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FORT WORTH STAR-TELEGRAM

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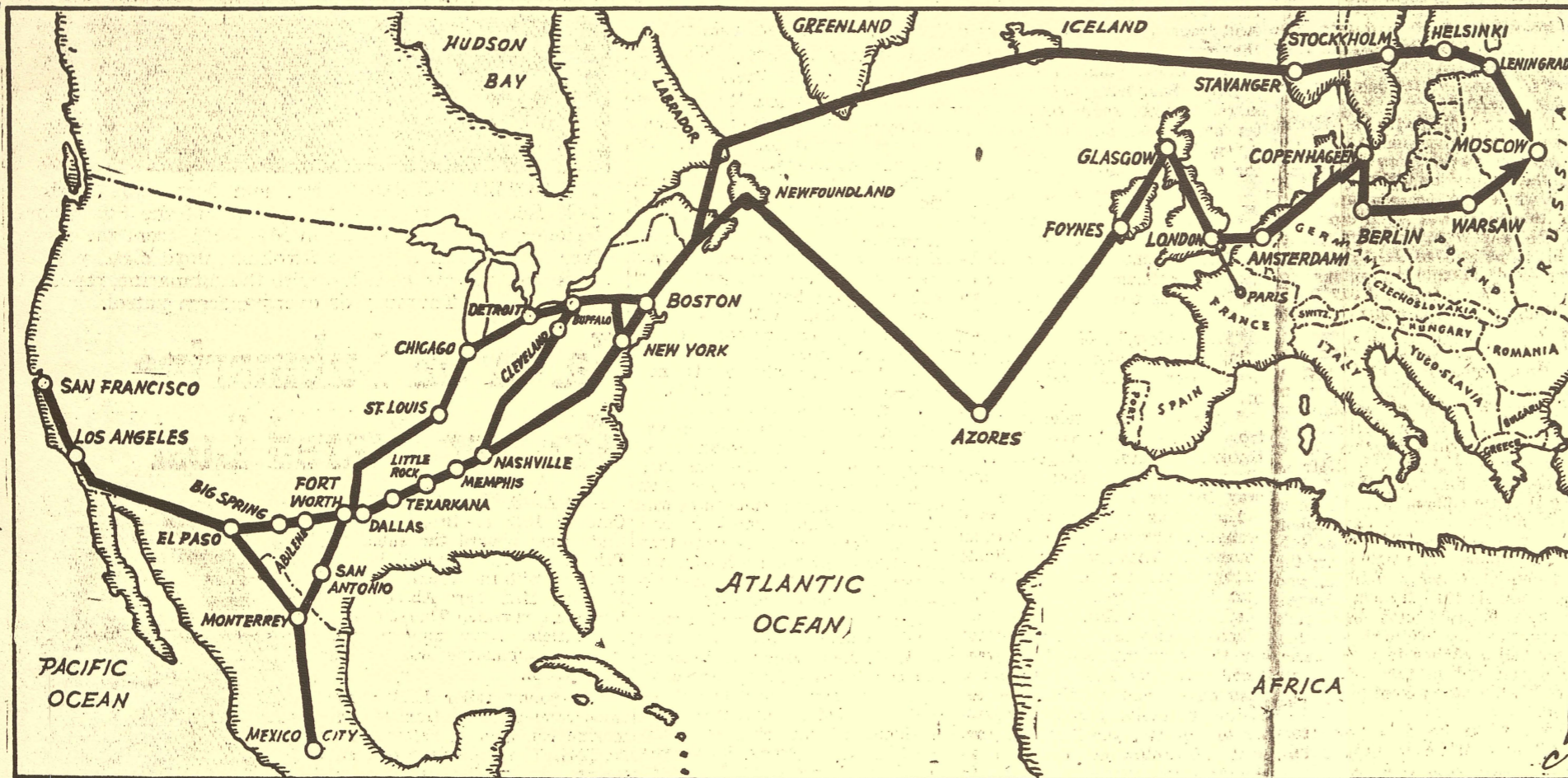
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FORT WORTH, TEXAS *** Where the West Begins *** FRIDAY, JULY 6, 1945

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MacArthur's Fliers Hit Jap Homeland

Airline to Link Texas, Europe

Fighter Raid Staged Over Wide Area

The time was brought within close range Thursday when a Europe-bound air traveler will be able to board a plane at Fort Worth and step from the same plane 20 hours later—or even less—in London.

Or, in a few hours more, he can be in Stockholm, Copenhagen, Berlin, Warsaw, Leningrad or Moscow.

The development will make the Municipal Airport here a center for takeoffs to key European cities over two transoceanic air routes to be operated by American Airlines, Inc. The field here already is an international airport, the port of entry for flights to and from Mexico.

The linking of Texas points with overseas cities was made possible by Civil Aeronautics Board approval of combination of the services of American Airlines and American Export Airlines, Inc., into one air transport system. At the same time the board granted American Export certificates for

port Airlines, said in a joint comment on the CAB's action:

"We view the permission to combine the experience and operating ability of American and American Export as an opportunity to render a completely new and higher standard of public service in the field of air transportation. Combining these two experienced companies will have a beneficial effect upon those who travel abroad by air to and from points within the United States.

The services presently rendered will be substantially increased just as soon as world conditions permit. In the meantime, services now operated will be continued and improved."

Pan-American holds certificates to operate through Bermuda and The Azores to Portugal and thence to London and Marseille, and through Eire to London.

Thursday's decision extends Pan-American's existing route to London through Europe and the Near East to Calcutta, India, by way of

BY LEE VAN ATTA.
MANILA, Friday, July 6 (INS).—Aircraft of General MacArthur's command have smashed at the Japanese homeland from Okinawa bases.

In a dramatic announcement Friday the commander-in-chief of the Army in the Pacific disclosed that warplanes from his command have joined other Army, Navy and Marine airplanes in the air war on the Japanese mainland.

Transfer of elements of Gen. George C. Kenney's Far Eastern air forces to join Central Pacific war warriors was arranged last month when Kenney and Gen. H. H. "Hap" Arnold visited Okinawa

ON THE AIR ROUTE TO EUROPE—Texas cities on the route of American Airlines became points on the world air map Thursday as the company gained authorization to operate air transportation service to Europe. Texas air travelers will be able to breakfast at home

one day and in London the next, without changing planes, and to continue on to key cities on the Continent. The two overseas routes awarded the company are to Moscow by way of Greenland, Iceland, and the Scandinavian countries, and by way of the Azores, London, Berlin and Warsaw.

Morgenthau

TEXAS FIGURES LARGELY IN

Aussies Take

Morgenthau Resignation Is Accepted

BY WALTER TROHAN.

WASHINGTON, July 5 (CTS).—Secretary of the Treasury Henry Morgenthau Jr. was preemptorily released Thursday by President Truman after he asked for a show-down on reports that he was slated for discharge.

At a surprise press conference the chief executive announced the resignation of the Treasury Secretary along with the appointments of Edward C. Moran Jr., former congressman from Maine, as second assistant Secretary of Labor and of Jesse M. Donaldson, career postal employe, as first assistant Postmaster General.

Truman read a fullsome letter regretting Morgenthau's resignation as "a distinct loss" to the government. He praised the secretary for carrying out the heaviest tax program the country has known and acclaimed his direction of war bond drives as "a great achievement" deserving the thanks of the nation.

Later at another surprise press conference Morgenthau made it unmistakably clear by his attitude that he was leaving with the greatest reluctance. However, he refused to discuss his resignation on the record other than to say he had absolutely no plans for the future except to take a rest.

It was obvious to newspapermen attending the Morgenthau conference that the secretary was not only displeased but even indignant over his own resignation. With his attitude as the key, the entire situation was shortly unlocked by a canvass of Treasury and White House sources.

An impeccable Treasury source said that Morgenthau found it nerve-racking to do his work without an atmosphere of confidence, so he determined to lay the matter before Truman. Because the President had been out of town recently, Morgenthau did not get an appointment until Thursday morning.

At the conference Morgenthau

Continued on Page 2, Column 3.

LEADS FIGURES LARGELY IN BUILDING OF AMERICAN AIRLINES

From a system with roots deep in the Southwest, American Airlines, Inc., was ready Thursday to shoot out a new branch reaching half way around the world.

This ocean-spanning new growth was made possible by the Civil Aeronautics Board's approval of the company's plan to offer air service between the United States and European points over the north Atlantic route. The board's action gives the company authority to continue on a commercial basis the same type of transoceanic operations it has been carrying on for the last three years as a transport auxiliary of the Army's Air Transport Command.

Largest Domestic Carrier.

American Airlines' bid for permission to operate air service over the north Atlantic was granted by the board's approval of the company's purchase of the control of American Export Airlines, Inc., which was granted two routes from this country to Moscow, one by way of the Scandinavian countries and one by way of London and Berlin.

American Airlines already is a leader in international air transportation, with regularly scheduled flights through Fort Worth to Mexico. It also is the nation's largest domestic air carrier, whose flagship fleet covers 9,457 route miles from coast to coast. Through the newly granted authority to reach out to European points, the company gains entry into postwar transoceanic aviation.

Transatlantic flights will be nothing new for American and its pilots. No. 1 job during the war of the air carrier system that has grown largely from a small Texas branch line started 17 years ago has been the transportation of fighting men and materials to battlefronts in all parts of the world.

5,000 Ocean Flights.

From April 1942, when its first Atlantic survey flight was made for the ATC, American's operations have extended to six continents, across seven seas, to 35 countries. It now makes 10 transatlantic trips daily for the ATC.

Transatlantic crossings completed by American at the end of 1944 under its ATC assignment had numbered more than 5,000, until these flights had become almost as routine as transcontinental operations on the company's commercial routes. It flew the first C-54 across the Pacific, carrying vital aircraft parts to hard-pressed American forces in New Guinea, and ferried supplies into China over the hazardous Burma Road of the Air from India.

Most of the planes used in the transatlantic operations are convertible into hospital litter ships, and on many of the return flights from Europe large numbers of wounded have been brought back to this country for speedy hospitalization.

These military assignments have enhanced American's record of aviation pioneering. It was welded together from dozens of small air transport companies which operated throughout the country in the twenties, some of them with mail contracts, some without. One of these which has played a prominent role in American's history was Texas Air Transport Company, organized in Fort Worth in 1928.

TAT merged with two other small lines to become Southern

Air Transport before it was gathered in 1929 into the air transport organization formed by Aviation Corporation. The units integrated into this group became American Airways.

The system operated for four years under that name until American Airlines was born in 1934 after cancellation and reallocation of airmail contracts.

Some of the aviation pioneers who operated the early Texas lines still are guiding American, although it now has its headquarters in New York. Among them is Texas-born C. R. Smith, who returned to the company June 12 in the newly created post of board chairman after more than three years in military service.

As a colonel and first chief of staff of the ATC, he had a leading part in developing that organization's globe-girdling routes and services. Elevated to brigadier general, he became deputy commander of the ATC, retiring as a major general with the Distinguished Service Medal for organization of military transport service, the Legion of Merit for supply activities in North Africa, and the Air Medal for rescue operations in Burma.

Smith, who entered the aviation field almost against his will, proved to be one of the major assets acquired by the Aviation Corporation when it bought Southern Air Transport in 1929.

He was an accountant, with four years of Texas university training in law and business administration, when A. P. Barrett of Fort Worth bought a small airmail line in 1928 operating from Fort Worth and Dallas to Brownsville and Houston. Barrett also controlled the Texas-Louisiana Power Company and Smith was its assistant treasurer.

Became Treasurer.

Smith's aviation career began when he was transferred by Barrett to the aviation company as treasurer. He continued as treasurer of Southern Air Transport when it was organized as a holding unit for TAT and affiliated companies.

In this capacity, and later as vice president, he was associated closely with the development of air passenger service in Texas. He aided in opening the southern transcontinental route in 1930 to link Atlanta with California by way of Birmingham, Dallas, Fort Worth, El Paso and Tucson.

Placed in charge of the southern division of newly organized American Airways in 1931, located in Fort Worth, again with the title of vice president, Smith made it the most efficiently operated unit in the nationwide system.

He stepped up to the presidency of American Airlines five months after its organization in 1934, in time to direct the opening of the company's new transcontinental route from New York to Los Angeles by way of Washington, Memphis and Fort Worth. The previous southern route across the continent had been broken up by the airmail contract cancellation in February of that year.

Rapid Expansion.

The innovations and improvements that went into effect under Smith's guidance lifted American rapidly to the top of the domestic air transportation business. One of these changes was the inauguration of coast-to-coast sleeper plane service.

Designer of that first sleeper plane was Ralph S. Damon, who be-

came president of American at the same time that Smith was elected board chairman.

Damon, who is recognized by the industry as a topnotch airline operator, was president of Curtiss Aeroplane & Motor Company when he designed America's first sleeper plane. But in 1935, a year after Smith became American's president, he drew Damon into the company as vice president in charge of operations.

Damon was granted leave of absence by American in May 1941, to become president of Republic Aviation Corporation, where his job was to step up production of the P-47 Thunderbolt. He returned to the post of vice president and general manager of American Airlines on Sept. 1, 1943, and did a big part in running the line in Smith's absence.

Another American Airlines executive who pioneered in the development of commercial aviation in the Southwest is Hugh Smith, vice president in charge of operations since 1942.

Smith learned to fly during World War I. Early in his experience he sold airplanes, flew mail schedules and operated charter trips. He joined the staff of Texas Air Transport in its early days and was named operations manager in 1930. Promoted to operations manager for American Airlines at Fort Worth, later he became superintendent of operations for the southern division. He also served the airlines in a similar capacity at Chicago and New York before he was elected vice president in charge of operations.

Air Freight Service.

Last October, the company marked another milestone in its aviation progress by inaugurating the first airfreight service, lowering tariffs for economical transportation of shipments in daily commerce.

For postwar expansion purposes, American has filed application for authority to operate 9,388 additional route miles, including 3,454 overseas. It contracted in March 1944 to acquire controlling interest in American Export Airlines, which had asked the CAB for authority to serve London, Paris and other major points in Europe and the Near and Far East.

In addition, American itself applied for a route to London and Paris, with extensions to other key centers on the Continent.

In a large-scale re-equipment program, it has placed a \$30,000,000 order for 55 new, high-speed, four-engine DC-4 and DC-6 flagships, supplemented by an additional order of \$10,000,000 for more DC-6s. Some of these new planes are intended for operation in transatlantic service, while others will be used on domestic lines, including the company's transcontinental route to California and its international route to Mexico.

Spatz to Take Over Command of B-29s

WASHINGTON, July 5 (AP).—The man who directed the smashing of Germany from the air Thursday was assigned to do the same thing to Japan.

The War Department announced an expansion of the air command set-up in the Pacific, placing Gen. Carl A. Spaatz in charge of the B-29s now levelling Nippon's cities and softening the enemy home islands for invasion.

THE WEATHER

By the United States Weather Bureau.

July 6. Fort Worth and Vicinity—Considerable cloudiness Friday and Saturday with scattered afternoon and evening showers. Highest afternoon temperatures in the lower 90s; lowest Saturday morning in the lower 70s. Sunrise 6:26; sunset 8:41. Maximum precipitation this date, .76 in 1932.

Maximum temperature this date, 83 in 1943; minimum 60 in 1924. Maximum temperature Thursday minimum 73.

West Texas (West of the 100th meridian)—Partly cloudy Friday and Saturday. Widely scattered showers except in the Panhandle Friday and widely scattered showers west of the Pecos River Saturday.

East Texas (East of the 100th meridian)—Partly cloudy Friday and Saturday. Scattered thunderstorms in north and central portions Friday and in northeast and upper coast Saturday. Moderate southerly winds on the 6th.

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Planes Take Warner Big to Airfield

Friday, July 6 (AP).—The 7th Division has equipped an airfield with its own runways and won all of the big oil port town of Balikpapan in Borneo, General MacArthur said Thursday.

The airfield, second in the Balikpapan area since July 1, was completed after a week of opposition.

Planes were flown by air and 13 by land from the east of Balikpapan.

A Japanese column, pushing the airfield along the paved road, could have been destroyed by fires at Koeala Same, a great refinery and oil field.

Japanese apparently were destroying all of the oil fields in Borneo's rich oil belt. Their fighting in the Australian ad-pottery, with a profusion of mines and booby traps, as well as hazards to the hard-

ships. Japanese force in all Borneo was retreating up under Australian tank pressure and harassed by Allied tactical

air carrier-based and land-planes participated, and one was returned. They shot down a Japanese reconnaissance plane also neutralized the air base at Makassar Straits in Borneo and in the Halmaheras. The Liberators hit the Tabanio areas southwest of Borneo.

Japanese apparently had to its fate a small force of oil refineries in the district northeast of Balikpapan. The Japanese penetrated the defense, MacArthur said, and the slackened as the Australians moved away with their pounders.

The guns of the U. S. 7th Division had their weight of death to the offensive against the enemy.

Is Illuminated

Warsaw, July 5 (AP).—A Tass report from Warsaw said Thursday that the main district of the city was illuminated for the first time since German destruction of the city's electrical

THE INDEX

LOCAL.
Bombing describes bomb-riders in Berlin (picture).
Labor leader discusses war wages (picture).
War committee chairman reasons for opposing "Send Trail."

STATE.
Military plays havoc with military equipment in Mexico.
Baseball teams tie at Pecos

Students at Stamford leave for summer camps.

GENERAL.
Fatal fist fight being investigated by Baltimore police.
General Stassen warns against too much optimism over

by Civil Aeronautics Board approval of combination of the services of American Airlines and American Export Airlines, Inc., into one air transport system. At the same time the board granted American Export certificates for two permanent air routes across the North Atlantic.

American Airlines officials estimated that the 4,400-mile trip to London by air would cost the Fort Worth traveler not more than \$315.

The overseas flights at first will be accomplished by direct connections between American Airlines and American Export at New York and Boston. Later, direct service will be instituted that will take the same plane from Fort Worth and other inland points in this country to cities on the European continent.

Plans call for the first direct flights to be made over American Airlines southern transcontinental route, which passes through Fort Worth.

Officials of the airline said first planes to be used in the over-water service will be Douglas DC-4s, the military counterparts of which have been flown millions of miles over land and sea by American Airline crews for the Air Transport Command. These planes will be supplemented or replaced later by still larger, faster, 56-passenger DC-6s, on order for postwar delivery.

Both routes awarded to American Export Airlines terminate at Moscow, one reaching the Russian capital by way of Labrador, Greenland, Iceland, Stavanger, Stockholm, Iceland and Leningrad, the other by way of Newfoundland, the Azores, Foyines, Glasgow, London, Amsterdam, Copenhagen, Ber-

lin, and Warsaw.

Two Others Authorized.

Two other companies, Pan-American Airways and Transcontinental and Western Air, Inc., were authorized to operate on other North Atlantic routes, providing air transportation service extending as far east as India. Heretofore confined to its New York port, Pan-American will be permitted to conduct operations to Chicago, Detroit, Boston, Philadelphia and Washington.

American Export Airlines will not be dissolved, but will remain a separate corporation in which controlling interest is held by American Airlines.

Combination of these two operating airlines will form the first air transportation system of its kind in the world. It will provide, for the first time, one-system air service from inland and coastal cities in this country to major cities of the British Isles and the Continent.

American Export Airlines has been operating as a transoceanic carrier since 1942, both in commercial service and as a contract carrier for the Army Air Transport Command and the Naval Air Transport Service. It has accumulated broad experience in the operation of four-engined airplanes in transatlantic service.

7,800 Oversea Flights.

American Airlines, serving as a contract carrier for the Army Air Transport Command since October 1942, had made more than 7,800 overocean flights. As of May 31, it had completed more than 7,000 crossings of the Atlantic.

The company now is making 10 transatlantic trips daily for the ATC, and flights on other military assignments, to transport men and materials to the fighting fronts, have reached across the seas to six continents.

Ralph S. Damon, president of American Airlines, and Sumner Sewall, president of American Ex-

The Azores to Portugal and thence to London and Marseille, and through Eire to London.

Thursday's decision extends Pan-American's existing route to London through Europe and the Near East to Calcutta, India, by way of Brussels, Prague, Vienna, Budapest, Belgrade, Bucharest, Istanbul, Ankara, Beyrouth, Baghdad, Tehran and Karachi.

TWA was authorized to operate from points in the United States through Newfoundland over a northern leg to Foyines, Paris, Bern, Rome, Athens, Cairo, Jerusalem, Basra, Dhahran, and Bombay. It also was given permission to operate over a southern route to Lisbon, Madrid, Algiers, Tunis, Tripoli, Bengasi and Cairo and to operate by way of Lisbon and Madrid to Rome, where it will connect with services over the northern leg of its route.

Nazi Gun to Shoot Around Corners Found Practical

PARIS, July 5 (INS).—An American Army intelligence officer said Thursday that the German rifle designed to shoot around corners had proved to be a practical weapon.

Col. John A. Keck of Greenburg, Pa., chief of the enemy technical intelligence branch, reported that tests proved the worth of the weapon which could be used on tanks as protection against close-range attacks.

"There's a peculiar kick and pull present in the rifle which makes it inaccurate and purely experimental," Colonel Keck said, "and it is doubtful if it will be used in this war."

Keck added, however, that development of the tank foreshadowed use of much larger guns on the armored monsters than guns which could shoot in all directions.

WLB Orders Newspaper Strikers Back to Work

WASHINGTON, July 5 (AP).—The War Labor Board Thursday notified the Newspaper Mail Deliveries Union which is striking against New York newspapers to take steps to return to work by Friday at 10 a. m. or face the loss of retroactive pay adjustments.

Gracie Allen REPORTING-

HOLLYWOOD, July 5.—

Well, I see that when a strike prevented delivery of New York newspapers, Mayor La Guardia rushed into the crisis, and read the funnies to the children over the radio, so they wouldn't miss any installments. It seems he growled and puffed and made such wonderful sound effects like "ceek" and "blam" that the newspapers are worried for fear the children will demand the mayor as a supplement with the funnies from now on.

Goodness, if Mayor La Guardia were running for re-election, he'd probably have rushed right into the kiddies' homes and given his readings in costume.

I think Congress is going to get some ideas from him, as it is. Reading the funnies over the air is a lot easier than kissing all the babies in your district, and besides, it saves transportation.

(Consolidated News Features, Inc.)

Transfer of elements of Gen. George C. Kenney's Far Eastern air forces to join Central Pacific war warriors was arranged last month when Kenney and Gen. H. H. "Hap" Arnold visited Okinawa and inspected the newly won air bases.

Led by 5th Air Force veterans, General Kenney's airmen staged a 48-plane fighter sweep over a wide area embracing the mighty Sasebo naval base.

Three enemy warplanes were destroyed in the offensive patrols that extended over two hours.

The disclosure Friday marked the first announcement of operations directly against the Japanese homeland by forces of General MacArthur's command.

The announcement foreshadowed formidable new bombardments of vulnerable Kyushu and Honshu by three Army Air Forces under MacArthur's immediate operational control and Kenney's direct command.

Veteran 35th Group.

Speedy Mustangs of the veteran 35th Group which landed on Okinawa with their air echelons of maintenance crews early Monday morning were in action against Japan less than 36 hours later.

"This is just the start," Kenney declared. "The Far Eastern Air Forces will continue to hammer Japan until she accepts unconditional surrender."

In attacking Kyushu, Kenney's airmen augmented the attacks already underway by the AAF of the Central Pacific, the B-29 attacks from the Marianas, the heavy Navy bomber operations against Japan and Marine fighter sweeps.

Kenney said none of his airplanes was lost in the attack on Kyushu, but that three Japanese floatplanes were destroyed near Fukuoka harbor, major Japanese shipping port on Kyushu's west coast.

Concentration of America's full air strength against the Japanese mainland came only 24 hours after MacArthur announced the liberation of all of the Philippines.

Unparalleled Bombing.

It gives emphasis to Gen. H. H. "Hap" Arnold's promise that Japan will undergo aerial bombardments unparalleled in world history. It also re-emphasized the increased tempo of the Pacific war.

"Without the flexibility which we have demanded since the Pacific Air Command was organized," General Kenney said, "it would have been impossible to have our forces in position so rapidly."

The new strikes came as radio Tokyo warned the Japanese people to expect 1,000-plane raids shortly.

MacArthur, in his communique, summarized FEAF operations for the first six months of 1945 as follows:

2,282,000 tons of enemy shipping sunk or severely damaged.

1,265 enemy airplanes destroyed.

135,062 sorties against Japanese installations and shipping.

88,500 tons of bombs dropped in support of ground forces.

Hopkins Has Job In Garment Trade

NEW YORK, July 5 (AP).—David Dubinsky, president of the International Ladies' Garment Workers Union, said Thursday that Harry L. Hopkins, former special presidential advisor, had accepted the post of impartial chairman of the New York Women's Coat and Suit Industry.

Dubinsky said Hopkins was expected to assume the post after a rest of several weeks.