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## WEEKLY NEWS ANALYSIS

### U. S. Code Interceptions Bared Jap War Plans; Attlee Outlines Labor Party Economic Program

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



An joint U. S.-British commission studies Palestine problem, Jewish youth parade in Jerusalem in protest against restriction of immigration into Holy Land.

### PEARL HARBOR: Code Secrets

As the Pearl Harbor investigation got underway at Washington, D. C., before a joint 10-man congressional committee, intercepted messages placed in the records disclosed that U. S. intelligence officers had cracked the secret Japanese code a year before the start of the war.

While the early intercepted messages dealt with ship movements, chief interest centered in the diplomatic documents dating from July 2, 1941, when Tokyo told Berlin that Japan would work for its "greater East Asia co-prosperity sphere" regardless of the world situation.

On November 22, Tokyo advised Hirota and Kurosu, Jap envoys negotiating in Washington with Secretary of State Hull, that it had decided to set November 29 as the final date for effecting an agreement, after which things would "automatically . . . happen" in case of failure. Then on November 26, Hirota told Tokyo of Hull's ultimatum and the improbability of reaching a settlement.

On November 30, Tokyo informed Berlin of the imminence of war with the U. S. and later relayed the same message to Rome. Meanwhile, Tokyo warned its consulates on December 3 to be on guard for the "winds" messages in short wave radio broadcasts indicating rupture of relations with the Allies. The "east wind, rain" message (meaning war with the U. S.) then came through on December 5.

Among the last messages decoded were Tokyo's reply to Hull's ultimatum on December 6, with final instructions for presentation to the U. S. at 1 p. m. the following day coming in on the morning of December 7. Dated December 7, a Jap message from Budapest, Hungary, to Tokyo stated that the American minister to that country had presented its government with a communique from the British that a state of war would break out on the seventh.

### BIG TALK: Reassures U. S.

In the nation's capital to discuss disposition of the horrific atom bomb and touchy international questions, British Prime Minister Attlee also found time to address congress and outline the democratic objectives of his labor party just as negotiations for a multi-billion dollar loan from the U. S. were materializing.

Aimed at helping Britain get its export-import trade functioning again and lighten the load of six billion dollars of debts to wartime creditors, the projected multi-billion dollar advance was attacked in some circles as an aid to the labor party in socializing the United Kingdom. In addressing congress, Attlee declared that British businesses were only to be nationalized when they had grown into monopolies detrimental to the economy.

His radical in speech or appearance, the short, wild-mannered, unshaven British leader described the labor party as a representative cross-section of liberal English society, with professional and business men, and even aristocrats, joining with the working classes in its membership.

In determining to retain the secret of the know-how of harnessing the atom, President Truman and Attlee declared that until effective safeguards were set up against its de-

structive use, no advantage would come from sharing its use. To work out such safeguards permitting exchange of vital information on atomic energy for industrial purposes, the Big Two recommended the creation of a United Nations commission.

As revealed by Foreign Minister Bevin in the house of commons recently, Britain has expressed deep concern over Russian demands for trusteeship of Eritrea and Tripolitania in the Near East, and establishment of a naval base in the Dodecanese islands, inasmuch as these territories lie athwart the famed "life-line" of the empire through the Mediterranean and Suez canal.

Coincident with Attlee's visit to Washington was the U. S. and British announcement that a joint commission of the two countries would undertake a study of the ticklish Jewish immigration question with a view toward easing the plight of European refugees.

Pressing importance of the issue was emphasized by continued Arab and Jewish riots in the Near East, with scores killed and wounded in widespread demonstrations over the question of making Palestine a national homeland for the Hebrews.

Because they have been banded into a league 33 million strong spread over the entire Near East, with control over rich oil deposits cherished by U. S. and British concerns, the Arabs have greatly complicated settlement of the Palestine issue in view of their stubborn opposition to large-scale Jewish immigration.

Taking the Arab objections into consideration, the joint U. S. and British commission will look into the question of whether heavy immigration would upset the Arabs' political and economic position in Palestine. Consideration also was to be given to providing remedial action in Europe itself and allowing immigration to other countries.

### JAPAN: Seek Trade

As the question of reconstituting the Japanese economy arose, Nipponese officials drew a pattern for the nation's future trade relations with the world by recommending a barter system to facilitate immediate imports of needed foodstuffs and raw materials. Under terms of surrender, Japan will not be permitted to produce some of the items formerly exported.

Under the Japanese proposal for the resumption of trade, Nippon would receive substantial amounts of food, salt, cotton, copra, coal, iron ore and non-ferrous metals, in exchange for gold, diamonds, silk, cotton goods, chemical products, medical supplies, machinery, hardware, and tin.

The problem of recreating the Japanese economy was pointed up by revelation that the country had been the sixth biggest prewar exporter, shipping out almost a billion dollars worth of goods each year. Of the total amount, China obtained the largest part, with the U. S. and India following.

Of the total amount, China obtained 27.2 per cent; the U. S., 14.2 per cent; India, 6.2 per cent; Great Britain, 3.7 per cent; Latin America, 3 per cent; Australia, 2 per cent, and Germany 0.7 per cent. Other European and Asiatic countries took 2.1 and 3.1 per cent of the remainder of exports respectively.

### FOOD: Europe's Need

As congress wrangled over appropriation of \$550,000,000 to complete the original government pledge of \$1,350,000,000 to the United Nations Relief and Rehabilitation Administration, and President Truman asked for another \$1,350,000,000 for the agency, UNRRA officials abroad estimated that liberated European countries would need 9,000,000 tons of foodstuffs this winter to avoid starvation and serious malnutrition.

Because of interruptions in farming caused by the war and drouth, European agriculture will be able to furnish metropolitan districts with food assuring a daily intake of only 1,200 calories, UNRRA said. Though receipt of 9,000,000 tons of food would boost this figure to 2,000 calories, the diet still would fall below standard nutritional requirements.

Investigations in Czechoslovakia, Greece, Italy, Denmark, Holland, Belgium, Yugoslavia and Norway revealed that there was a pressing need for feed to help rebuild the cattle and dairy industries, seriously depleted by butchering of conquering armies and the diversion of grains to human consumption. Having already shipped 2,400 cows to southern and eastern Europe, UNRRA plans additional substantial monthly deliveries through the winter.

Meanwhile, American grain markets boomed upon the prospect of heavy demand in the coming months, with cash and December rye a sensational leader on the Chicago Board of Trade.

Cash rye held a substantial margin over cash wheat, what with distillers scrambling for the grain in view of a shortage of corn and sorghum, while the December future soared to almost \$1.90 a bushel, topping December wheat for the first time since 1921.

Another bullish factor in the market was an estimated drop of 287,000,000 bushels in the 1944 rye crop in Europe where the grain is an important bread staple, and smaller supplies in both the U. S. and Canada.

Because of the slowness in delivery of grain to coastal ports, many experts feared exports in the early half of 1946 might fall below expectations. Railroads clamped on emergency demurrage charges in an effort to speed up unloading of box cars to ease the situation.

### 'Sonny' Sets Fast Pace

To the question of what makes Ellsworth ("Sonny") Wiscarver, 16, so irresistible to women older than him, Mrs. Eleanor Deveny, 24, who figured in his latest romantic interlude, mused: "Dream man—ideal companion—Perfect lover."

Mother of two children and wife of an army corporal serving in Japan, Mrs. Deveny eloped with "Sonny" following a



Mrs. Deveny and "Sonny."

meeting at the home of a mutual friend. Two years ago, Mrs. Elaine Manfredi, 22, and also the mother of two children, ran off with young Wiscarver in his first amorous episode.

In elaborating on "Sonny's" attributes, Mrs. Deveny asserted: "I'd like to take care of him the rest of my life. . . . He's good, considerate and older than his years." She would not return to her husband, she said.

### CHINA: Friendly Enemies

Once deadly enemies, Chinese nationalists and Japanese troops have become brothers in arms in northern China, where Nipponese forces have been employed by the central government for the protection of vital territory and railroads against communist attack.

While the Japanese actively aided the nationalists in their drive to secure a foothold in the north, U. S. marines kept their distance in the bloody strife between Chiang Kai-shek's troops and the Reds, being ordered only to guard American lives and property in the battle zone. Meanwhile, the nationalists pressed their advantage with lend-lease supplies originally destined for use against the Japanese.

Though fighting raged throughout the whole northern area, attention was riveted on nationalist attempts to smash into the industrial province of Manchuria, which the communists reportedly planned to convert into a military stronghold. Early fighting centered around Shanhaiwan, gateway city to Manchuria lying at the eastern end of the Great Wall.



Man About Town:

Faces About Town: U. S. Senator Warren Magnuson in the St. Moritz foyer. . . . Lovely Jan Clayton, the "Carousel" star, actually being seen in public with a critic! . . . Dame May Whitty, the 80-year-old star, whose mute eloquence in the last act of "Therese" at the Biltmore is something for players to study. . . . Sec'y of the Treasury Vinson encountering H. Morgenthau and saying: "You're a smart man, Henry; you got out at the top!" . . . In Sardi's, Nancy Walker swapping salutes, while a one-time "world's most famous woman" went unrecognized—Irene Castle.

Sallies in Our Alley: Some mid-towners were planning a testimonial dinner for a showman and wondered who to get for toastmaster. "If we can't get Jimmy Walker," one said, "how about Nick Kenny?" . . . "What!" exclaimed another, "And have all the introductions in rhyme?" . . . Ozzie Nelson knows some actors in a new Broadway show who fell asleep watching critic George Jean Nathan!

Midtown Vignette: She has a special job in a swank dinner place—studying the patrons the proprietor wants to see in his place often. If she approves "their looks," she learns their names and addresses, and they go on the spot's mailing list, etc. . . . Last night she was depressed. . . . The boss asked her: "What's on your mind—your feller?" . . . "Yes," she said. "We had a fight. I told him to romance everything in skirts in the U. S.—and then come back to me." . . . "Is that why you're so unhappy?" she was asked. . . . "No," she replied, "it's this: After I told him that, I phoned the N. Y. Mirror and asked them how many girls there are in the U. S. A." . . . "And how many are there?" asked the boss. . . . "67,670,302!" she sighed.

Bigtown Side-Shows: When the President was here for Navy Day he congratulated the Mayor on finding a new home. . . . "Thanks," said the Lt. Flower, "you know it takes a lot of work hunting a new house these days. I trust you don't have to do that for a long, long time." . . . An amorous old fellow leaned across the table and whispered through the smoky night club atmosphere: "Let's go some place where we'll be alone." . . . "Okay," drawled his cutie. "Let's each go home." . . . Martin Ragaway, a gag-writer, phoned NBC's George Wolf. When Wolf learned it was Ragaway, he barked: "Gwan, you phony. The only time you ever call me is when you want something!" . . . "Go ahead, keep on talking," was the candid retort. "I'll think of something!"

The Big-Time: "The Lost Weekend," an intoxicating epic, with flawless acting by Ray Milland, Jane Wyman and the others—a Paramount click. . . . Jeanne Burns at the Monkey Bar. . . . Cass Daley's Sunday program via NBC. . . . The dancing of Kim and Kathy Gaynes in "The Girl from Nantucket." . . . Lee Sullivan's thrashing. . . . Jack Smith on CBS. . . . "Tubby, the Tuba" (a Cosmo recording), a grand novelty. It's supposed to be the tragic tale of a tuba, unhappy because the other instruments make fun of him as all he can do is go oompah-oompah.

Main Stem Ticker: More important than the election or other news around our sector was the death of Jerome Kern. . . . There's a valet at the Sherry-Netherland Hotel who was once an Olympic track champ. Each sycem he paces three miles around the park and used to be accompanied by his dog. The dog is now ten years old and is winded. It now sits on a bench and waits for him. . . . Since Music Corp. of America signed up Mayor LaGuardia for a radio spot, wags say: "Looks like you have to break in your act at City Hall before MCA is interested!"

Sounds in the Night: At Reuben's: "She's glad the war is over. Now she can get parts for her face." . . . At Enduro: "He's an m.e.—mediocre comic." . . . At the Blue Angel: "She's the daughter of a social butterfly and he's a son of a bee." . . . At Villepigue's: "She thinks she has a corner on his love when she merely has one of the points of a triangle. . . . in the Dixie lobby: "Do you think Mark Twain will ever become another Bennett Cerf!"



J. Frank Duryea (left) at the tiller of his car at the start of the first automobile race in the United States held in Chicago on Thanksgiving Day, 1895. Beside Duryea is Arthur M. White, an umpire.

Fifty years ago J. Frank Duryea and his brother, Charles, formed the Duryea Motor Wagon Corp. They made and sold 16 of the quaint machines in 1896. Theirs was the pioneer automobile manufacturing company of the United States.

The 1895 model was described as a vehicle running "on four wheels with pneumatic tires and ball bearings. Speed is controlled by a proper arrangement of gears, cones and levers."

The Duryea company, despite its early start and the prestige enjoyed by the car following the victory in the American automobile race at Chicago on Thanksgiving Day, 1895, faded out in the 1900s.

## 50 Years of Automobiles

By AL JEDLICKA

FIFTY years ago, H. H. Kohlsaat, editor and publisher of the old Chicago Times-Herald, took up his pen to make this daring prediction to a skeptical public:

"The horse still has work to do but motors are coming in and they will, in the end, be cheaper, faster and more economical. They will of necessity command ultimate supremacy. The law of selection, the survival of the fittest, is going to play its part in carrying it out as it has played it in everything else in the world."

Kohlsaat was drumming up his promotion of the first American automobile race to be run at Chicago, Ill., with the twin objectives of popularizing the motor car and improving the country's roadways. His was no easy task, for, though the automobile has since become an important economic and social link in American life, it was then looked upon with curiosity and even suspicion.

Indeed, the nation's farmers then were in the forefront of opposition to the automobile, as exemplified by the affronts suffered by Louis Greenough and Harry Adams of Pierre, S. D., in the early nineties. Having constructed a homemade "horseless wagon," powered by a two-cylinder gas engine and capable of seating eight, the progressive pair were refused the right to carry passengers at county fairs, and were even refused permission to drive their vehicle inside the town limits of Mitchell.

Said the Press and Dakotan: "It is a dead moral certainty that that infernal machine will frighten horses and endanger the lives of men, women and children."

### 'Model T' Arrives.

By the time Henry Ford's old Model T started rolling in the 1900s, however, the American farmer, like his other compatriots, was rapidly accepting the new motor car. Radical improvements in construction and design have come through the years. A vast, integrated roadway system presently comprising nearly 600,000 miles in state highways alone has been constructed. Almost from the start, the gas-driven car supplanted the electric and steam jobs, proving a sturdier source of power and simpler to maintain.

The extent of the development of the automobile in the 50 years, dating from the first American race, is vividly shown in the Chicago Museum of Science and Industry's exhibit in connection with the celebration of the motor car's golden anniversary.

It was at the southwest entrance of the present museum, then the Fine Arts Building of the Columbian Exposition of 1893, that the heralded race of 1895 got under way, with six vehicles lined up. Four were gas-driven of either double or single cylinder motors, and two were electric-powered.

According to accounts, a goodly throng was on hand to see the start of the 50-mile race from Chicago to Eynston and back. The roads were slushy from an early snowfall. Crowds pressed about the high-wheeled, buggy-type vehicles in wonder, only drawing back to permit the drivers to start off.

With Kohlsaat bent upon making the race a constructive event rather than a circus, strict rules were laid down for judging the winner, with a total of \$5,000 in cash prizes. Awards were to be made on general utility or performance of the

machines, economy of operation, and appearance or design.

Three of the contestants dropped out early in the race, one gas-driven job failing to obtain sufficient traction in the slippery going, and two electric-powered vehicles retiring because of battery limitations.

Only Two Finished. That left three gas-powered machines in the running, with one, the Rogers, entered by the Macys of New York, falling out after first colliding with a street car and damaging the gearing and then running into a hack and bending the steering apparatus.

With four vehicles eliminated, only the two-cylinder Duryea Motor Wagon, piloted by Frank Duryea, and the single-cylinder imported Benz, driven by Oscar Mueller and Charles King, remained to fight it out. Traveling the distance in a little over 10 hours, Duryea crossed the line first, with King, who relieved Mueller after he collapsed under the tension, following close behind.

Though the winning car is not on exhibition at the museum, a surer-type Stevens-Duryea model of the 1900s is to be seen, with its brass kerolene lamps, folding top and leather mudguards. A four-seater, the driver was situated in the back, with the engine beneath him. First to win an American automo-

apparatus after a previous test had miscarried when the car caught fire.

Coming in the same decade was the closed car, which also represented a marked advance in the motor industry since it permitted year-round use of vehicles. On exhibition at the museum is a 1918 custom-built Pierce, with an open driver's seat and a closed rear, fashioned after the elaborate horse-carriages of old with oval windows and fabric upholstery of pearl gray. Also shown is a gray 1916 Overland coupe, with the low slung body and high, box-like cab.

In 1924, automobile engineering made another significant advance in the installation of four-wheel brakes on Buicks, adding to the safety features of motor vehicles and increasing their appeal to the public. The same year, C. F. Kettering made another notable contribution to the industry, developing ethyl gasoline, which increased compression in automobile engines and resulted in greater power and efficiency and higher mileage.

Toward the close of the 1920s, the old custom-built automobile which had dominated the industry since production got under way in the 1900s was replaced by the standardized car. As a result of the perfection of mass production, more automobiles were turned out at lower prices, putting motor cars within



This is one of the handsomest of the new cars, the Packard Clipper for 1946. The dashing appearance has been achieved by redesigning the radiator grille and by more massive sideguard bumpers. Colorful new interiors and clean-lined modern styling also enhance its beauty. There have been many mechanical improvements, too.

the reach of the average and lower income groups.

With the development of volume output, prices showed a considerable drop between 1925 and 1940, the average in the former year being \$1,007 f.o.b. and in the latter \$778 f.o.b. Besides, the 1940 cars were heavier and improvements included balloon tires, safety glass, all-steel bodies, finer springs, sturdier and better finishes, windshield wipers and rear view mirrors.

Also in production in 1946 was the automatic shift, which, like the self-starter, promises to further facilitate the use of the automobile by the elimination of the hand shift, oft so befuddling to the more nervous motorist. Still a luxury and not in general use, the automatic shift enables drivers to stop and start without the traditional change or disengagement of gears, and provides smooth, fast pickup.

Spectators at the museum exhibit were quick to notice the revolutionary difference between the old horseless carriages of Duryea's days and the new postwar automobiles on exhibit. Though representing no radical change over pre-war models, the new cars possess an abundance of chrome grill extending across the front, sleek streamlining and many mechanical refinements.

Indeed, Kohlsaat's prophecy of 1895 that the automobile was here to stay and would prove of the greatest utility to the American people has been amply borne out as the museum exhibit shows, even if the Press and Dakotan's assertion that the infernal machine "would frighten horses and endanger the lives of men, women and children" has proved to be only too true.