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WEEKLY NEWS ANALYSIS

Heavy B-29 Raids on Nagoya Pattern for Victory in Pacific; Set Up Army Rule Over Germany

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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.)



Burrowing into "Little Siegfried Line" on Okinawa, marines advance cautiously toward building set afire to dislodge Jap snipers.

PACIFIC:

Victory Pattern

Though the Tarawa, Iwo Jima and Okinawa fighting has proved the Jap no set-up, America's tremendous material resources and Japan's comparative skimpy means promises to bring about the enemy's collapse much in the manner of Germany's.

Flying 500 at a time, B-29 Superforts were setting the pattern for Japan's defeat even as U. S. army and marine forces rooted the enemy from his heavily fortified "Little Siegfried line" on Okinawa, with the big bombers showering thousands of tons of gasoline-jelly incendiaries on the big industrial center of Nagoya.

Extent of the destruction of Nagoya was all the greater because of the establishment of shops in small buildings and homes for the production of different parts for main assembly. With a one-time population of 1,328,083, the city was the site of the famed Mitsubishi aircraft factory and railway, machinery and metal works.

Leveling of Nagoya suggested the same treatment of other great Japanese cities within the same area in the effort to paralyze the enemy's industrial capability and thus bring his formidable land army to its knees.

With her vital industries packed in the Tokyo, Kobe-Osaka and Nagoya districts in a total area less than that of Nebraska, and with 14,000,000 of her 73,000,000 population crowded in those vicinities, Japan's whole war - making potential stands as a particularly vulnerable target for the great fleets of U. S. bombers which will operate with increasing force now that the European war has ended.

Furthermore, U. S. mastery of the sea threatens to virtually isolate the enemy from the Asiatic mainland and Pacific islands upon which he has depended for substantial quantities of food, raw material and supplies.

Against this bright picture, however, stands the record of fanatical Japanese resistance against impossible odds wherever he has fought in the Pacific. Best recent examples are Iwo Jima and Okinawa, where Japanese garrisons have withstood the most grueling preponderance of U. S. material and troop superiority to hold out to the last dying gasp from strongly fortified subterranean positions hewed from rugged terrain.

With Jap engineers showing surprising skill in preparing such defenses, U. S. infantrymen, supported by tanks and flame throwers, have been compelled to move in close to root out the entrenched enemy after heavy air, sea and ground bombardment failed to wholly wipe out various strong-points.

Just 325 miles from Tokyo, Okinawa has been bitterly defended by the enemy seeking to prevent another island air base from falling into the hands of U. S. forces. Victory in the Marianas furnished a site for B-29 stations for the increasing raids on the enemy mainland, and Iwo Jima also yielded strategic air strips. Thus, the Japs have stood bitterly on Okinawa, inflicting over 28,000 casualties on American land, sea and air forces at a cost of over 48,000 dead to themselves.

Secondary though potentially important aspect of the whole Pacific picture is the part China might play

in the enemy's strategy, with the comparatively undeveloped state of the country and the vulnerability of any positions to attack from Russia on the north and the U. S. and Britain on the south, tempering the possibility the enemy might decide to make a major stand on the Asiatic mainland.

EUROPE:

Army Rules

Declaring "the Allied government of Germany is going to be military, and the Germans are going to know it is military," Lt. Gen. Lucius D. Clay



Gen. Clay

undertook deputy rule of the U. S. occupation zone under Gen. Dwight D. Eisenhower.

General Clay assumed his task as Allied authorities stated that all German industry, trade and services first would be used to support U. S. and British occupying forces before civilians, and Germans would be allowed to hold office only on the local level.

Having announced former congressman and budget director Lewis W. Douglas as his assistant and diplomat Robert Murphy as head of the political division of the military government, General Clay said that all that is left of Germany's war industry would be destroyed, all traces of Nazism rooted out and war criminals sought and punished.

At the same time, Allied authorities declared that Grand Adm. Karl Doenitz's government was a temporary stopgap presently being used to carry on the disarmament of the German military and naval forces. Despite Doenitz's government's statements that a central German regime was necessary to prevent a breakdown in the country's economic life and the threat of communism, the Allies are proceeding along their own lines.

CIVILIAN ECONOMY:

More Goods

Provision of more cars and more tires for essential civilian use along with loosening of controls on the manufacture of many peacetime items heralded the gradual reconversion of industry following readjustment to a one-front war.

Though the huge needs of the Pacific war will still rate No. 1, release of manpower and material as a result of lessened demands after V-E Day will permit a limited resumption of civilian production, as already reflected in permission to automobile manufacturers to turn out 200,000 passenger cars this year, and the increase in tire rations for essential motorists by 500,000 for May.

Though another 400,000 cars are scheduled to be produced in the first quarter of 1946 with the rate rising to 2,000,000 annually by 1947, trucks will be given preference in manufacture, with emphasis on light-weight models, officials declared.

Relaxation of controls on production of coat hangers, bathtubs, ice cream freezers, pie plates, mop wringers and hundreds of others of such items paved the way for their substantial output when steel, copper and aluminum become available in increased amounts in mid-summer.

EIRE:

Praise for Britain

Although resenting Prime Minister Churchill's criticism of Eire for remaining neutral in the European conflict when her participation would have furnished the Allies with important sea bases, Prime Minister de Valera complimented the British chieftain for not violating the small country's neutrality by force to obtain such advantages.

Declaring that Churchill's restraint "advanced the cause of international morality," De Valera said: "It is indeed fortunate that Britain's necessity did not reach the point when Mr. Churchill would have acted. All credit to him that he successfully resisted the temptation."

But if De Valera had praise for Churchill, he had censure, too. Answering Churchill's declaration that only North Ireland's furnishing of bases prevented British action against Eire itself, De Valera regretted that the Briton had turned to "abusing a people who have done him no wrong, trying to find in a crisis like the present excuse for continuing the injustice of the separation (of the north and south) of our country."

SAVINGS:

Over 122 Billion

Standing at over 122 billion dollars, accumulated savings at the end of 1944 showed almost a 150 per cent increase over the year totals before 1938 and indicated financial strength to tide many people over any reconversion stress.

Headed up by an increase of 13 billion dollars in 1944, war bond holdings reached well over 40 billion to represent one-third of the accumulated savings, contrasting with but one-twentieth in 1940.

In rising 23 billion dollars in 1944, substantial accumulations were effected in policy holders' funds behind life insurance, and in accounts in mutual savings and commercial banks, postal savings and savings and loan associations.

Insurance Payments

Approximating 47 per cent of total payments of life insurance companies in 1944, death benefits amounted to \$1,360,972,674 for a new high, the National Underwriter reported.

With total payments reaching \$2,916,720,689, high were also recorded for matured endowments at \$447,828,401 and annuities at \$198,308,377.

Low since 1929, accidental death benefit claims for the U. S. and Canada in 1944 declined to \$20,356,949.

Rips Hospital Ship



Standing three decks below point where a Jap suicide pilot crash-dived on navy hospital ship "Comfort," Army Nurse Lt. Mary Jensen of San Diego, Calif., views twisted wreckage. Lt. Jensen had stepped from surgery supply room less than minute before it was demolished by explosion.

FARM MACHINERY:

Behind Schedule

With production of farm machinery approximately 22 per cent behind schedule, farm operators can continue to look forward to tight supplies this year, the Federal Reserve Bank of Chicago reported.

Because of increased demand for military material last winter and manpower shortages, farm machinery output for 1944-45 dropped 25 per cent behind schedule in the first quarter of July-August-September; 22 per cent behind in the second, and about 20 per cent in the third.

Labor shortages principally have affected production of such necessary parts of equipment as malleable and gray castings, engines, transmissions and forgings, thus reducing over-all output. While some important manufacturers are up to schedule, others are far behind.

Citing the great importance of farm machinery to record-breaking war food production, the reserve bank pointed out that use of mechanized equipment on two and three shifts daily permitted heavy plantings during the last two springs after wet weather delayed normal operations.



Notes of a New Yorker:

An Argentine official was addressing a gathering of Col. Peron's officers clique. He shouted: "The plutocrats who are responsible for this war must not go unpunished! The Yankee and British imperialists who are trying to squeeze our beloved Argentina to the wall attempted to do the same to Germany. That is why the German nation under Hitler struck back at their enemies. Nor can we allow the Jewish-Bolshevik alliance (which emanates from Moscow) to hem us in. We, too, must try to 'save the world from the Red menace!'"

At that moment a messenger placed a slip of paper into the speaker's hand. He glanced at it and read, "Argentines invited to World Security Conference."

Startled, the official cleared his throat and resumed: "And so, in conclusion, gentlemen, I say, 'Long live Democracy!'"

Eat-Your-Own-Words Dep't: Edward R. Stettinius, in a letter to Rep. Jack Anderson of California (dated January 28, 1945) wrote that the U. S. "should not enter into normal diplomatic relations with the Fascist military clique which is in control of Argentina."

A couple of dainty debs tripped into a swank bar. "I never drink in the afternoon," said the first, expertly settling herself on the stool. "But I'm simply beat. Gotta have something to pep me up."

"Me, too," moaned her friend. "What were you doing?"

"Oh, gahd," was the reply, "I just came from the most awful cocktail party."

At the Metropole Cafe folks discussing the pro-and-conference news mentioned that "Frisco" isn't the term San Franciscans prefer when referring to that great city.

"Hmmm," remarked a wag, "whaddaya hear from Joe San Francisco lately?"

A San Francisco gazette of the crime-ridden Gold Rush period carried this item: "Some contend that there are really no laws in force here but the divine law and the law of nature; while others are of the opinion that there are laws in force here, if they could only be found" . . . Newspaper men of that day hurled insults both verbally and in print. Some wrote satirical verse. They took sides in political quarrels to the point of fist fights and duels.

One editor hung a placard over his desk, reading: "Subscriptions received from 9 to 4; challenges from 11 to 12 only."

In the course of one of his lecture tours, Mark Twain made a stopover at a small California town. Before dinner he visited the barber shop for a shave. . . "You're a stranger in town, aren't you?" queried the barber.

"Yes," Twain replied. "This is my first time here."

"You chose a good time to come," the barber continued. "Mark Twain is going to lecture tonight. Think you'll be going?"

"Oh, I guess so."

"Have you bought your ticket? If you haven't, you'll have to stand, 'cause everything is sold out," warned the barber.

"Doggone!" cursed Twain. "I never saw such confounded luck! Every time that fellow lectures, I have to stand!"

A west coast war plant has discovered a unique way of checking absenteeism. A labor-management committee investigates all employees who do not report for work. If it is found that an individual has been needlessly absent, the following payday he receives some Jap currency in his envelope and a note which reads: "The extra money is a bonus sent by the Mikado. It is Hirohito's personal regard for your failure to report for work. He was glad to pay you for not making the war materials our soldiers need."

The mother of a bobbysoxer had a rude awakening the other day. She learned her daughter was no longer a child. The daughter's friend had planned a gathering for a group of youthful sailors, just recently pressed into the service. When the teen-ager was leaving the house, the mother said, "Have a good time at the party, dear, and be a good girl."

To which daughter quipped: "Oh, mother, make up your mind!"

An Airport for Every Town Will Be Possible if Plan Before Congress, Granting Federal Aid, Is Passed

U. S. Funds Would Match Community's, Dollar for Dollar, in Building

By Walter A. Shead
 WNU Staff Correspondent.

Taking a page from the book of the public roads administration, the civil aeronautics administration is asking congress for an appropriation to provide for a billion-dollar postwar airport construction program to be allocated the states as federal grants on a fifty-fifty cost basis.

In asking for this federal aid or subsidy for the development of air transportation the CAA is not without precedent. Declaring that we are entering "an air age of transportation vital to the unified growth of the nation's commerce," it points out that the government has always aided all forms of transportation in their early stages.

CAA estimated that it will cost approximately \$1,250,000,000, spread over 5 to 10 years to carry through a national airport program adequate to the nation's aviation needs, including purchase of land and construction of terminal buildings.

A detailed survey of the nation's airport facilities by CAA indicates that for this billion and a quarter dollar cost, 1,625 of the country's existing 3,235 airfields can be improved, and 3,050 new airports can be constructed for a total of 6,305 airports.

Five Classes of Fields.

For the basis of allocating funds to the several states, the CAA has made a study of community needs and set up five classifications for airports necessary for communities on the basis of population and need.

These five classifications are: Class 1—suitable for private owner small type aircraft with two L-shaped airstrips 1,800 to 2,700 feet long, 300 feet wide. Class 2—for larger type private owner aircraft and smaller transport planes for local and feeder service, with A-shaped airstrips 2,700 to 3,700 feet long and 500 feet wide. Class 3—to accommodate present day twin-engine transport aircraft with several landing strips 3,700 to 4,700 feet long and 500 feet wide. Classes 4 and 5—to serve the largest aircraft now in use and those planned for the immediate future, with multiple landing strips 4,700 to 5,700 feet long and 500 feet wide.

The proposed national plan of the CAA would provide for improvement of existing airports as follows: 303 class 1; 699 class 2; 349 class 3; 213 class 4, and 61 class 5. In addition, construction of new airports is provided as follows: 2,597 of class 1; 1,101 of class 2; 101 class 3; 520 class 4, and 338 class 5.

According to this CAA survey of the 15,000 towns of under 5,000 population, only 1,500 now have airports, of which 313 are not now usable. The proposed program would improve existing ports and build 3,744 new airports in these towns for a total of 4,008.

In setting up the total cost of these proposed airports, CAA did not include cost of land or buildings. It does include, however, preparation of the land such as clearing, grubbing, excavation and grading, drainage, surface conditioning and fencing, paving of runways, taxiways and aprons, installation of all lighting including beacons, obstruction, runway and taxiway flood or contact lights; radio facilities and miscellaneous, such as approach clearing, access roads, marking and landscaping.

Small Ports Get 60 Per Cent.

Approximately 58 per cent of the total appropriation would be spent for new airport facilities, with 42 per cent for improvement of existing airports. Funds for class 1 and 2 airports comprise 90.6 per cent of the total proposed appropriation, or approximately \$155,650,623 for class 1 airports and \$463,443,967 for the class 2 ports.

The legislation now before con-



The Class 1 airport, known popularly as an "airpark," is designed for small private owner type planes up to 4,000 pounds gross weight. Fields of this class are designed to serve small communities, and as auxiliary airports in larger metropolitan areas. There are no paved runways, but landing strips with clear approaches must measure 1,800 to 2,700 feet long and 300 feet wide. Recreational facilities, such as parks, tennis courts and golf courses will surround the airpark in many cases.

gress for approval would provide that the state designate a single agency through which the CAA could negotiate, contract for construction, etc., and all construction would be in charge of local sponsors on plans and specifications reviewed and approved by CAA.

The plan would work in much the same manner as highway construction for secondary and feeder roads. Local communities would make arrangements with the designated state agency to take advantage of the federal grant and with the CAA dealing with the state agency.

Subject to revision the proposed plans call for the following total construction costs for new and improved airports: Alabama, \$12,165,000; Arizona, \$10,935,140; Arkansas, \$35,109,634; California, \$56,912,500; Colorado, \$12,178,000; Connecticut, \$16,350,000; Delaware, \$2,884,000; Florida, \$23,734,630; Georgia, \$9,310,000; Idaho, \$9,085,300; Illinois, \$40,076,000; Indiana, \$16,032,000; Iowa, \$9,951,500; Kansas, \$7,732,000; Kentucky, \$7,865,000; Louisiana, \$40,617,890; Maine, \$19,565,000; Maryland, \$14,065,000; Massachusetts, \$29,931,000; Michigan, \$22,813,000; Minnesota, \$11,736,000; Mississippi, \$10,740,000; Missouri, \$18,923,000; Montana, \$10,473,100;

Nebraska, \$7,824,000; Nevada, \$4,752,100; New Hampshire, \$14,934,000; New Jersey, \$31,968,780; New Mexico, \$33,016,594; New York, \$58,590,895; North Carolina, \$19,776,000; North Dakota, \$3,842,000; Ohio, \$31,161,000; Oklahoma, \$37,300,440; Oregon, \$6,579,000; Pennsylvania, \$46,667,000; Rhode Island, \$6,069,000; South Carolina, \$12,837,000; South Dakota, \$4,730,500; Tennessee, \$13,142,000; Texas, \$120,923,152; Utah, \$12,120,790; Vermont, \$12,867,000; Virginia, \$23,239,000; Washington, \$20,158,000; West Virginia, \$28,649,000; Wisconsin, \$17,944,000; Wyoming, \$3,472,000; total \$1,021,567,945.

Surveys May Start Soon.

The civil aeronautics administration in the department of commerce will furnish detailed information to any of the 6,305 cities and towns selected to become a part of this national airport network.

Of the total appropriation, the CAA is asking congress for a \$3,000,000 appropriation to be immediately available for detailed plans and surveys. "According to estimates of the CAA and private aeronautical agencies, such as the aeronautical chamber of commerce, 65 per cent of the people will fly airplanes or the air lines after the war."



The "A" shaped runway is designed for Class 2 airports, serving communities of 5,000 to 25,000 population. It will accommodate planes weighing between 4,000 and 15,000 pounds.

It is pointed out that even those who do not fly will utilize airport facilities as patrons of air mail, air freight and air express. Ton miles of mail flown in the last four years has increased from 10,000,000 in 1940 to 54,000,000 in 1944.

Up to 1942 approximately 4,000,000 passengers a year rode the air lines. Predictions are that this air travel will see a 10-fold jump during the first postwar decade. In addition there will be private pilots, owners and renters of planes drawn from such sources as the 350,000 army and navy pilots, the present 150,000 civilian pilots and students, the 250,000 students taking aeronautical courses in the high schools each year, the 2,250,000 men trained by the armed forces in aviation skills other than piloting, and the almost equal number employed in aviation factories.

At the present time there are five federal aid airport bills pending in congress, three in the house of representatives and two in the senate. The senate measures, however, are identical with the house bills, since all measures carrying an appropriation must originate in the house.

In support of this federal-aid airport legislation, Secretary of Commerce Henry Wallace testified recently before the aviation sub-committee asserting that action taken on the measures proposed would determine the progress of airport development in the country for the next quarter of a century.

Would Provide Employment.

"I believe," Mr. Wallace said, "that civil aviation will be a most important factor in the postwar drive for economic expansion and full employment. Our \$19,000,000,000 aircraft manufacturing industry employing 1,700,000 workers must, like all munitions industries, undergo very drastic deflation."

While in the past a considerable portion of aviation activity has been confined to the larger cities and towns, the proposals of the CAA are designed to take aviation to the country and the small rural communities throughout the nation. If these communities take advantage of the federal grants in aid, once they are authorized, it will bring aviation direct to the farmer at least insofar as he wishes to use air transport in the shipment of farm commodities and the use of air transport and travel in his business of operating a farm. Merchants in the small communities, too, will be placed on a par with his city brethren in the receipt and shipment of freight and express, once aviation service has been brought to the small towns, as is proposed under this national network plan.

It, however, is up to the local communities included in the proposed plan to take up the cudgel for local sponsorship and local expenditure of 50 per cent of the funds necessary to comply with CAA plans and specifications. Then it apparently is up to these local sponsors to contact their state agency designated as the proper source for collaboration with the federal agency in order to obtain the grant-in-aid as authorized by congress.