

# THE ALAMANCE GLEANER

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## WEEKLY NEWS ANALYSIS

### Extended Allied Control Faces German People; U. S. Shifts to One-Front War Against Japanese

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(EDITOR'S NOTE: When opinions are expressed in these columns, they are those of Western Newspaper Union's news analysis and not necessarily of this newspaper.)



Numbered in the thousands, New Yorkers gathered in Times Square to joyously celebrate German capitulation to Allies.

#### V-E: Ends in Schoolhouse

Almost six years after the German army had struck Poland like lightning, inflaming the world in the most destructive war in all history, two men met in a little red schoolhouse in Reims, France, to bring the European phase of the conflict to an end.

With Germany's mighty Wehrmacht ripped apart; with its cities lying in rubble, and with its railroad system a heap of twisted and scorched steel, Col. Gen. Gustav Jodl had come to offer his country's unconditional surrender to the Allies on order of Fuehrer Karl Doenitz.

It was 2:41 o'clock in the morning when Lt. Gen. Walter Bedell Smith accepted the capitulation on behalf of the Supreme Allied command. Later, the surrender was ratified by the Russians in Berlin, with Marshal Gregory Zhukov representing the Reds at his headquarters in the charred German capital.

#### No Delusions

Having levelled western Europe and run deep into Russia before being compelled to recoil under the weight of the combined Allied juggernaut, the Germans suffered no delusions as to the severity of the terms to be imposed.

Addressing the German people after Fuehrer Karl Doenitz had ordered all the country's armed forces to cease firing, Foreign Minister Count Ludwig Schwerin von Krosigk said: "Nobody can be in any doubt that the future will be difficult for each one of us and will exact sacrifices from us in every sphere of life."

Declaring that Germany sought to mobilize all of its human, moral and material resources to help heal the wounds of the war, Von Krosigk said that by following the simple path of justice in both domestic and foreign affairs the country could yet dispel the hatred against it and return to the family of nations.

Operating on their own power, without need of direct assistance of each other, the end of the war found the U. S., Britain and Russia controlling the German territory it was originally planned for them to occupy. In the U. S. zone alone, 400,000 American troops will be retained to stand watch.

From the development of Allied policy, it appears likely that military occupation of the country will be extended to permit close supervision during the rehabilitation period, with control over all phases of German life.

In addition to dismantling war factories and maintaining a watchful eye over other heavy industry, the Allies are expected to closely control the press, radio and motion pictures. Because the country occupied a key spot in the European economy, Germany's civilian manufacturers may be allowed to resume large scale production to assure the distribution of finished goods in surrounding rural areas.

#### Japs Next

For America, the end of hostilities in Europe means no slackening of the war effort, though the army plans to cut its total strength down to 6,968,000 men from 8,300,000, and civilian production is scheduled to return to the prewar 1939 level within a year.

Though the army intends to release about 2,000,000 men including 1,300,000 vets with extended battle service within one year of V-E Day, the navy intends to retain most of its personnel because of the major role

the fleet will play in Pacific operations.

In undertaking the gigantic task of moving men and material to the Pacific from the European theater, it is estimated that six months will be required for accomplishing the greater part of the shift. Because of the need of establishing bases and supply facilities in the east for the big push against the Japs, service forces will be among the first shipped through the Suez or Panama canals.

Shift of the war from Europe to Asia also will result in unavoidable delays occasioned by the necessity of troops to await the arrival of heavy equipment on slow moving cargo ships and the need for readjustment to new weapons and accessories for tropical warfare.

Though the army recently announced that little retraining of combat troops from Europe would be required for war against the Japs, some specialized instruction will be needed.

Because the west coast fronts the Pacific theater, its ports and rail lines leading thereto will handle the bulk of shipments outward, with Atlantic and Gulf ports absorbing the excess. Because of the relatively undeveloped nature of the Pacific territories, unloading of and storage of supplies there will constitute a No. 1 problem.

#### Production Plans

Although the conflict will be reduced to a single front, war production still will dominate U. S. industry with certain material and manpower controls retained, and rationing will be maintained to continue to equitably spread short supplies.

Nonetheless, cutbacks in war contracts will free sufficient resources to permit the gradual resumption of civilian production up to where many items like electrical appliances, washing machines, radios and stoves will become available within six months. Other articles like shoes, clothing, lumber and chemicals will remain in tight supply, however, though the government plans priority assistance to help these industries increase their output.

Because of the need for extensive retooling and readjustment of facilities, the automobile industry will require almost half a year to start civilian production, it was estimated, and rationing of cars will continue until manufacture reaches about 100,000 a month.

With the end of the European war relieving demands of fuel supplies, gasoline rations are scheduled to be increased, with "A" card holders' allotments raised from four to six miles daily. Although more tires will become available, rationing will be retained since demand will far out-run supply.

#### Food Needed

Meanwhile, heavy domestic demand and European relief requirements will provide a big market for American food producers.

Europe alone will need 12,000,000 tons of imported food in the 12 months beginning in August to improve diets in liberated areas and prevent starvation in enemy territory, the U. S. department of agriculture reported.

Though the total could consist largely of wheat, of which this country has an abundance, it should include substantial quantities of fats, meats, eggs, dairy products and sugar, USDA said. However, supplies of these products are short in this country, too.

#### FARM DRAFT: Revision Vetoed

Declaring that "I do not believe . . . that congress intended to enact legislation formulating the national policy that agricultural employment was more essential than any other type of employment . . ." Pres. Harry S. Truman vetoed an amendment to the Selective Service bill under which all essential farm workers would have been deferred regardless of their relative need by the services.

Cause of the effort to secure blanket deferment for essential farm workers because of local boards' interpretations of its provisions to mean that induction of such employees was permissible if their services were deemed of greater importance to the military forces, the Tydings amendment thus remains the guiding principle of the farm draft.

With Democrats and Republicans alike calling for repassage of the measure over the President's veto to safeguard 1945 farm production, 185 congressmen voted to carry the bill over the chief executive's head, 57 short of the two-thirds majority necessary.

#### LABOR: New Rivalry

Rivals at home, the AFL and CIO are shaping as rivals in international labor affairs, with the AFL bucking the CIO's backing of the world trade union congress, which timed its security conference and sought to obtain the latter's recognition as representative of labor.

Claiming that the world trade union congress was dominated by communist elements "who are not free to determine their destiny," the AFL declared "we have declined to identify ourselves with a movement that is inspired by a political philosophy which is designed to subordinate and subjugate man and property to the exclusive will of the state."

Declaring that the International Federation of Trade Unions was more representative of world labor, the AFL called for a convention of this body to shape future policy upon reorganization of the different member unions wrecked with the Nazi occupation of European countries.

#### Marital Tangle

To blond and petite 23-year-old Mrs. Robert A. McDowell of Long Beach, Calif., came one of the war's most ironic experiences, with the army's revelation that her first husband, who had been presumed dead, was found alive five months after she wedded again.

Married to Lt. Harold G. Good, 27, in April of 1942, Mrs. McDowell was officially apprized of his supposed death last fall, one year after his bomber plummeted in flames near Burma. In accordance with her first husband's wish that "if anything should happen to me, go ahead and get married and be taken care of"—she then was wedded to Ensign Robert A. McDowell in December.

Declaring Lt. Good "the man I've always loved," Mrs. McDowell decided to return to him. In seeking an annulment from Lt. McDowell, she said "I'm sure he'll understand. He's a grand person."

#### POSTWAR POLAND: No. 1 Problem

Big Three negotiations for the creation of a democratic postwar Polish government became further complicated with the Russian admission that Moscow holding 16 representatives of the Polish government-in-exile in London on charges of sabotage behind Red army lines after guaranteeing their safe conduct to discuss reorganization of the present Warsaw government.

Coming like a bombshell in the midst of the San Francisco postwar security conference, news of Moscow's action led U. S. Secretary of State Stettinius and British Foreign Minister Eden to demand an immediate explanation from Soviet Foreign Commissar Molotov. Said he: "You'll have to wait until their trial for their details. Anyway, the matter is of little importance."

Presumably called to Moscow to confer on the inclusion of various democratic elements into the pro-communist Warsaw government in accordance with an agreement reached at Yalta by the Big Three, the 16 individuals were leaders of the London exiles' underground forces. Relations between Moscow and the London exiles have been strained ever since the latter asked for an investigation of German charges that the Russians had slain 30,000 Polish army officers.



Notes of an Innocent Bystander:

The Wireless: Radio's coverage of the San Francisco confab is all aces. The news analysts are turning the pockets of their minds inside out and presenting perplexing peace problems with admirable clarity. They are driving home the issues which will affect every American home. . . . Nothing more soothing than the Nazi shortwavers' blah-by-blah description of Vermey's dying gasps. . . . Commentator Bankhage's adroit delivery packs a wallop. His recent radio report of FDR's interment landed in the Congressional Record. . . . Rita Hayworth's quip-banding with Cholly McCarthy kept the chuckles rolling at a swift pace. . . . Talk about crimson faces. A current best-seller means that America is skidding into "collectivism." The tome's author appeared on the Chi. Round Table and was asked to give a clear definition of "collectivism." He flunked the query.

Memos for a Scrapbook: In a literary weekly John Mason Brown has embroidered a delightful bit of literary lace: "Praise has never made anyone unhappy. We like it even when we do not believe it. We tire of it only when it is bestowed too long on other people. It is music we do not object to having played offstage. Although it may shame our consciences and insult our minds, it does no damage to our ears."

Between the Book Ends: Top-flight reporter Ira Wolfert has captured the sordid tragedy, flaming courage and shining hopes of the current struggle via "American Guerrilla in the Philippines" (Simon & Schuster). This slam-bang chronicle of Lt. I. D. Richardson's exploits creates a spiritual glow. . . . Most timely is A. E. Kahn and Michael Sayers' "The Plot Against the Peace" (Dial Press). Here are the names of the fascist peace-wreckers and their battle strategy. . . . Morris L. Ernst's "The Best Is Yet" offers a sizzling series of essays. His most crushing hay-makers land on the few prostitutes in our midst. Such "journalists" can cover their depravity with lofty rhetoric, but they can't hide their shame.

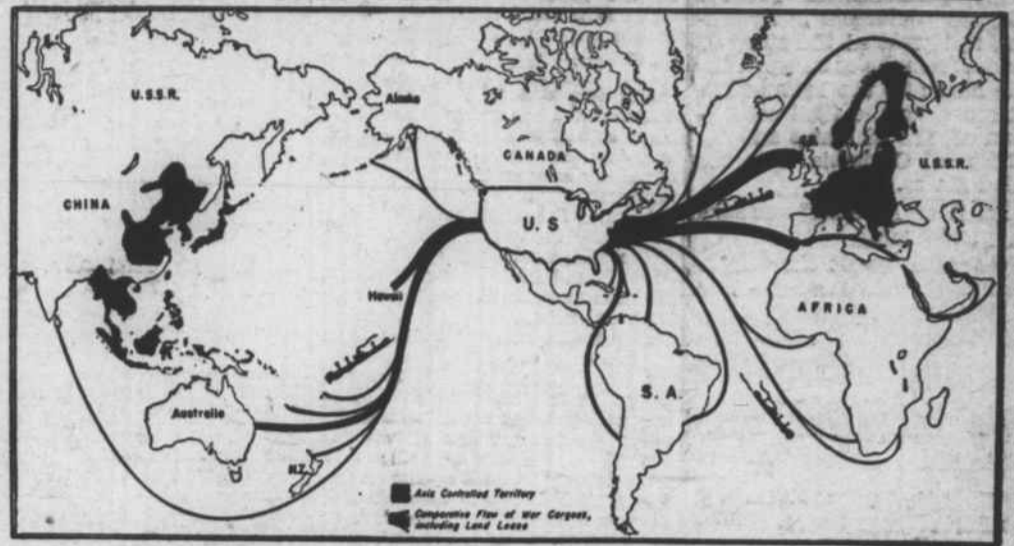
Quotation Marksmanship: A. Ward: Let us all be happy and live within our means, even if we have to borrow money to do it with. . . . R. C. Sherrif: The telephone being called out like a spoiled child, and he hurried off to soothe it. . . . Dorothy Parker: She said her words with every courtesy to each of them, as if she respected language. . . . The Jergens Journal: And so I remain Your New York Correspondent who, in this babble of tongues, just found out that Eden means garden, Molotov means hammer, Stalin means steel and Truman—means business.

Stalingrad rocked under a murderous barrage. Late one night, a creaking ferryboat, piloted by a wheezed old boatman, was smashed by a shell. The old man and a young lieutenant aboard were thrown into the river. The heavily-packed soldier started to go down. . . . "Here," shouted the old man, "take this life preserver" and looped it over the officer's shoulder. The lieutenant tried to push it away. . . . "Stop, you fool," screamed the boatman. "I'm old—my arm is missing. I'm through. But you're young and can fight. Take the preserver. Hold Stalingrad!"

Just another unsung, unknown hero in the fight for Decency. Counter-Attack: Little Inna Bentigo is a six-year-old orphan. Her father—killed at the front. Her mother—by a Nazi bomb. . . . On Red Army Day all the other children in her kindergarten class were busy writing letters to their fathers or brothers. Inna came sobbing to Natasha Zemskaya, her teacher. "I have no Daddy and no one to write to." Natasha comforted the child and told her to write to Lt. Alexander Kuklenok. . . . Little Inna laboriously poured her heart into a scrawling letter. Soon she received an answer. "Don't you cry, little Inna," wrote the lieutenant. "From now on I'm your brother. I am sending you a little gift. Be a good girl. Love, Alex." . . . Each week Alex wrote to his newly adopted sister. . . . Suddenly the letters stopped. After several weeks, Inna received a note. It was signed by a hundred soldiers and said: "Alex has been killed, but do not feel bad. His last wish was for all of us to become your brothers. So now you have a very large family, a hundred brothers. Be a good girl and write to us. Love. . . ."

## On May 22 We Celebrate National Maritime Day To Honor the Men of Our Merchant Marine and Their Great Contribution to Winning the War

### OUR MERCHANT SHIPS DELIVER THE GOODS



Width of flow lines on this map indicates relative density of outboard traffic in the various services, but the lines do not represent actual ship routes.—(U. S. Maritime Commission Photo)

By ELMO SCOTT WATSON  
Released by Western Newspaper Union.

FOR the last 12 years we have celebrated National Maritime Day annually on May 22 but never before has the day had more significance than it has this year. With Germany conquered and the United Nations ready to give Japan the knock-out punch, we can now see the dawn of peace not far ahead. And when the final history of World War II is written, high on the list of those who contributed most to victory will be written the names of the men of the United States merchant marine.

For it was they, the seamen of our peacetime merchant marine, augmented by more than 190,000 landlubbers—former grocery clerks, shoe salesmen, office clerks, truck drivers, etc.—who VOLUNTEERED for duty with the United States maritime service, manned more than 4,000 ships in our Victory Fleet, and as "partners in every invasion and source of supply for every attack," they delivered the supplies for 10,000,000 men overseas which made those invasions and attacks possible.

That is why National Maritime Day has a special meaning this year and why all Americans will be proud to heed the proclamation of the President of the United States, display their flags on May 22 and with special programs honor the war-cargo-carrying seamen of our merchant marine.

When the Japs made their sneak attack at Pearl Harbor and immediately afterwards Germany declared war on the United States, the Berlin-Tokyo Axis felt reasonably certain that they could win the war before Uncle Sam could muster his full strength to save England and Russia from defeat, much less go over to the offensive from the defensive. To make the weight of his armed might felt, Uncle Sam must have ships, more ships and still more ships in order to transport his fighting men to the battle fronts.

Never did the enemy dream that Uncle Sam could raise his cargo tonnage from 11,000,000 deadweight tons to 45,000,000 tons in three years nor train the men to sail this giant fleet. Never did they dream that he could ship war materials at the rate of 8 tons an hour, 24 hours a day, 365 days a year. And yet that is exactly what Uncle Sam has done—Uncle Sam and his sons in the merchant marine. Here, in brief, is how the giant task was accomplished:

The merchant marine act, creating the maritime commission, was passed by congress in 1936 when the threat of war in Europe was "a cloud on the horizon, no larger than a man's hand." In 1939 the first of a modern fleet of cargo ships was delivered, and when 1940 ended 46 of these were at work, delivering the lend-lease shipments which were helping keep our future Allies in the fight.

By the time of Pearl Harbor 50 more had been added and shortly afterward the first Liberty ship was delivered for war service. Early the next year the President directed the commission to build 8,000,000 deadweight tons during 1942. That goal was exceeded. Then the acceleration of shipbuilding really began.

But providing vessels for carrying supplies was not Uncle Sam's only achievement as the No. 1 shipbuilder of the world. With 4,000 cargo ships under the war shipping administration and the antisubmarine campaign of the American and British navy steadily cutting down the loss of shipping by U-boat attack, the maritime commission was able to turn its facilities more to construction of military types of craft. In the specialized island warfare against the Japanese the joint chiefs of staff found need for new kinds of vessels. So, with the cooperation of the maritime commission, the United States navy developed a special type of combat cargo and combat transport ship for fighting in the Pacific.

These types were built on the commission's Victory or C-type hulls. The Victory ship, a modern counterpart of the Liberty, but turbine-propelled and 50 per cent faster than the earlier model, has replaced the Liberty construction in some yards. More than 360 of the new models

have been built since the first delivery in February, 1944, and about one-third of them are now transports, combat vessels and other military types.

Just as important, if not more so, is the service of these vessels in landing on the invasion beaches the supplies which our fighting men must have. For instance EVERY soldier who landed on the beaches of Normandy, Leyte and Iwo had to have 8 to 12 tons of equipment land with him and in combat he needs an additional 2 tons of supplies each month. Without those supplies he would soon be as helpless as he would be if deprived of his Garand rifle or any other weapon.

Incidentally, one of the breathtaking innovations of this war was the creation of artificial harbors on the Normandy coast to permit unloading of troops and supplies for the invasion of France. Thirty-two obsolete or badly damaged vessels were sunk to form breakwaters, buttressed by concrete piers constructed especially for the purpose in England and towed across the channel by tugs. One thousand merchant seamen volunteered for the task. The artificial harbors replaced some of the advantages of the

trained more than 190,000 Americans as officers and seamen to man our wartime merchant fleet. These 190,000 Americans who volunteered their service to their country are civilians and have no military status. But they have heroically risked their lives just as much as have our soldiers, sailors, marines and coastguardsmen who have met the enemy in mortal combat on land, on sea and in the air. Despite the fact that improvement in methods of protecting Allied convoys and of curbing the submarine menace had greatly reduced the hazards of sailing in 1944, the fact remains that up to April, 1945, the merchant marine has suffered 6,057 casualties—5,522 dead and missing and 535 prisoners of war. And it is significant too that the merchant marine distinguished service medal, awarded for outstanding acts of heroism by merchant seamen, has been presented to more than 100 of these merchant seamen for action after September 1, 1939.

natural facilities destroyed by the Germans and gave the Allies the choice of landing beaches.

Such, in brief, is the story of Uncle Sam's achievement in providing the "bridge of ships" over which has passed and still is passing his armed might to help win the final victory over the forces of evil that would enslave the world. But this is only a part of the story. Millions of tons of ships may be built but they are useless unless there are men to sail them. How were these men provided?

Every cargo vessel that comes into service requires 40 to 60 men for its crew. The War Shipping administration, charged with training and recruiting seamen, has expanded the merchant marine cadet corps for the training of ships' officers, the maritime service for training and upgrading seamen and the recruitment and manning organization for procurement of experienced seamen.

The training organization of WSA trained and graduated 11,300 men for ships' officers and trained or upgraded 76,400 seamen in 1944. The recruitment and manning organization, supplementing efforts of operating companies and maritime unions to procure crews, recruited 30,000 experienced seamen from shore jobs in 1944. Since its establishment in 1938 all branches of the War Shipping administration (the United States maritime service, the merchant marine cadet corps, and the state maritime academies) have



Amphibious alligator tank is lowered over the side of a navy ship. It helped in successful invasion of Iwo Jima.—(U. S. Navy Photo.)

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All of which are reasons—though there are many, many more—why all Americans should join in honoring these valiant fighters for freedom on National Maritime Day, May 22.