

They, Too, Are Americans

Rio Has One of World's Best Airports

EDITOR'S NOTE - This is another of a series of articles written by Earl Hall, Mason City Globe-Gazette managing editor, in the course of a tour through South America as one of a party of 12 guests of the Carnegie Endowment for International Peace.

Number 76 By W. EARL HALL

RIO DE JANEIRO—Back in 1923 Capt. Radier de Aquino, Brazil's chief of naval aviation, chanced to pick up a copy of the bulletin of the Chicago chamber of commerce. It contained an article of special interest to him. It told of a great municipal airport to be built in Lake Michigan by the process of suction.

"Why wouldn't that be a good idea for Rio, too?" he asked himself.

Today Rio has in its incomparable harbor, within five minutes walking distance of the heart of the city, one of the world's finest airports. From my hotel room I see scores of planes circling over and lighting on that airport. Aviation is enormously important to South America, lacking in other forms of transportation, and here is the very center of the continent's flying activities.

The half mile square plot of marble-smooth land in the harbor here was brought into being by leveling off a hummock within the business section, supplemented by sucking mud from the bottom of the bay. At the far end is the naval academy—Brazil's Annapolis, if you please. The harbor, protected by hills and mountains on all sides, is always smooth for seaplaces.

On my first night here I was fortunate enough to have Captain Aquino as a dinner mate. Although enormously proud of the airport, he touched lightly on his part in the story. And it was from others that I had to learn how important a role he has played in contemporary Brazilian history. At 60 this New York born Brazilian is in retirement, giving much of his time to heading up the organization designed to promote cultural relations between his country and the United States.

Incidentally there was no mention in his conversation—by him—of the fact that Chicago has up to this time done nothing about its Lake Michigan airport. There should, however, be some satisfaction for Chicagoans in the knowledge that they gave Brazil a grand idea.

In most things Rio has been singularly favored by nature. The beauty of its setting in a protected, deep water harbor grows on me with each passing day. I've seen it from Sugar Loaf, from Corcovado, from Gavea, from Tijuca—all lofty elevations—and from a yacht in its 24-mile long harbor. From each new point of view my amazement grows.

There are those, however, who will admit that for eight or nine months each year, the heat is a little greater than it needs to be. Since we've been here—it's supposed to be mid-autumn—the mercury has climbed each day to a point not far from 100 degrees, with a bit too much humidity.

But the natives are used to "unusual" weather, just as Californians are. About the only variation from perfection they will admit is their transportation system within the city. Hemmed in by mountains to the rear, there is of necessity a traffic bottleneck in downtown Rio, a city of nearly two million.

"Why don't you build a subway system?" I asked, remembering the underground system in Buenos Aires which in elegance puts New York's subway to shame by comparison.

U. S. TO USE SEIZED VESSELS

Report Nazi Airmen Occupy Syrian Airports

FRENCH TAKING STEPS TO HALT AID FOR BRITISH

Damascus, Two Other Fields Taken Over by German Flyers

ANKARA, Turkey, (U.P.)—German air force men are occupying three of the chief airports of Syria—at Damascus, Aleppo and Palmyra—and French authorities are taking stern measures to suppress pro-British activity, diplomatic and private reports said Friday. Reliable diplomatic informants said that the Germans occupied Damascus airport after having occupied the other two, and that they were maintaining a shuttle plane service between the Italian Dodecanese islands and Syria to transport war materials and soldiers disguised as civilians. Alleged German civilians also continued to enter Syria through Turkey, informants said. Syrian authorities were said to be fortifying the Syrian frontier opposite Palestine and Iraq.

Travelers who reached Istanbul from Syria said that hundreds of officers in the French army in Syria had been arrested or put under observation, and that the number of secret agents among army units had been increased.

They said that a large part of the French population at some frontier points had fled inland, and that the authorities now were trying to suppress uneasiness among the people.

The travelers said that service on the railroad which extends from Syria along the Turkish frontier into Iraq had been suspended since the first days of fighting in Iraq because British planes had blown up a bridge, but that the service would be restored soon.

Usually reliable informants here said that though Germany had possibly not more than 5,000 men in Syria, including ground personnel for 200 planes, the Germans were busy preparing airports and that German technicians were studying the problem of supply.

ENVOY FAILS TO SEE HULL

Secretary of State Apparently in No Hurry for Interview

WASHINGTON, (U.P.)—Secretary of State Cordell Hull indicated Friday that he is in no great hurry to see French Ambassador Gaston Henry-Haye, who had asked an appointment to discuss Hull's new warning against French collaboration with Germany.

The French embassy had said the ambassador would see Hull Friday. Later it was said Hull was too busy Friday.

Asked about this at a press conference, Hull replied that he was always ready to see the French ambassador and that, as in the case of other diplomats, the Vichy representative undoubtedly will visit him in proper order.

Strike Halts Work on Planes



A strike called by the CIO United Automobile Workers union closed the North American Aviation corporation plant at Inglewood, Cal., and halted work on \$196,000,000 in orders from the United States and British governments. In the background, beyond the pickets patrolling a railroad siding leading to the plant, are some nearly completed bombers and trainers.

Peace Rumors Propaganda -- FDR CALLS STORIES NAZI UNTRUTHS

WASHINGTON, (U.P.)—President Roosevelt Friday said that peace rumors circulating in the capital were fabricated from Nazi falsehoods. The president said many Americans were being made the dupes of German propaganda.

Mr. Roosevelt declared that Britain is far from collapse, and that no peace proposals were brought back from London by Ambassador John G. Winant.

Declaring he was not making a denial of peace reports but an accusation that Americans were being duped, the president said of the peace rumors:

There has been "absolutely nothing like it—not even a 10th cousin of a peace offer or anything like that or any discussion of peace. Absolutely nothing like it—provided you use this not as an accusation by the president but as an denial by the president."

Mr. Roosevelt accused Nazi and fascist sympathizers and appeasers in this country either of operating on direct orders from Berlin to spread such peace rumors or of acting as dupes to spread such rumors.

He said the propaganda office in Berlin had issued instructions to sympathizers here to follow two procedures in regard to peace talk.

The first, he said, was to spread the rumor and an impression that Germany had no thought of ever doing anything against any country in the entire western hemisphere.

The second order, he said, was that as soon as Winant arrived such agents should spread the story around that he was carrying a scarehead story that Great Britain was about all in. Further, he said, the order was to spread the story that Britain is talking peace.

That story, he said, originated in Berlin and by a most amazing coincidence appeared in columns of some kind of American newspapers shortly thereafter.

PROPERTY BILL TO BE DROPPED; SEE NEW DRAFT

Administration Finds No Chance of Passing Present Proposals

WASHINGTON, (U.P.)—Administration leaders reached the conclusion Friday that there was no chance of passing the war department's property seizure bill in its present form, and indications were that entirely new legislation would be proposed as a substitute. The bill—which has stirred up the most opposition since the administration's aid-to-Britain program—would authorize President Roosevelt to take over temporarily or permanently any property of any kind which could be used to further the national defense program.

Senator Byrnes (D-S. Cal.) acting majority leader, told reporters that "cool heads" in congress could "sit down and draft a bill which would accomplish the desired objectives without making it possible to charge 'dictatorship.'"

One of the objectives of the war department bill was to provide the government with a legal weapon that could be used to cope with strike deadlocks in important defense industries.

The senate military committee planned to begin consideration of the present legislation Friday, and Chairman Reynolds (D-N. Car.) said a simultaneous study would be made of a proposal by Senator Connally (D. Tex.) that the government be empowered to take over any defense plant where production was impeded or threatened with delay by strikes "or other cause."

Connally, usually an administration supporter, offered his measure Thursday as an amendment to the selective service act, which now permits seizure of defense plants only if the managers refuse to meet defense needs. It was learned that Byrnes, too, had been working on legislation along similar lines.

50,000 Chinese Slain in Spring Offensive, Jap Spokesman Says

SHANGHAI, (U.P.)—A Japanese military spokesman said Friday that 50,000 Chinese troops loyal to Chungking had been killed and 25,000 taken prisoners during the Japanese spring offensive in South Shansi province.

The spokesman said that campaign had ended. He said he was unable to estimate the number of Chinese wounded or the number of deserters which, he said, was large.

Italians Hit at Gibraltar in Air Raid

By UNITED PRESS

An Italian bombing attack on the British fortress Gibraltar indicated Friday that the axis may have embarked upon a major offensive to drive the British fleet from the Mediterranean. The air attack on Gibraltar coincided with a new increase in tension over the middle eastern situation where a move against Syria by the British has been expected almost hourly.

The Italian bombardment of the great rock which guards the western entrance to the Mediterranean was the first against the British base since early last fall.

The Italian war communique gave no indication of the severity of the raid on Gibraltar, nor did it indicate from what base Italian planes had come. The nearest Italian territory is Sardinia which would involve a roundtrip flight of 1,700 miles for the fascist bombers.

However, it was possible that the planes flew from the nearby Balearic islands where the Italians set up air bases during the Spanish civil war, or even from French North Africa or the Spanish mainland.

Significance seemed to be added to the Gibraltar attack by the fact it followed by 24 hours a big axis air raid on the main British fleet base in the eastern Mediterranean at Alexandria. More than 100 persons were reported killed at Alexandria and axis reports claimed great fires were set in the harbor area.

The only other British naval base in the Mediterranean, Malta, has been under almost daily heavy air attack by both German and Italian war planes based on Sicily for many weeks.

Gibraltar is more important to the British as an anchorage and minor repair base for the western Mediterranean fleet than as an ordinary fortress. Military experts have long contended that persistent air attacks or bombardment from the big guns known to be established across the Gibraltar straits would make the base untenable for large warships.

IOWAN KILLED IN NAVY AIR CRASH

Two Other Flyers Die in Collision at San Diego, Cal.

MARSHALLTOWN, (U.P.)—Paul Justin Burroughs, 19, killed in a naval plane crash at San Diego Thursday, was the son of Mr. and Mrs. Sam Burroughs of Albion. He enlisted in the navy Sept. 19, 1939, and was assigned to the U. S. S. Chester. After a year at sea he went into radio naval work and received his petty officer's rating Feb. 16, 1941. He had been expected home on furlough in a few weeks and then was to have been transferred to Pensacola, Fla., according to his parents.

The navy reported Friday at San Diego that three flyers were killed and one was injured in a mid-air collision of two planes from the heavy cruiser Chester near San Clemente island.

FR GIVES ORDER TO REQUISITION ALL IDLE SHIPS

Danish, Italian, German Interests to Be Affected

WASHINGTON, (U.P.)—President Roosevelt Friday signed a bill authorizing requisition of all immobilized ships in American harbors, and by executive order empowered the maritime commission to take over the vessels.

More than 100 foreign ships, including Danish, Italian and German ships which were placed under "protective custody" several weeks ago would be affected by the order. The order applied to all foreign merchant vessels lying idle in U. S. waters, the Philippine islands and the Canal Zone.

American crews have been prepared for several days to take charge of many of these ships, according to maritime circles.

The plan is to place these vessels in the 2,000,000-ton emergency being formed for national defense and aid to Britain.

Among the ships under "protective custody" are 39 Danish ships, 28 Italian and two German. The balance of the idle fleet are owned by French interests and by lines under the flags of Balkan, Scandinavian and Baltic nations.

The president's order specified that the commission could create, charter or lease any or all of those vessels deemed necessary to the national defense, but required presidential approval of any transfer, charter or lease of the vessels to any "belligerent government."

Under the order the commission has the power to purchase, requisition, or charter any or all of the immobilized foreign vessels if it considers such action "desirable and conducive to the national defense."

The commission, itself, could operate the vessels, either directly or through an agent in any service of the United States, or in any commerce, foreign or coastwise.

The maritime agency also was authorized: 1—To document any or all of such vessels under the laws of the United States or any neutral country of the western hemisphere.

2—To make such other use or disposition of any or all of these vessels as the president may hereafter direct.

Chevrolet, Pioneer in Auto Industry, Dies at Detroit

Former Racer, Car Designer in Poor Health for Years

DETROIT, (U.P.)—Louis Chevrolet, pioneer motorcar designer and in his earlier days one of the greatest of all racing automobile drivers, died at his home here Friday. He had been in poor health for several years and in retirement for nearly a decade. He is survived by his widow and one son.

Chevrolet was born in Switzerland, on Dec. 25, 1878. On May 20, 1905, he drove a Fiat racing automobile over a measured mile at Sheephead Bay, New York, in 52.8 seconds for a new world's record. He regarded as his greatest achievement, however, the designing and building of two consecutive Indianapolis speedway winners in 1920 and 1921—the first driven by Chevrolet's brother, Gaston, and the second by Tommy Milton.

Gaston Chevrolet was killed at the Los Angeles speedway in a collision late in 1920.

Louis Chevrolet built the first Chevrolet automobile in 1911 in co-operation with William C. Durant. The Chevrolet company became part of General Motors corporation in 1915.

Prior to his retirement Chevrolet was associated with the Stutz automobile company, in Indianapolis.

Wheat Loans in 1941 to Average 98 Cents

WASHINGTON, (U.P.)—The agriculture department, formally announcing the 1941 wheat loan program under the 45 per cent parity loan law recently passed by congress, said Friday the loans will average about 98 cents a bushel.

GETS STAY OF LEAVE MOSCOW, (U.P.)—John Scott, American newspaperman ordered to leave Russia, has been granted an extension of his stay until June 11.



LOUIS CHEVROLET

IOWA STATE FAIR BOARD SCORED

Interim Committee Approves \$34,000 'Loan' for Building

DES MOINES, (U.P.)—After a sizzling discussion in which the 4-H club building on the Iowa state fair grounds was termed "a monument to incompetency on the part of the fair board and the architects," the legislative interim committee Friday voted \$34,000 to the board with which to complete the structure.

The committee stipulated that the money must be repaid from the profits of the 1941 and future fairs and that no other new fair grounds buildings must be started until the "debt" has been cleared up.

The board had asked for approximately \$18,000 to complete construction of the building and another \$16,000 for equipment.

"The building as it stands now is a monument to incompetency on the part of the fair board and the architects," declared Senator G. R. Hill (R-Clarion). "It resembles a ruin rather than a structure."

Refugees Make Metropolis of Holy City

JERUSALEM, (U.P.)—Refugees streaming into Jerusalem made the ancient holy city Friday a teeming metropolis, where all allied uniforms can be seen and there is a babel of tongues, races and colors. Since the days of King Solomon this city has been such an important middle eastern center. Successive German penetrations in the Mediterranean have brought royalty, cabinet ministers, diplomats, professors and students to Jerusalem. For the first time since the crusades, Christians of all sects are united under one flag and in a common cause. But unlike the crusades of 800 years ago, the brotherhood of arms now includes Moslems, Jews and Hindus. Religious-minded persons see in this the beginning of the fulfillment of Isaiah's ancient prophecy in which the Lord's house was set on the mountain tops and all nations flowed to it. They believe there also will be fulfillment of that part of the prophecy, which says: "They will beat swords to ploughshares, spears to pruning hooks; nation shall not lift sword against nation, and they will not learn war any more." The mood of Jerusalem is evidenced by the fact there is a shortage of Bibles in the European languages. The holy sepulchre is the focal point of daily life, where appointments are made and kept, where carefully-groomed society women mix with ebony Senegalese, where dramatic meetings take place between brothers and sisters who have not suspected one another's presence in Palestine. Most refugees are energetically engaged in sight-seeing. One tourist manager misquoting Moliere, classified them as "tourists despite themselves." Jerusalem is so overcrowded that monasteries, convents, churches, synagogues and even the Hebrew university on Mount Scopus are converting all space available into sleeping quarters for refugees regardless of their faith. During the day the population appears to subsist chiefly on ice cream, watermelon, cool native tamarine drinks or bilious-looking lemonade purchased from street-vendors shouting their wares in all languages. The evenings are spent meandering through the old city, taking in its rare beauty as the muezzin's voices mingle with the church bells, sheep bells and the evening prayers in synagogues.

Weather Report

FORECAST IOWA: Cloudy and cooler, rain except extreme southwest Friday night. Saturday clearing, cooler east. MINNESOTA: Cloudy. Rain Friday night and in extreme east Saturday morning. Cooler Friday night. IN MASON CITY: Globe-Gazette weather statistics: Maximum Thursday 80 Minimum Thursday night 34 At 8 a. m. Friday 66 YEAR AGO: Maximum 76 Minimum 53

'Save for Defense' Drive Nets Enough for Four Battleships

WASHINGTON, (U.P.)—The first "save for defense" month poured \$441,782,000 into the U. S. treasury—enough cash to buy four battleships. In other terms, the receipts for May were the equivalent of the price of 20 cruisers, or 100 destroyers, or 4,000 pursuit planes, or 1,000 long range bombers. Secretary Morgenthau told the nation so Thursday night in a radio report on the progress of the campaign. He said \$438,230,000 had come from sale of bonds and \$3,552,000 from defense savings stamps. The number of bonds sold exceeded a million, and the number of stamps was almost ten million. "A wonderful start," Morgenthau said, "more than any of us at the treasury had dared to expect. . . . We must keep up the good work from now on."