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WEEKLY NEWS ANALYSIS

Crises in China and Indies Threaten Peace in Far East; Foresee Substantial Wage Gains

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



Given noisy welcome by populace, marines arrive in Tientsin, China, to occupy port after Jap surrender. As crowds cheer, this leatherneck enjoys spin in bicycle rickshaw.

FOREIGN POLICY:

Regional Security

Though Japan has laid down her arms, peace has not yet come to the Pacific, what with Chinese nationalists and communists at swords points and Indonesians seeking their independence from Dutch rule.

U. S. troops stood in the middle as Chinese nationalists squared off against the communists, with marines guarding the vital coal mines and rail route around the shipping port of Chinwangtao in the troublesome northern zone.

Heretofore, the communists have considered this territory their especial domain, and until Chiang Kai-shek's troops set foot upon it after disembarking from U. S. vessels, no nationalist forces had ever challenged Red control there. While the communists withdrew in the face of nationalist landings at Chinwangtao, they remained active to the west, cutting rail routes over which Chiang could deploy his armies.

With the U. S. supporting the nationalists and the Russians having recently promised to keep hands off of Chinese politics, Chiang has enjoyed every advantage in his effort to extend his domination over the country. While his representatives have haggled with the Reds over terms in Chungking, Chiang has cleverly pressed his edge in the north.

Meanwhile, natives of the East Indies, led by President Soekarno of their recently established republic, looked to conferences with Allied authorities to clear their claims for independence. Strongly organized early this year when the fortunes of their Jap conquerors began falling, the Indonesians presently represent a formidable force hoping to browbeat the Dutch into terms.



President Soekarno

The Mr. Big of the independence movement, Soekarno was kept busy trying to quell Indonesian hot-heads whose outbreaks threatened his control of the situation and promised to weaken his hands in dealing with the Dutch.

WAGE POLICY:

Labor Sees Gain

Though President Truman left the way for reconversion wage settlements up to the collective bargaining of employers and unions, labor looked to the administration program to pave the way for substantial pay increases within the stabilization structure.

By appealing for maintenance of high wartime "take-home" pay, and declaring business well able to absorb the added costs, or eligible for moderate price increases, Mr. Truman was seen to apply pressure on management at a time when attention is being focused on the all-important wage negotiations in the automobile, oil and steel industries.

In enunciating his reconversion wage policy to a radio audience estimated at 32,000,000, the President did so only after administration consultations with both big business and labor leaders. As a result of one of these conferences with Henry Ford II, government officials expressed confidence a satisfactory settlement could be arranged in the

company's plants, setting an industry-wide pattern.

While the President said industry generally was capable of extending wage increases because of overtime elimination, greater productivity per worker, tax credits for lower earnings, and abolition of the excess profits levy, he promised that price boosts would be granted after a trial period if the added costs resulted in operating losses.

Meantime, price rises would be considered in cases where industries raised wages to a full 23 per cent to cover added living costs since January, 1941; boosted pay to iron out differences in plants in the same industries or localities, or paid more to attract workers to essential enterprises to speed up reconversion.

With the government's wage policy established, representatives of management and labor met in Washington, D. C., to establish machinery for settling differences.

AGRICULTURE:

1946 Prospects

Though the government intends no leveling off of over-all production next year and demand for food should remain high, real farm income may drop as much as 15 per cent during 1946 in reflecting increases in some prices of what farmers buy, the department of agriculture predicted.

Despite a 15 per cent drop in real income—that is, what income will actually buy in goods, etc.—it will still remain double the prewar average, the department reported. However, any kind of a decrease would be the first since 1935.

Predictions of a drop in real income for 1946 followed reports that the government would soon outline production goals for next year, asking for maintenance of present livestock and hog marketings and wheat and corn acreage; increased plantings of cotton and sugar beets, and sharp cuts for eggs and chickens and oil bearing crops. Milk and potatoes would be scheduled for smaller reductions.

FUEHRER'S END:

Died With Eva

Answering repeated rumors of Hitler's escape from Berlin, British intelligence declared that an exhaustive investigation had indicated that the fuhrer had shot himself in the bunker of the reichchancellery on April 30 and his consort, Eva Braun, had followed him in death by taking poison.

Though broken in health, Hitler remained alert in mind to the end, the British found, and even held hopes for a successful defense of Berlin after his decision to remain in the capital on April 22 and abandon plans for a last-ditch stand in the Bavarian mountain redoubt. When the Russians continued to hammer forward, however, hope faded and Hitler and his mistress were married on April 29, climaxing a long, secret relationship.

Bidding his personal followers in the reichchancellery goodbye the next day, Hitler then shot himself through the mouth while his mate took poison, the British said. Per the fuhrer's last orders, Propaganda Minister Goebbels and Deputy Leader Bormann then saturated the bodies with gasoline and burned them beyond recognition. It is also believed that the remains may have been further broken up and then buried.

Warn of Traffic Hazards

As chairman of the National Safety Council's committee on winter driving hazards, made up of 30 experts in fields of traffic and transportation, Prof. Ralph A. Moyer of Iowa State college warned that the coming snow and ice season may cause one of the worst "traffic accident winters" in history.

With a study of recent years showing traffic accident death rates for 36 northern states 24 to 53 per cent higher in the winter than in the summer months, Moyer said, the combination of more and older cars, more gas, and more "restraint weary" drivers may result in the worst season in history. Drivers in snow belt states must consider dangerous road conditions and should immediately check their brakes, tire chains, windshield wipers, defrosters, and headlights.

Concerning future auto and truck models, Professor Moyer said manufacturers are giving more consideration to safety and practical fender styling for easier installation of anti-skid chains without impairing streamlining. New windshield and window designs, defrosters and headlights also improve winter visibility.

GERMANY:

Foresee Trouble

Because of widespread unemployment, food and fuel shortages and murder and looting by displaced persons, serious outbreaks may occur in Germany over the winter, General Dwight D. Eisenhower reported.

Eisenhower's statement followed disclosure of a survey that the Germans generally had praise for the occupation of the British, were irked by seeming American indifference to conditions and fostered a deep hatred for the Russians. The statement also came on top of demands in some circles that the Allies lay down a clear-cut economic policy for Germany so that normal activity may be restored to relieve the widespread chaos.

German youths and returned soldiers presently constitute the largest trouble-making element, Eisenhower said, with much of their ire directed against foreigners fraternizing with Allied troops and displaced persons. Such discontent could well lead to organized resistance against occupation forces, Eisenhower warned.

On Road to Life



As a result of latest medical wonder, 7-month-old Sandra Evans of Los Angeles, Calif., may soon be cured of formerly fatal cystic pancreatic disease, doctors say. Whereas tiny Sandra was not expected to live beyond half-year, physicians predicted complete recovery after treatment under plexi-glass, requiring inhalation of vaporized penicillin diluted in saline solution.

JAP NAVY:

Remnants Doomed

Once proud possessor of the imperial fleet, Japan will be reduced to zero as a sea power following Allied plans for the destruction of Nippon's remaining capital ships and the division of the smaller craft and auxiliaries.

Because differences in design prevent their efficient use by the U. S., Britain, Russia and China, one battleship, four cruisers, four aircraft carriers and 51 submarines will be sent to the bottom, with the battleship expected to serve as a target for an atomic bombing test. Indicative of the differences of bigger Jap warships, space between decks is 6 inches shorter than in other navies, thus cramping their use by taller people.

Some 38 destroyers built according to usable specifications will be divided among the Big Four along with coastal and auxiliary vessels. In constructing their destroyers, it was learned, the wily Nipponese solicited plans from shipbuilders, copied them and then returned them as unsatisfactory, escaping payment for their use.



Salt Water Taffy:

Flat-top crews are very proud of their ships. A mechanic's mate on a carrier was once asked by a civilian how fast his ship could go. . . . The m. m. intoned with a twinkle in his orb: "To tell the truth, I don't know. We've never really opened her up. All my carrier is required to do so far is to keep up with its planes."

This has become a Navy classic: An ensign and lieutenant on a sub-chaser were feuding because they were both Romeoing the same gal. Each took a turn at making the day's entries in the log book. One day the ensign was surprised to discover the lieutenant had written: "August 14; ensign drunk." . . . He hesitated a moment and then wrote: "August 15; lieutenant sober."

An admiral, watching a young sailor labor eagerly but clumsily on the quarterdeck, asked: "How long have you been in the Navy, son?" . . . "Two months," the boy replied. "How long have you been in?" . . . The admiral was taken slightly aback, but he good-naturedly answered: "Thirty years." . . . The sailor shook his head sympathetically and said: "It's hell, ain't it?"

There are many tales about haughty ensigns getting their comeuppance. One of the best concerns the new one who behaved as if he were a combination of John Paul Jones and Lord Nelson. His captain decided to take him down a few pegs. . . . During a heavy storm he ordered the ensign to go on deck and figure out the ship's position by dead reckoning, a task which is practically impossible. Finally the ensign returned and presented the results of his computation. The captain studied the report for a moment and then belted: "Take off your hat, sir! I see by your findings that we are in the middle of Westminster Abbey!"

Chalk up another defeat for censors: A Navy wife was irked by blue-pencillers, who continually cut up letters from her sailor-hubby. But she had her revenge. She sent her husband a letter in the form of a jigsaw puzzle. The censor worked for hours piecing it together. The missive read: "Don't work too hard!"

Have you heard the one about the famed absent-minded admiral? He was piloting a seaplane when the commander of the ship noticed he was gliding toward an aerodrome. "Excuse me," the commander said diplomatically, "but it would be better to come down on the sea. This is a seaplane." . . . The admiral thanked him for the reminder, turned and landed safely on the water. He then stated: "Commander, I thank you, I shall not forget the tact with which you drew my attention to the blunder I was about to make." . . . The admiral then opened the door—and stepped into the ocean.

A group of sailors were shooting the breeze about their pet subjects. One was asked if he liked intellectual girls. He responded quickly: "I like a girl with a good head on my shoulder."

They would have you believe this happened in the South Pacific during one of the war's biggest battles. Guns were firing in all directions and bombs were falling when one gunner suddenly got the hiccups. He turned to a buddy and shouted: "Hey, I've got the hiccups. Do something to frighten me!"

Seapower, the Navy mag, recently relayed this story: A homesick gub from Utah kept his watch on Mountain Standard Time. He explained why: "When I joined the Navy, Pa gave me this watch. He said it would help me remember home. When my watch says 8 a. m., I know Dad is rolling out to milk the cows. And any night it says 7:30, I know the whole family's around a well-spread table, and Dad is thanking God for what's on it and asking Him to watch over me. I can almost smell the hot biscuits and bacon. It's thinking about those things that makes me want to fight when the going gets tough. I can find out what time it is where I am easy enough. What I want to know is what time it is in Utah."

Overheard conversation between a navy flier and a submariner: "What did you see up there?" asked the sub-ma. . . . "No angels," replied the flier. "What did you see?" "No mermaids."

Sea Tragedies Recalled as Autumn Storms Uncover Rotting Wreckage of Ships on North Carolina Coast

British and Spanish Men of War, Clippers Among Grim Relics.

By BILL SHARP

Once more Caribbean storms have lifted the curtain on hundreds of tragedies which were played out on the lonely beaches of the Outer Banks of North Carolina in the past three centuries—but as usual, it is a fleeting show. Sand swept away by tides of the September hurricane already is drifting back with mild southwest winds, and before long most of the exposed wrecks will be hidden again.

Silent tribute to the craftsmanship of the old-time shipwrights and the sturdiness of their materials is the preservation of the timbers and planking of these orphans of the storm against generations of grinding sand and pounding wave. When iron men went down to the sea in ships with hearts of oak, it was not the ships that failed in the face of the elements.

Some of the derelicts now on view all the way from Nag's Head to Ocracoke Inlet are familiar, and recall many an anecdote. But some are beyond the ken of the oldest coastguardsmen or their records.

The Carroll Deering. One of the most interesting is the ghost ship, Carroll Deering, out of Bath, Maine. She was found on Diamond Shoals in 1921, undamaged, with sails set, with unstevened food on the table and on the stove, but with only a cat to greet the coast guard crew which boarded her.

The Deering passed Diamond Lightship the day before, but that was the last seen of any of her crew, and the cat kept her own counsel. Later she drifted onto Ocracoke Island, stranded up and was lost to sight and almost to memory until the hurricane scoured out her hull.

The George W Wells, first six-masted schooner ever built, and then the largest wood vessel afloat, is also exposed. She came ashore in a 1913 gale at Ocracoke.

Up at Nag's Head were uncovered again the tired ribs of the quaint warship believed by many to be a Crumpster of Elizabethan days. She was first revealed by a storm in 1939 and her primitive construction and fittings aroused much speculation. There is some justification for the romantic identification, for shipwrecks antedated colonization of these shores. The chroniclers of Sir Walter Raleigh's Roanoke Island colony (1587) found the aborigines using crude iron tools which were believed fashioned from spikes taken from a shipwreck. There is record of a Spanish shipwreck at Hatteras in 1556 and some of its crew were rescued by the Indians.

Also on exhibition again is the remnant of the Ariosto, British tramp, a victim of an 1899 storm.



A mystery among the wrecks on the North Carolina coast is this portion of some wooden vessel. Oldest records fail to name her, and it is possible she foundered many generations ago.

The first clue to her plight came one cold, foggy December night when coastguardsman Mathew Guthrie on beach patrol stumbled over the body of a dying sailor, who gasped out the news that a vessel was breaking up a few hundred yards offshore. A Lyle gun shot could not reach her, and surfboats could not be launched. Twenty-one men lost their lives and lie buried atop a lonely Ocracoke dune. Six more swam and floated ashore alive.

Ironic was the sequel to the death of the four-masted schooner Anna R. Heindritter of New York, loaded with dyewood, which came ashore March 2, 1942, and is visible offshore. She ran into a gale and put out anchors, but dragged onto the shoals. Capt. Bennett D. Coleman of Springfield, Mass., and his crew of eight survived, saved by the Lyle gun and breeches buoy, and after the captain had arranged for the "vendue" (auction sale of salvage)



The burned out hull of an old schooner, the Kohler of Baltimore, stands bleakly on a sand bar near Hatteras, N. C. It was uncovered by the fury of a hurricane. Drifting sands are piling over it again, and it will soon disappear from sight.

he started for home. While changing trains in New York he was run down by a taxicab and killed.

Worst Navy Wreck. Off the beach at Nag's Head is visible in a calm sea the bell, tank, and boiler of the USS Huron, a warship wrecked November 24, 1877, with a loss of 108 lives—the worst disaster in U. S. naval history up to that time. The crew members were buried on the beach and relatives came, for many years after to search in the shifting sands for them. Cap'n Jeff Hayman of Roanoke Island is believed to be the only person still alive who saw the ghastly affair—and ghastly it was, for subsequent investigation disclosed that some of those aboard were drunk that fateful night when sobriety might have saved both ship and crew. Cap'n Jeff today has the silver sugar bowl from the Huron captain's table.

Such maritime violence has produced a lot of maritime heroism. From Oregon Inlet to Ocracoke Inlet are some 27 holders of Congressional Medals of Honor, possibly the largest group of heroes per capita in these United States. Six of them came as a sequel to the events of August 16, 1918, when the SS Mirlo, a British tanker, was torpedoed, and Capt. John Allen Midgett and five members of the Chicamicocco coast guard station braved a sea of blazing oil to rescue 42 members of the crew. Strangely enough, the SS City of Atlanta in 1942 was destroyed in the same way and about the same spot, but the Chicamicocco boys were unable to get through the fire. On the same day and within an hour, helpless watchers on the Banks saw a German submarine

area of constantly shifting quick sands. It is a maxim of sailors that once on the Diamond Shoals, no vessel ever comes off.

The Maurice R. Thurlow proved an exception, however, when she ran aground in a 1927 storm. The coast guard removed her crew, but when a cutter came down to try to pull her off, no trace of the vessel could be found. Thirteen days later the schooner was sighted by the Dutch tanker, Sleidrecht, in the North Atlantic. A general order was released to run down the modern Flying Dutchman, but though she was reported from time to time, the sea wanderer was never overtaken and no one knows what became of her.

In the shoals lies another famous ship—the pioneering Federal ironclad, Monitor. Following her engagement with the Confederate Merrimac in Hampton Roads, March 9, 1862, the damaged Monitor was sent south in tow of the sidewheeler Rhode Island. A gale sprang up, and the little "cheesebox" sank on the shoals with a loss of 16; 40 others were rescued by the Rhode Island.

Hatteras is a control point in setting courses for coastwise and West Indian shipping, because the shortest route lies near the Cape. North-bound shipping finds a favorable "current" by staying in the Gulf Stream, which brushes the tip of the Shoals, while southbound traffic goes between the Stream and the coast, where there is a southerly current sweeping down from the Cape. Thus, ships pass as close to the Cape as they can, and sudden storms there are a hazard.

Alexander Hamilton recommended a lighthouse at Hatteras in 1794, and it was completed in 1798, but was too low to provide an adequate signal. In 1870 a new light, 190 feet high, was built (highest brick light in the world) and served until 1936 when the encroaching sea led the government to erect still another light further inland at Buxton.

Diamond Lightship also was anchored at the tip of the Shoals, and a navy radio direction station was set up at the Cape inasmuch as the new steelgirder lighthouse is not visible to ocean ships by day, the cape now has four navigation aids for the mariner—the old spiral-striped brick tower as a day warning; Diamond Lightship, the new Buxton Light; and the modern radio finding station.

No "Shipwreckers."

While it is probably true that for many years shipwrecks were the "principal importation" of the Banks, there appears no evidence to support the charge that long ago the Bankers practiced shipwrecking and looting. However, some homes are partly fashioned from the timber of old ships, and many a house contains articles salvaged from doomed ships or bought at the "vendue."

In this connection is recalled the most popular legend of the village of Straits, in Carteret county concerning a preacher for whom Starr Methodist church there is named. During the severe winter of 1813—so the story goes—the citizens of Straits were starving after a crop-killing drouth the previous summer. Frozen sounds prevented fishing, and the Napoleonic wars and a British blockade made commerce impossible. Parson Starr thus resorted to prayer: "If it is predestined there be a wreck on the Atlantic coast," he pleaded, "please let it be Thy will that it happen here!" In a few days a four-masted ship wrecked on Core Banks, and famine was prevented.