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WEEKLY NEWS ANALYSIS

Big Three Study Peace Terms; Homecomings Beat Schedule; Allies Get Set on Rule of Berlin

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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.)



After a lull of five months, more than 1,000 carrier planes from the Pacific fleet returned to direct attacks upon Tokyo. This map graphically illustrates what they had already been given. The data is based on toll taken by B-29s. Percentages show industries destroyed.

TRUMAN: And Big Three

Through chilled North Atlantic waters, President Truman arrived in Potsdam to keep his rendezvous with Prime Minister Churchill and Marshal Stalin.

It is believed that they will be concerned with problems dealing with control of Germany, planned on long-range basis; disposition of territories—Italian and some 30 disputed boundaries to be settled; political and economic questions, including Italy peace terms, what to do with Spain and other "neutrals," which might include Japan.

Diplomats say that the Big Three, while discussing the San Francisco conference, their present work will not tie in directly with the West Coast conference and United Nations charter.

Berlin Rule

The rule in Berlin has been split, and for the first time the American and British military governments have moved in and taken up their responsibilities in the German capital.

Rules and regulations established in American and British zones of Berlin, as established by the Red army, will remain in effect until General Clay and General Lyne and their staffs can formulate permanent methods of operation. Russian policy has been declared to be more realistic than those adopted by other Allies in other sections, and high sources seem to think there will be little change made in Berlin.

Each Allied military government will provide food, coal and other necessities from their part of occupied Germany to take care of German civilians within Berlin. There will be exchanges of different kinds of goods among the British, American, French and Russian authorities due to scarcities of some items in different sections.

BIGGEST HOMECOMING: Ahead of Schedule

When eight transports docked in New York one day in mid-month, they brought back 35,000 happy veterans of the European war—the largest number returned in a single day since V-E Day. Twenty-eight thousand soldiers were Americans, 7,000 Canadians. Five infantry regiments, a hospital unit, various groups of the 8th air force, and numerous smaller units were among the arrivals. The number of troops now back in the states is approaching the half million mark.

The giant Queen Mary carried more than 15,000 men, including 6,000 of the Canadian contingent. The West Point, which is the navy's largest transport, had 7,600 soldiers aboard, and the John Ericsson about the same number. Three thousand men came home on the James Parker, and four smaller transports returned a total of 1,500.

Aboard the West Point were 33 men who were not happy about the trip. They were Japanese diplomats taken into custody in Europe.

An unlisted passenger was Natale Pivavolo, nine-year-old Italian orphan, who was smuggled aboard the General Bliss by soldiers of the 8th division. He was liberated from a German prison camp by American troops. He will be placed in a private home pending decision of immigration authorities.

JITTERY JAPS: Get More So

Japan homeland has become jittery over continued large-scale air assaults against Tokyo and other industrial centers of its islands. Broadcasts, changing from hour to hour, all indicate that Japan expects invasion of the mainland at any minute by Allies.

Military spokesmen for Japan admitted that to defend the islands it would be necessary for the Imperial government to devise some adequate defense of the homeland against continued air attacks.

Navy Score

The U. S. navy alone has destroyed more than 17,000 Japanese planes since Pearl Harbor, Undersecretary Artemus L. Gates of the navy has reported. During the same period the American fleet plane loss has been approximated at 2,700. It is believed that the army has accounted for as many Jap planes, considering the large number in the last few days.

Navy carriers now total nearly 100 with a tonnage of 1,250,000, the largest single portion of total combat tonnage. More than 26,000 aircraft built since Pearl Harbor were deployed to the fleet last year.

TYPHOON: Hits U. S. Fleet

Five weeks after a raging typhoon lashed Admiral Halsey's 3rd Fleet with 138-mile-an-hour winds virtually every damaged ship (there were 21 hit) was back in action. The havoc wrought by the storm was described as greater than any Jap blow ever administered to the fleet.

The cruiser Pittsburgh miraculously stayed afloat after its bow was torn off in the churning sea. It has now been refitted for action.

Among the damaged ships repaired and back in action were three fast battleships and two Essex class carriers. Only one life was reported lost.

JAP HOSPITAL SHIP: In Bad Shape

A Japanese hospital ship, boarded by an American naval party was found to be dirty and overrun with vermin. Food and medical supplies were entirely inadequate for the 1,000 patients, who had been removed from Wake Island under truce.

Many of the Japs appeared to be starving. A doctor admitted that many would die during the night. While the sick men were kept clean, the wards and galleys were filthy and insect-infested, and the standard of cleanliness on the ship was below par everywhere. A stench emanated from the ship that could be smelled 1,000 yards away.

Curiously, the Jap officers were polite and anxious to please. The skipper offered American officers tea and liquor. He was interested in American baseball, as he had played third base on a Jap navy team, and was especially interested in the present standing of the Yankees.

PLENTY POINTS: But Still In

Eighty-five points doesn't necessarily mean immediate release from the army, as all soldiers know. The trouble is, their families don't realize the catch. Thousands of men who have served long and valiantly are classed as "essential" and are being held indefinitely. In many cases they are having a hard time explaining to their wives just why they aren't coming home soon.

One captain stationed in Germany with an occupation unit has 127 points. His wife is so sure that he would return to the states if he wanted to that she is threatening divorce. She thinks that he wants to stay because he has fallen for some German woman. Chaplains report that dozens of such cases reach them every week. Morale is suffering seriously.

CHARTER: Moves Along

The United Nations charter, meeting with almost no opposition before the senate foreign relations committee, went to the senate for what is said to be certain acceptance without modifications. The committee ended its sessions by a parade of supporters of the charter, after listening to a few individual outspoken opponents.

Final witnesses before the committee included Philip Murray, president of the CIO and William G. Carr, president of the National Education association as well as Norman Thomas, Socialist party leader.

The speed with which the charter has been handled indicates that the United States will become the first nation to officially approve the charter or to pass on it in any form.

NEW WAC CHIEF: Hobby Resigns

Col. Westray Battle Boyce has been named director of the women's army corps, following resignation of Col. Oveta Culp Hobby, who was the first head and organizer of the service.

Colonel Boyce was employed for eight years in federal agencies in Washington before she joined the WACs. She served as a company officer and in public relations work. In North Africa she was WAC staff director. During the last few months she has been chief assistant to Colonel Hobby.

Colonel Hobby, wife of former Governor Hobby of Texas, and mother of two children, says she wants to return to civilian life to make a home for her family.

CHINESE GAINS: On Mainland

Doggedly battling Chinese troops have recaptured two former U. S. air bases in Kiangsi province, it was announced by the Chinese high command. The important Jap base at Kanchow is being encircled, it was said, with fighting going on 12 miles outside the town. This communications center is about 250 miles north of Hong Kong. In another sector, the Chinese are approaching Wuchow, Japanese supply base 130 miles west of Canton on Sikiang river. Capture of this city is a major objective.

New advances are being made in Hunan province, where the Japs are pulling back toward Peking. They are now only four miles outside the town, which guards the approaches to the Jap-held rail junction of Hengyang.

AUTOS: Ration Free?

More autos will be available to the public by March 31 than originally planned—at least enough to bring announcement from Henry P. Nelson of the War Production board that they would be ration-free.

They will still be hard to get however due to a serious shortage of tin. The present quotas called for some 690,000 new cars by next March 31, which is not much more than 10 per cent of the market demands. Thus while cars may be placed on ration-free lists, little hope is held out that many will be able to secure the family car they have been saving for.

BEEF: Grass Fed

Cattle fattened on grass in Oklahoma and Kansas are beginning to enter the markets in sizable numbers. About 300,000 head have been put to graze on the blue stem grass lands. It is expected that the steers will gain from 200 to 350 pounds on the green feed.

Ordinarily beef from the grass country rates as B grade or worse. Animals that would come up to A grade if finished on corn are being grass fed because of the scarcity of grain. Commission men think the grassy beef will sell for 13 to 14 cents a pound.



Walter Winchell

Things You Knew All Along (But Which I Didn't Know 'Til Now)
Scientists claim singing inspires robust health. Yodeling is supposed to invigorate the circulation, revitalize the tissues, eliminate toxins and strengthen the throat and lungs. (Oh, sure. That's why Sinatra is the cave man type.)

Patrick Henry was one of the world's great orators, but he couldn't write a memorandum that made sense.

Verdi's biggest competitor was Enrico Patrella, who aped his style. Patrella penned twenty operas (now forgotten) and died in poverty. Famed Verdi died a millionaire. (Copycats, beware.)

Calligula, a Roman emperor, made guests pay for their meals.

Think double features are bad? A Buenos Aires movie house exhibits five different films daily. (A cure for insomnia?)

A Rajah in India has a billion dollar a year income. (He's almost as prosperous as the owner of a hot dawg stand on the road to ruin.)

Mozart was an enthusiastic billiard player. Much of his music was composed while awaiting his turn. (I don't believe it, either.)

A sneeze lasts about a tenth of a second. (Or just long enough to ruin the big scene.)

The first railroad tunnel in the U. S. was built in 1833 near Johnstown, Pa. (And you always thought the only famous thing about Johnstown was the flood.)

About sixteen million thunderstorms occur each year throughout the world. (That's what the man said.)

Poison ivy is most poisonous in the spring and early summer when the sap is most abundant. (So stay in the city and out of the bushes, you dope.)

The building of railways in England was at first forbidden by Parliament. Because it would interfere with fox-hunting. (You've probably heard this definition of a fox: He gets what a wolf goes after.)

You can't hide strong emotions from the tips of your fingers and toes. When you're excited they get cold.

Gobbling too much sweet food makes the body susceptible to colds. (Your medic would charge money for this kind of information, you lucky you.)

Oranges contain practically no starch. (Ain't that wonderful news, girls????)

Typing for 45 minutes burns up 100 calories. (Which makes this a 200 calorie colyum.)

In the 19th Century, Kalesnikoff, a Russian shoemaker, distinguished himself as a doctor and rapidly rose to the office of chief surgeon at the Kieff Hosp. He performed 600 major operations before his deception was uncovered. (Try and top that, Dr. Kildare.)

In Siam a man is allowed only one divorce, but he can sell his other wives.

"New" and "old" potatoes have about the same nutritional value. (So don't be so fussy.)

When Mount Pelee (a volcano on the West Indian island of Martinique) erupted some time ago, it killed all of the 26,000 inhabitants of the town of St. Pierre but one. That one was a prisoner in the town jail. (Make your own moral.)

Our universe is one solid mass traveling at 180 miles per minute. (Correct, Prof. Einstein?)

This is the origin of the word "cop." London's first police force wore blue uniforms with large copper buttons. These buttons gave the police the name copper, later shortened to cop. (Ho-hum!!!)

Snapping turtles have been known to bite completely through an oar. (Ain't that oarful?)

A halibut always lies on its left side, and both its eyes are on the right. (Gruesome, ain't it??)

Postwar Air Freight To Be Within Reach of Every Farmer and Every Community of the Entire Country

Trained Pilots and Plenty Of Improved Planes for Everyday Needs of All

By Walter A. Shead
WNU Washington Correspondent.

How about having those spare binder parts dropped in your farm lot by parachute? Or how about calling up and having a flying ambulance deliver you to the nearest hospital for that emergency operation?

Or if you are in a hurry for that order you placed, call up and have them deliver it at your gate by helicopter. Ridiculous, you say. Well, not so ridiculous as you may think, for the amazing progress of air transportation during the war is reflected in these very practical steps for a new horizon for commercial operations as soon as peace permits.

As a matter of fact, the Civil Aeronautics administration in the department of commerce has on file at this moment applications for these and many more new types of civilian air business and these applications afford a stimulating picture of what the plane may soon be doing to advance new progress in American life and manner of living.

Old and new hands at the flying game, including many veterans still in uniform, have formed enterprises now simply waiting for the official green light to serve the public in many ways that would have been thought ridiculous or visionary a few years ago. For instance, some of the applications include:

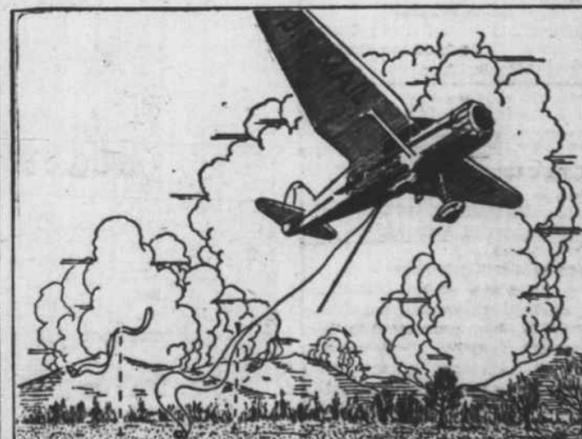
Flying ambulance and funeral planes . . . armored airships for safe dispatch of currency and other valuables . . . delivery of new automobiles by huge glider trains . . . tank planes for shipment of gasoline, oil and other liquids . . . bus and taxi service . . . deliveries of medicine, food and of other department store merchandise . . . "fly-yourself" systems . . . sightseeing specialists . . . pick-up or delivery by parachute . . . and many others.

These projects are in addition to applications for wide extension of service into new territories sought by existing airlines and the entry of others into the fields of feeder, pick-up, general express and cargo business.

Start New Enterprises.

Applicants for certificates for these new enterprises cover the whole range of people who have been stirred to action by faith in the future of air transportation. In the active dockets of the department are the names of companies and individuals with experience in transporting persons and property by air. There are others who have had equally broad background in transportation—by steamship, bus, taxi-cab and truck and there are still others, such as department store owners, who are obviously strong in financial resources, but who have never, perhaps, even delivered their own parcels.

Then there are the embryo airline magnates, like the man and his wife who want to start an air freight line between Los Angeles and New York, and for specifications for their fleet, submitted colored cut-outs of a Liberator bomber from a Sunday supplement. As a matter of fact, practically all the applications state in more or less apologetic terms that the applicants have no planes with which to start business. But since practically none will be available until after the war, they are all on an equal basis from that standpoint.



Drawing shows plane in full flight picking up mail sack. The same technique will be available in peace time and regularly routed commercial planes are expected to drop and pick up packages while on the wing.



Photo shows a record shipment of penicillin, nearly 2,000 pounds. This is just one of the many items that will be handled entirely in postwar era by the new and existing taxi and air freight lines.

The group of applicants who look toward peacetime flying business with the keenest anticipation and toward whom official eyes will look with greatest sympathy, are the soldiers and sailors, some already discharged veterans and others ready to take to the air as soon as they are discharged.

Of the 350,000 military pilots which the war has produced, the majority who plan to make aviation their career, see their future as pilots for established airlines. There are, however, many who want to start their own business . . . nothing fancy, understand, maybe just a local feeder line. There has been as yet no breakdown to learn just what percentage of the applications already filed are by servicemen, but the percentage is high. A typical one is the application filed only a few days ago by Lt. James Walker Case of Sutter Creek, Calif., 28-year-old navy flier. Lieutenant Case wants to start a business flying persons and property to all parts of California and Nevada in the most suitable available aircraft, just as soon as the navy lets him go.

Julian Bonduant's Armored Motor service of Memphis would enlarge his operation by use of airplanes throughout the south and southwest "on call and demand."

The fabulous supply of our motorized forces with fuel by airplane in the dash across France and elsewhere, probably influenced H. I. Moul, president of Coastal Tank Lines, Inc., of York, Pa., to file an application to supplement his fleet of 175 trucks with flying tankers. His ships would carry 3,500 gallons of any kind of bulk liquid commodity in compartmentized tanks throughout the United States and to Alaska, Canada and Mexico.

Delivery of jeeps and trucks by airplane to the battle lines unquestionably gave T. F. Geddes of the Automobile Air Freight corporation of Detroit, the inspiration for similar operations in peacetime. Before the war his firm was reputed to be the largest deliverer of new automobiles in the world, by steamship on the Great Lakes and by the well-known super-trucks. Their lake vessels the year before the war transported 180,000 cars. Now their concern proposes to do rush orders on the same job with huge cargo planes and glider trailers. They seek a certificate to transport automobiles from the middlewest to anywhere in the United States and to bring back general cargo to that area.

Department store deliveries with the helicopter as the favored vehicle is proposed in dozens of applications on file. Perhaps the best known firms include the Hecht Company, Inc., of Washington, D. C., and the William Filene Sons company of Boston. Both would cover the metropolitan area surrounding their cities and would also seek to serve their customers in smaller cities at greater distances.

E. J. McKean, president of the Producers Air Lines of Toledo, would use cargo planes, gliders and helicopters in the transportation of perishable foods, flowers, drugs, medicines and medicine ingredients. A proposed plan of similar type is that of the Fish Airlines corporation, headed by Charles J. McGowan of New Bedford, Mass., which would emphasize rushing sea foods from Massachusetts and Rhode Island to fishless regions of the country.

Plane builders have demonstrated that there may be a plane built for every purpose, that has been their record in wartime. And with plenty of skilled operators available, also as a result of the war, it remains to be seen whether or not the American public is really ready to try its wings when peace comes.