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## WEEKLY NEWS ANALYSIS

### Auto Industry Faces Tieup In CIO Demand for Pay Increase; Trace Nazi Moves for Conquest

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Lean and sober, Hermann Goering (left), Rudolf Hess (center) and Joachim von Ribbentrop go on trial for war crimes at Nuernberg, Germany.

### STRIKE: Showdown

The CIO's demands for a 30 per cent postwar wage increase to maintain high wartime "take-home" pay came to a showdown when 175,000 members of the United Automobile Workers struck against General Motors corporation, No. 1 producer in the industry.

With labor's biggest union locked against the nation's greatest operating company, observers looked for a long-drawn battle between the two participants, with federal conciliator John W. Gibson expecting a settlement by January 15 or probably before. Against G.M.'s huge resources, the UAW reported possession of a \$4,000,000 strike fund, with rumors that the union was preparing for a winter-long siege.

Though original UAW plans called for a walkout only at G.M. plants under a new strategy which would hit at one company at a time and permit free operation of their competitors, the reliance of all other manufacturers except Ford upon G.M. for parts threatened to cripple the whole industry when supplies ran out or new sources could not be found. Meantime, UAW held negotiations with Chrysler and Ford over the pay issue.

UAW's decision to strike at G.M. followed the collapse of bargaining between the two parties, during which the union turned down the company's offer for a 10 per cent raise predicated upon the possibility of price increases for new cars. Under new OPA regulations, costs of new G.M. vehicles will be about 1 per cent below prewar figures.

Countering the UAW's demand for a 30 per cent wage increase, G.M. declared that production workers are earning from \$1.12 to \$1.15 per hour, with the over-all plant average at \$1.18 per hour. If UAW demands were met, the union asserts, the production wage would be boosted to \$1.46 per hour, with an over-all average of \$1.53 per hour.

As the strike began, G.M. continued to pay its 73,500 office and administrative personnel.

### WAR CRIMES: Trace Nazi Rise

Declaring that high Nazis' own written records would furnish sufficient evidence to condemn them, U. S. Prosecutor Robert H. Jackson developed the first count in the Allied case against the 20 surviving members of Hitler's hierarchy, charging that the party's seizure of control in Germany constituted the first step in its plan of world conquest.

Addressing the four-power U. S., British, Russian and French court, Jackson declared: "We will not ask you to convict these men on the testimony of their foes. There is no count in the indictment that cannot be proved by books and records. . . . These defendants had their share of the Teutonic passion for thoroughness in putting things on paper."

In tracing the evolution of the Nazi rise in Germany, the U. S. prosecution recounted the notorious blood purge of 1934 reportedly instigated by Reich Marshal Goering to crush opposition within the party; the elimination of all political groups and confinement of opponents in concentration camps; the gradual suppression of labor unions with the industrialists' connivance, and finally the control of business itself. The trial got underway as the Allied court turned down the defense

attorneys' protest against the validity of the proceedings. Asking that an impartial opinion concerning the legality of the court be solicited from authorities on international law, the Nazi counsel asserted that the U. S. had always insisted that in cases of international arbitration or jurisdiction, the bench be filled by neutrals or representatives of the interested countries.

Most aggressive of the defendants, Goering was gavelled down as the trial opened and he attempted to deny the authority of the court, asserting that he was responsible only to the German people.

### PEARL HARBOR: Star Witness

One of the star witnesses at the early congressional hearings in the Pearl Harbor catastrophe, big bluff Adm. James O. Richardson, who commanded the U. S. navy up to February, 1941, revealed that the late President Roosevelt favored the anchorage of the Pacific fleet at Hawaii over his objections in the hope of restraining further Jap aggression.

"I stated that in my opinion the presence of the fleet in Hawaii might influence a civilian political government," Richardson said, "but that Japan had a military government which knew that the fleet was

undermanned, unprepared for war, and had no . . . supply force . . . without which it could not undertake active operations. . . . Listing his objections to stationing the fleet at Pearl Harbor, Richardson said there would be difficulty transporting supplies to the base; the site lacked security; operations were handicapped by problems of entry, berthing and departure of large ships; surface and air space was congested and restricted, and full demobilization could only be accomplished on the west coast.

Relating a conversation with Mr. Roosevelt, Richardson said that the President told him that though he doubted that the U. S. would enter the war if the Japanese attacked Thailand, the Dutch East Indies, Malaya or even the Philippines, he expected that sooner or later they would make a fatal mistake opening hostilities.

In October, 1941, Richardson said, Secretary of the Navy Knox summoned him to an important conference at which he outlined President Roosevelt's plan for a shipping blockade of the Japanese in case they reacted to the reopening of the Burma road supply line to China.

According to Richardson, the operation called for posting a cordon of U. S. warships from Hawaii to the Philippines and thence from Samoa to the Dutch East Indies. Since the Japs took no belligerent action, however, the plan was dropped.

### PEACE PATTERN: Bishops' Report

Following closely upon their qualified endorsement of compulsory peacetime training, the Catholic hierarchy of the U. S. called for the realistic adjustment of fundamental differences between the democracies and Russia through recognition of fair play so that an atomic World War III might be avoided.

Demanding a realization of the ideals for which Americans fought in World War II, the bishops deplored the trend of European affairs following the Moscow conference of 1943, claiming Russia since had adopted an independent course on many matters and sought to impose its domination over helpless neighboring states.

Besides calling upon the U. S. to provide full support for overseas relief, the bishops also assailed mass vengeance upon the defeated nations, large-scale transfer of populations, systematized use of slave labor and cruel treatment of prisoners of war.

### AIR ACCIDENTS: Dangerous Trend

In offering civilian aviation interests the full co-operation of the army air forces for promoting safer operations, Col. George C. Price, chief of the office of flying safety for the AAF, predicted a heavy future accident toll unless current trends were reversed.

Declaring that civil air accidents since V-J Day to October 31 were 70 per cent greater than in the same period last year, Price said that with 300,000 planes in the air in the next five years there might be 48,000 serious crashes and 5,000 fatalities annually in the early 1950s.

Though flying mishaps in the army took 26,000 lives and destroyed 22,000 planes during the war, the accident rate was lower than it had been during peacetime, Price averred. Army safety experience would be gladly offered to civilian agencies to minimize flying hazards, he said.

**Increase Production**  
Agriculture, manufacturing and public utilities reduced manpower by 50 per cent per unit of product during the 40-year period ending in 1939, the National Bureau of Economic Research revealed after a comprehensive study. During the same time, total output of all industry was increased by 200 per cent, with only 75 per cent more workers employed. In declaring that the figures did not indicate the real decline, the bureau said that they failed to reflect the improvement in the quality of the product.

### AMERICAN LEGION: Take Stand

Ending its 27th annual convention in Chicago, Ill., with all of the characteristic hi-jinks, the American Legion took its stand on the leading controversial national questions of the day, demanding:

- One year of compulsory military training for all youths, with adequate basic training and either advanced technical or scientific instruction, when qualified, or further schooling in ROTC units.

- Retention of the secret of the atom bomb and the establishment of a civilian board for scientific research in military material.

- Financial assistance to friendly foreign countries not imposing trade restrictions and then for constructive purposes only.

- Unification of the army, navy and air forces into a single command.

Following election of former Gov. John Stelle of Illinois as national commander, the Legion honored two World War II vets as vice-commanders, Fred LaBoon of Chickasha, Okla., and Dudley Swim of Twin Falls, Idaho.

### MASS TRANSFER: Move Germans

Because of agitation within the countries governing their areas of residence, millions of Germans will be shifted to the amputated reich this winter despite a lack of fuel and rolling stock needed to transport them.

In all, some 6,000,000 Germans are to be moved from Poland, Czechoslovakia, Austria and Hungary by next summer, with the U. S. occupation zone receiving 3,200,000; the Russian, 2,750,000; the British, 1,500,000, and the French, 150,000. Disposition of another 6,000,000 Germans from East Prussia and other former sections of the reich has yet to be determined.

Allied determination to resettle millions of Germans in midwinter followed previous denunciations of forced mass migration from many quarters, Winston Churchill, for one, rising in commons to protest against such action because of the tremendous dispossession of property, privation and suffering involved.



The New York Scene:

**Faces About Town:** Eddie Cantor convulsing chums with a report on how a coast rabble-rouser flayed him in a speech. He called the star: "Eddie Cantor, the er, er, international banker!" . . . Mr. and Mrs. Fred Allen reminiscing with other Broadway showfolks on one-time vaudeville companions. . . . The Paul Gallicos with the Paul Drapers. . . . Margo, the star, telling youthful Bill Mauldin (the "Up Front" author) how much good he is doing for his countrymen. . . . Peggy Hopkins Joyce intensely interested in Diosa Costello's hip-flipping at the Havana-Madrid. . . . Skeets Gallagher being asked for his autograph while Bebe Daniels (the former film star) went unrecognized by the same kids. . . . Martha Raye, fit to be handcuffed. A midtown hotel management disregarded her baby and ejected them from a suite because "it is reserved for a cocktail party."

**Sallies in Our Alley:** Ken Roberts, the radio announcer, was explaining how atom could be broken up. "A," he said, "is for Attila, T is for Truman and M is for Molotov." . . . "What about the O?" asked Dorothy Shay. . . . "That's the big Zero," Ken explained, "which is what the world will be if those three don't get together." . . . Doodles Weaver knows a punch-drunk pugilist who can't afford a sparring partner, so he calls taxi drivers names.

**Midtown Vignette:** The Mayor the other day sat in Magistrate's Court where he fined many motorists for this and that. . . . He let off many more, however, with merely a reprimand. . . . It reminded us of this episode. . . . An out-of-towner was motoring up Broadway and slipped past a changing traffic light. When he stopped at the next corner a cop said: "Red lights mean nothing to you, eh? Let's see your license." . . . The out-of-towner handed it over, and the gendarme made notes in his little book after which he handed the motorist a folded bit of paper and his license. "Get along now," he ordered. . . . At the next red light the stranger read the slip of paper. It said: "Don't pass no more red lights."

**Memorial to Gus Edwards:** His simple and clean songs (lyrics by Will D. Cobb) were the heart—the signature of a whole period of American history. What family has not sung "School Days" or "Sunbonnet Sue"? And how many grandmothers were courted with "By the Light of the Silvery Moon"? . . . His songs were the kind American people loved to hum and sing in their kitchens or parlors. Because Mr. Edwards and Mr. Cobb never wrote a song a man couldn't sing to his mother—or his wife couldn't teach their daughter. . . . He leaves us with the memory of a useful life. . . . A noble, dignified and devoted wife. . . . And a song to sing.

**The Mags:** In the current issue of a magazine the ubiquitous Bennett Cerf writes about practical jokes. . . . For our money, he left out (or never heard of) the best and most touching one of all. . . . It happened to an eloping couple who were told that if they went to the White House, the President would marry them. . . . They were very gullible—and their advisor very convincing. . . . Anyhow they went. . . . How they got in, we dunno. . . . But the President, quickly sizing up the situation, turned the tables. . . . He sent for a minister, stood up as their best man, and then invited the couple to spend their wedding night in the White House. . . . Although it might have been FDR, it wasn't. . . . It was A. L.

**Manhattan Murals:** The bobby-soxers starting the queue at the Paramount to get the choice seats during Sinatra's engagement. . . . They start as early as 4:30 a. m. . . . The Empire State edifice—recovered from its wounds (after that horrible plane crash into its throat), wearing a look of indestructibility again. . . . The well-dressed middle-aged man walking into the St. Moritz foyer one middle of the night without his hat, overcoat, shoes and sox!

**Marlene Dietrich's pals** hear she has sold most of her jewelry because she refused film offers (to go overseas with our troops) and needs cash. . . . Charles Farrell, no dope he, invested \$50,000 in five Palm Springs bungalows, which will bring nest rentals. . . . Paul Lukas' mission abroad was gov't inspired. He returned with a list of rich Hungarians who collaborated with Hitlerites.



Good Fields Look GOOD From the Air!

## Looking Down on the Land

### The Fellow in the Airplane Above Quickly Surveys Your Farm!

By EDWARD EMERINE  
WNU Features.

WE WERE a few minutes out of Kansas City, and the C-47 transport plane was gliding along at about 160 miles an hour, some 2,500 feet above sea level. The rolling lands of eastern Kansas lay below us.

"Notice the erosion down there, Art?" I asked the man sitting in the bucket-seat next to me.

"Yes, I do," he replied quickly. "Pretty bad on some of those farms, but look at the ponds, the terracing and contour farming on others."

The mission was a press flight, and "Art" was Arthur V. Burrows, editor of the News-Press, St. Joseph, Mo. At the time I was a public relations officer with the Air Transport command. A group of radio and press representatives was being flown to Abilene for the homecoming celebration for General of the Armies Dwight D. Eisenhower. A lot of us were looking out of the plane's windows, surveying the soil situation as we sped through the air.

Like many others, Editor Burrows is interested in conserving the rich soil of northwest Missouri and northeast Kansas. The city of St. Joseph, with its stockyards, packing plants, cereal mills and rows of business houses, depends on that soil. Art Burrows writes editorials about it, gives space for news stories and pictures that tell about keeping that good earth from going down the Missouri river, into the Mississippi, and on down to the Gulf of Mexico to build a greater delta there. He was that day seeing his beloved country for the first time from the air.

### Take 'Mental Photographs.'

But for the past four years or more, while bombers and fighters have circled overhead and crossed the 48 states, American youths in those planes have been looking down on American cities and farms. With practiced eye they've taken mental photographs of hills and valleys, gullies and mesas, plains and mountains, rivers and lakes. As they trained to be pilots, navigators and bombardiers, they also learned about America.

"I'm going to buy a farm when the war's over," a young pilot told me. "But I want to fly over and look at it first."

I knew what he meant. He wanted to see the colorations of the soil, the yellowish patches where the soil was thin, the darker shades of red and brown, and finally, the black, rich bottoms. He wanted to see how much of his farm would be good land and what percentage would be poor. In a minute's flight over the farm he could see every gully, locate every pond, and view every effort at soil conservation.

That pilot had seen soil all over America, from the Everglades of Florida to the hills of New England. He had seen rocks sticking up out of fields in Virginia and had battled red dust over Oklahoma. He had flown over denuded hills of Alabama and Georgia and traced the missing soil to the marshes down near the ocean.

Up in the air the story of the land is told graphically and quickly. The chart spread out below hides nothing from border to border. The various colored soils admit their worth. The extent of damage by a forest fire is viewed within minutes. An Ohio river flood, lashing out to destroy or carry away man's home and food, will take only a few hours to cover from an airplane. Houses, livestock and debris floating down the stream

do not make a pretty sight, but hundreds of fliers have seen it.

Years ago I flew from Scottsbluff, Neb., over the North Platte valley in a small biplane. There were uncovered fields where potatoes and beans had been grown, and the wind was whipping up dust to be carried away. But southwest of Mitchell, I noticed something else. Where the Hall Brothers had used strip-farming for their wheat growing, the dust wasn't blowing!

**Abandon Ranch.**  
It was in 1936, after the "dust-bowl" years, that I talked to an old friend, R. T. Cline, at Brandon, Colo., inquiring about acquaintances of other years. How is the Rupp family? It was my question.

"They left their ranch," Dick Cline told me. "They moved to the Arkansas valley and have a filling station, I think. So much dust covered the range they couldn't run cattle any more."

Recently I flew over eastern Colorado, and the range looks good now. Maybe the Rups are back on their ranch.

About 10 years ago I visited my Uncle Ira, who lived on my grandfather's old farm between Carrsville

and Hampton, in Livingston county, Kentucky. We walked over the hilly farm.

"It should have been terraced years ago," Uncle Ira admitted. "It could have been done. There was a big wash right here, for instance, but I kept filling it in with brush and trees and stuff. Not a trace of it left now, see?"

I've never seen that old farm from the air, but thousands of American fliers have looked down upon it. I think I know how it looks from up there.

Several aviators I've known are concerned about erosion in America. Don't expect them to join Friends of the Land, or write about conservation with the skill of Louis Bromfield; but they're concerned about it just the same. One of them who had flown over the Sahara and Gobi deserts remarked that there were no Chicagos or New Yorks in those places. He might have added that there were no Fords or General Motors factories there either.

I am not a farmer, no more than I am a pilot. For three years I rode around in planes while I was in the army, but I'm just a newspaper man with a rural background.

The first erosion I ever saw was on our homestead ranch near Calhan, Colo. The settlers planted trees for a windbreak, and I chased tumbleweeds for sport.

The Honorable Robert G. Simmons, now on the supreme court of Nebraska, used to be a representative in congress. I've heard a lot of his speeches, but the most impressive thought he ever uttered was, to me, something like this:

"Nebraska has no mines, no oil wells," said Bob Simmons. "Nebraska's wealth is eight inches of top soil."

Early in the New Deal, a shelter belt was suggested. It was to be a grove of trees from the Canadian border to the Rio Grande. It was laughed at until it was abandoned. But I'm not so sure it wouldn't have been a good thing.

**Gigantic Windbreak.**  
My reason for believing in a shelter belt is the Halsey National forest at Halsey, Neb. Out in the middle of an arid country is a beautiful pine forest covering 30,000 acres, a gigantic windbreak which conserves the soil and builds it up year after year. I can imagine such a forest extending across the United States, and it doesn't look silly to me!

Soil erosion is everybody's business, I think. The banker, the doctor, the merchant—all are affected as much as the farmer. Some two billion people in the world depend for their livelihood on that thin skin of top soil spread over the earth.



Erosion Shows Its Colors.

Many believe that 140 million people in the United States should be a little concerned over soil loss and destruction. In any event, it shouldn't be left entirely to the farmer to combat wind, water, fire and overcropping.

### See It for Yourself

Many towns and cities are using aerial surveys in their postwar planning. Traffic, smoke, zoning, park planning and other civic problems can be surveyed from an airplane, many times more advantageously than from the ground. And always it is a thrill to fly over your own house and yard, to look down on the little spot you call home! But it is the vast farms, ranches and ranges that make the greatest aerial panorama. See for yourself. Get a "sky-view" of the land you think you know so well. You'll like it.

The next time you ride in an airplane, look out at the technicolor soil map below you, stretching miles and miles for you to study. Look particularly at the acres of poor, denuded soil, yellowish and impotent. And remember that your food, even the meal the airline's hostess has just served, came from the soil below you.