. He has fully recovered from his recent illness and will sail on the schooner Saratoga on its cruise on Jan. 20.

35 YEARS AGO One week ago, Frank W. Stewart assumed the duties of sheriff of Huntingdon county.

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Miss Maud Hess, teacher of primary school No. 1 in the second ward buildings, left on Saturday to attend the funeral of her aunt at Marietta, Pa.

Our town council should note the most unsanitary condition that exists at the corner of Eleventh and Moore streets.

15 YEARS AGO Juniata College's home basketball game with Blue Ridge College tomorrow evening at the home gym should attract interest...

Miss Emma Walls, 1410 Washington street, is on the sick list.

Mr. Charles Huhn, of Smithfield, has returned to his college at Chicago.

Robert Horton, of Oneida street, has returned to his work after being housed up with the gripe.

Robert M. Steel and Dr. R. M. Hunter placed eight bushels of corn yesterday at various places to serve as feed for game.

Mrs. Bruce Foster and daughter Phyllis, of 1424 Washington street, spent the week-end with Mrs. Foster's parents, Mr. and Mrs. Wilson Foster, of Spruce Creek.

Establish Joint Mexican, U. S. Defense Group

Washington, Jan. 14.—The United States and Mexico yesterday prepared to meet their mutual problem of defense against the Axis by establishment of a "joint Mexican-United States defense commission."

Two members have been appointed by each government. They will meet here as soon as possible.

Other meetings probably will be held in Washington and Mexico City and the group probably will inspect vital defense areas along the coasts of both countries.

Other members of the commission are Brig. Gen. Miguel S. Gonzalez Cadena, who, with Sanchez Hernandez, is a member of the Mexican general staff...

NEW GRENADA

Report of Bethel Sunday School for Sunday, January 11: attendance 26, offering \$1.09.

Miss Hazel Black, of Shore Valley, visited in the home of her brother-in-law and sister, Mr. and Mrs. Carl Houck, recently.

Miss Florence Cromer, of Fort Littleton, is visiting in the home of her brother-in-law and sister, Mr. and Mrs. L. Cunningham.

Miss Helen Dodson moved on Thursday from the Vervel Horton tenant house to Hopewell, R. D.

Miss Helen Houck quit her job at Penn Hall and is attending business school in Huntingdon.

Recent visitors in the home of Mr. and Mrs. L. L. Cunningham were Mr. and Mrs. Fred Price and son, Robert, of Waterfall, Eugene Thomas, of Wells Valley, Jacob Black, of Dublin Mills, Charles Clifford Brown, of Laidig, and Caulder Dickson, of Wells Valley.

Rules Volunteer Police Need Not Wear Uniforms

Harrisburg, Jan. 14.—Attorney General Claude T. Reno ruled yesterday that volunteer police appointed by Gov. Arthur H. James under a World War act to guard public and private property may be armed and need not wear uniforms while on duty.

The opinion, presented by Deputy Attorney General William M. Rutter and approved by Reno was asked by Commonwealth Secretary S. M. R. O'Hara,

They Don't Know the Half of It



through whose office commissions are issued by James. In addition, Reno ruled that: 1. No fees may be charged for issuance of volunteer police commissions...

industry. Reno declined to rule on the liability for injuries to volunteer police officers because "they are neither employees of the commonwealth nor are they paid by the commonwealth."

BLAIRS MILLS

Mr. and Mrs. Sherman Beaver and son, Dicky, and Mr. and Mrs. Wrigle, of Selingsgrove, spent Sunday with Mr. and Mrs. James Speer.

The Blairs Mills and Waterloo Community club met at the home of Mrs. R. O. Rhine on last Thursday afternoon.

Callers at the J. O. Shearer home Sunday afternoon and evening were Mr. and Mrs. Bishline, of New Germantown, Mr. and Mrs. Herman Shearer, of East Waterford, Mr. and Mrs. Forest Burdge and family, of Shade Valley.

Miss Hazel Barton, who is employed as assistant secretary at the new ammunition depot at Chambersburg, spent Sunday with her homefolks.

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EDSON IN WASHINGTON

Car Conversion, Nazi Pills, Tommy the Cork Prove All Is Not Quiet on Banks of the Potomac

BY PETER EDSON NEA Service Washington Correspondent

WASHINGTON.—The big question now is how fast and how much the automobile industry can convert to war production.

"I used to be the president of General Motors up to a year and a half ago, and we had two factories in Germany. One was a truck factory in Brandenburg; the other was a car factory near Weisbad and Brüsselheim, which made 130,000 passenger cars a year.

"You would think that when the German government took over both plants you would get the greatest example of efficiency in conversion. A lot has been told about that. Now, here is what happened:

"The truck factory was taken over in toto, and has been working 24 hours a day, seven days a week ever since.

"The passenger car factory that had 22,000 employees was shut down. The men were carted everywhere. The forging machines were put to work making small forgings and airplane parts and 2000 women were put into plants making airplane parts.

This statement from Knudsen, made before Congressman Tolson's committee investigating defense migration, may give a tip on some of the difficulties to be encountered in the conversion of the auto industry to total war production, which is being boomed so enthusiastically by the Washington amateur production experts who have now become more numerous than military experts.

It is Knudsen's belief that the English method of bits and pieces manufacture has not been successful, and that direct subcontracting by the procurement branches of the services would scatter responsibility and require a thousand inspectors to follow up the execution of the subcontracting. And the danger of the theory of "exploding" a model plane or tank and having various manufacturers produce parts is that when the product is assembled, according to Knudsen, "it might explode the wrong way."

All kinds of slick efforts are being uncovered to beat the "blacklist" barring Latin American firms supposed to have axis leanings from trading with United States concerns.

When this company was prevented from making shipments of proprietary pills and medicines to the German agents below the Rio Grande, it hurdled the restriction by preparing concentrates of the drugs and shipping them by air in small packages valued at less than \$10 each.

Next step was simply to set up a factory in Mexico. The concentrates were diluted and properly mixed, and from the Mexican plant could be shipped at will to "dummy" receivers in other Latin American countries, who then turned the products over to the old distributors.

WASHINGTON Lawyer Tommy Corcoran's reputation as a great miracle worker and fixer was thrown for a loss recently in one case which the ex-brain trust tried to handle.

Tommy tried to get the names of these agents removed from the list of blocked nationals, and made one call in the Commerce building with that objective. The net result was that when the next blacklist was published, the names of other agents of his client were added for the first time.

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Author-Cameraman Harrison Forman's Exclusive Picto-Drama Tells How: American Civilian Pilots Play Heroic Roles in Hong Kong Fight

Hong Kong fell under the terrific Japanese onslaught. But before it did, a brilliant page in civilian aviation history was written.

By HARRISON FORMAN NEA Service Staff Correspondent Chungking, China, Jan. 13.—Right smack in the face of the Japanese army, navy and air force, based almost within cannon shot of the Hong Kong air-drome, a company of daredevil American and Chinese pilots made 16 round-trip flights to evacuate over 275 people from beleaguered Hong Kong in the first two days after the Jap attack on the city December 8.

The story is among the most thrilling chapters in the annals of commercial aviation. When the Pacific war broke out, Hong Kong was a leg on the China National Aviation Corporation's last remaining route in what was once an elaborate network of airlines serving China's vast hinterlands.

The Japs began their December 8 offensive against Hong Kong with an air blitz on Kai Tak air-drome, base of the Sino-American CNAC, which is owned 55 per cent by the Chinese government, 45 per cent by Pan-American Airways.

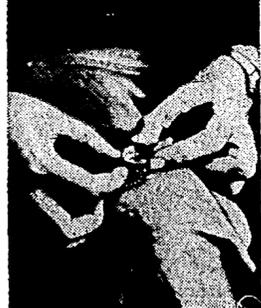
A formation of 27 high flying planes came out over the city about a quarter to eight in the morning. Lined up at the field—like so many sitting ducks—were seven of CNAC's twelve big passenger ships.

Directly overhead the Jap warplanes circled, and then dove for the field in follow-the-leader fashion, and began machine-gunning the parked planes. It took them more than 45 minutes to set them all afire, including the Pan-American Clipper, at anchor just over the sea wall nearby. And then they flew off towards Canton.

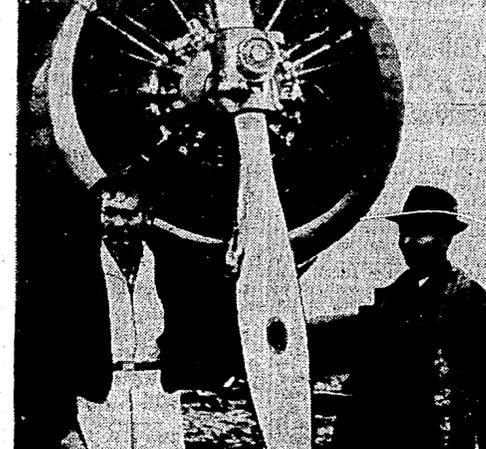


ABOVE: W. H. May, is one of the American civilian pilots with first-hand experience of Jap bombs. He was the meteorologist of the Pan-American Airways' Hong Kong Clipper, which was bombed and sunk at Hong Kong. He's pictured at Chungking, China, after his rescue.

BELOW: To this tiny, toy, ten-cent compass, mechanic Lee C. Taylor and Pilot Hugh E. Chen, owe their lives. It got them through to safety from Hong Kong during Jap attack.



noon—at 2 o'clock and again at 3—the Japs came back and bombed the field. They dropped big 250-pounders which, however, did little more than make holes in the field. One did go through the hanger roof, but it was a dud, and did no damage.



(NEA Photo flown from Chungking by Pan-American Airways) No one in Hong Kong would fly out in the "ugly duckling"—rickety old plane that hadn't been flown in months.

Not only did they succeed in flying out all of CNAC's American and Chinese staff, but the boys calmly turned right around and went back into Hong Kong, fly out plane-load after plane-load of refugees. Among the 275 people they evacuated in 16 flights during the next two days were those two famous sisters of Mme. Chiang Kai-shek—Mrs. H. H. Kung (wife of the Vice-Premier of China) and Mme. Sun Yat-sen (widow of the founder of the Chinese Republic, the "George Washington of China").

It is estimated that about 2 thousand American nationals still remained in Hong Kong. The boys started in again on the night of December 10th, planning to bring out another 250 people, but at the last moment word came through that they were not to attempt it.

Each of the boys had some hair-raising tales to tell—one was fired at by Japanese anti-aircraft, another by British A.A. gunners who mistook him for a Jap. Still another had an engine backfire and act as if it was going to quit altogether just when he was over the Japanese lines.



ABOVE: Capt. H. L. Woods, of Winfield, Kans., Chief Pilot for the China National Aviation Corporation. Flying from Hong Kong, Canton, thirteen passengers were killed, only Woods and his radio man escaping.

BELOW: Capt. S. E. Scott, of Waco, Tex., pictured in Chungking after his last flight to Hong Kong, was one of the first pilots to escape from the besieged city, and fly back in again to rescue refugees.



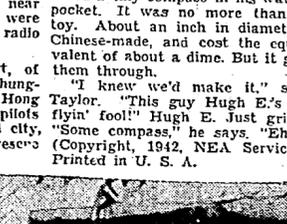
had been sitting on the Hong Kong air-drome like an ugly duckling, the scorn of the proud, high-nosed Douglas airliners.

Taylor's face was a mass of ugly red blisters. He got them from the picric acid in the Japanese bombs which sprayed over-ships and spare parts in the big hangar, though the bomb itself was a dud. But ships had to be made ready and quickly loaded with supplies and personnel, and had to be flown out of there before the Japs came back and got them all. So Taylor stuck to his job, bombs or no bombs.

NO ONE WANTED THE "UGLY DUCKLING"

No one, however, would fly the ugly boat. As a matter of fact, she hadn't been flown in months. Not since last October, when Chuck Taylor, Chief of Operations for CNAC, took me up in her for a test hop. She was pretty rickety then. Hugh E. Chen, however, volunteered to take her through. Taylor said he'd fly with him. She had already been stripped of most of her instruments. What few she had left went haywire almost as soon as they took off, just before dawn. There was no turning back, though, for they had no landing lights. Luckily, Hugh E. Chen remembered a tiny compass in his watch pocket. It was no more than a toy. About an inch in diameter, Chinese-made, and cost the equivalent of about a dime. But it got them through.

"I knew we'd make it," said Taylor. "This guy Hugh E.'s a flyin' fool!" Hugh E. just grins. "Some compass," he says. "Eh?" (Copyright, 1942, NEA Service.) Printed in U. S. A.



Every Day Living

UPSIDE DOWN by Joseph Fort Newton

It was at the ancient city of Chester, where I went to spend the night after two services in the Cathedral at Liverpool. The word Chester means "Camp"—the town was an old Roman camp.

In the late afternoon we saw lovers walking arm in arm on the old Roman wall, which encircles the city. The Cathedral is eight hundred years old—parts of it at least—warm, honey, lovely.

At the evening service it was packed with young people, most of them in uniform, eager to hear about America. After the service I was a guest in the home of the Dean, and we talked half the night.

For years Dean Tubbs was Bishop of Rangoon in Burma, India, small of body but great of soul. Like the late Baron von Hugel, like Rufus Jones, in his presence one feels, "Here is a man of God."

"What is the matter with the world?" I asked him as we talked together, heart to heart. Here is his reply, uttered slowly in a soft voice, something for all of us to think about for a long time:

"There is a Divine scale of values in life," he said. "Jesus stated the facts in his own simple way. First, we are to seek, first and above all, the kingdom of God and His righteousness.

"That is, love God with all our heart and soul and mind—putting God where He belongs, not an after-thought, or a last desperate resort, but first, the highest, the source, the meaning of all.

"Second, we are to love our fellow man as ourselves, in the same practical, helpful way that we love ourselves. How? By doing unto our neighbor as we would that our neighbor should do to us.

"Third, then all 'these things,' as Jesus put it, will be added unto us—that is, everything in life, food, clothing, science, art, sport, all the things we need; they will then fall into their proper place.

"Finally, money, which has its place and value, to buy things, to serve God and man. The tragedy is that we have turned this scale of values upside down; we have put money at the top, when it belongs at the bottom."

Who will deny that his diagnosis is right, putting greed above need!

French Islands Change Status for 10th Time

WHEN Free French forces recently seized the islands of St. Pierre and Miquelon, it marked the tenth time since 1660 that the administrative rule has changed hands.

The map stamp above, issued in 1932 as part of a Colonial Exposition Issue, pictures the islands and fishermen.

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