

THE DAILY NEWS

Founded 1922 by Joseph F. Biddle
John H. Biddle, Pres. and Editor
E. Blair Shore, Managing Editor

SUBSCRIPTION RATE—IN ADVANCE. By carrier delivery 12 cents per week. By mail delivery, (inside county) \$5.00 a year; \$2.50, 6 months; \$1.25 3 months.

Entered at the postoffice at Huntingdon, Pennsylvania, January 11, 1922, as second-class mail matter under Act of March 31, 1879.

Huntingdon County's Own Daily Newspaper
Successor to Semi-Weekly News Founded 1874
Published Every Day Except Sunday

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. It is the play of a genuine patrol wagon and horses.

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. Those who know Mr. Stewart well, and there is, perhaps, in this county not a man more widely known than he, realize that the affairs which come under his sway will be disposed of with the strictest probity and with dispatch.

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. Tubfuls of dirty wash water are poured into the alley which comes down past the little store or "club room."

15 YEARS AGO
Juniata College's home basketball game with Blue Ridge College tomorrow evening at the home gym should attract interest, due to the fact that Billy Slaughters, formerly of Huntingdon, will appear on the Blue Ridge five.

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."

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. That procedure was followed by the Canadian-United States joint defense commission which has been operating for more than a year.

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.

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.

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 nor is any person required to pay a fee for one.

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. In that connection, listen to a little story from William S. Knudsen, head of OPM:

"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. One of the smoothest was used by a drug manufacturing company supposed to have important German connections.

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. Export licenses aren't required for shipments valued at less than \$10, so the stuff went through in a hurry and there was nothing that could be done to stop it.

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. One of Tommy's prize clients was a company with considerable business in South America, trading with firms which were blacklisted. 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.

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. American and Chinese passenger plane pilots, securing a chance to save themselves, shuttled in and out of the battle-blasted city, braving the Japs' fire time and again, to evacuate 275 people from the doomed island. Their epic saga is told below, in the exclusive picto-drama by author-photographer Harrison Forman, of NEA Service, The Daily News' Far East-ern staff.

By HARRISON FORMAN
NEA Service Staff Correspondent
Chungking, China, Jan. 1.—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. Connecting the Crown Colony in Rangoon in Burma, via Chungking, CNAC was Chungking's only link with the outside world except for the long hazardous trek JAPS' ATTACK STARTS EARLY IN THE MORNING

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.

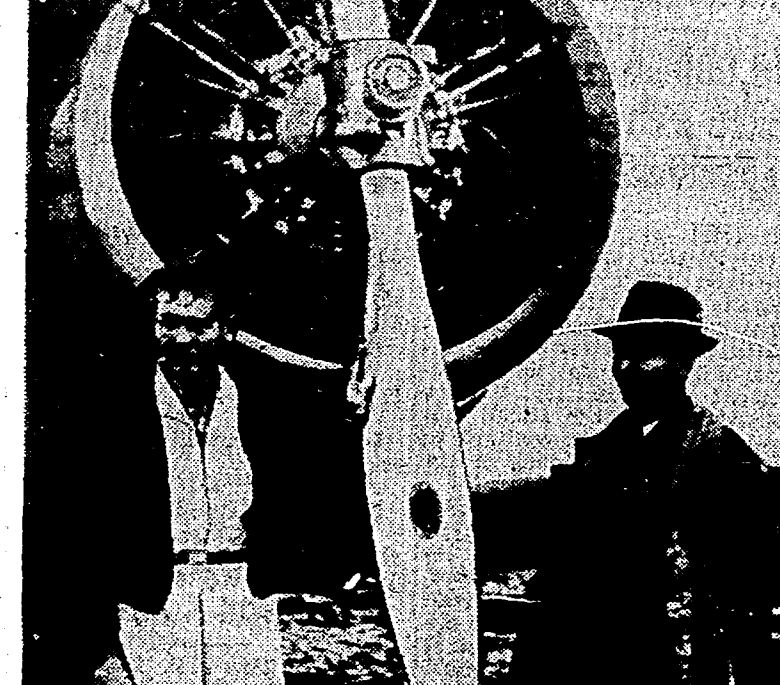


ABOVE: W. H. May, is one of the American civilian pilots with first-hand experience of Jap bombs. He was the meteorologist of the Pan-American Airways' Hong Kong Clipper, which was bombed and sunk at Hong Kong. He's pictured at Chungking, China, after his rescue.

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. No one—except mechanic Lee C. Taylor (left) of Burbank, Calif., and veteran CNAC pilot Hugh E. Chen, graduate of Southwest College, Greenfield, Kansas. They're pictured in front of the "ugly duckling" which they managed, with the aid of a ten-cent compass, to get into Chungking from Hong Kong when the Jap attack came.

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, to 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.

Luckiest boys of the bunch were Mechanic Lee C. Taylor, a lanky six-footer who hails from Burbank, California, and Hugh E. Chen, veteran CNAC pilot, a graduate of Southwest College in Greenfield, Kansas, who learned to fly at Roosevelt Field way back in 1928. They came in on an old 1934 Vultee, which for months



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, homey, 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!

CHICAGO SHEEP
Chicago, Jan. 14.—Livestock: Sheep, 7,000; late Monday; fat lambs and yearlings around 25 cents lower; fat sheep, steady; few choice light natives and fed range lambs \$12.25-12.40; few big range lambs \$11.90-12.00; choice handy weight summer shorn \$11.65; few good yearlings \$10; choice fat ewes \$6.50; today's trade; very slow; most bids on fat lambs at \$12.25 down; 10 to 15 cents lower; asking fully steady at \$12.40 and up on strictly choice natives and fed range lambs; medium weight yearlings \$10, steady; fed medium to good fat ewes steady at \$5.56 down.

Subscribe for The Daily News