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## WEEKLY NEWS ANALYSIS

### Rail Strike Sets Back Nation; Shape Big Navy for Security; Auto Prices Mount With Costs

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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.)



Despite undernourishment, these daughters of Chinese farmer in famine-ridden Hunan province pull implement in rice paddy. Japs killed their water buffalo and manpower has been depleted by war.

### RAIL STRIKE: Cripples Nation

The greatest railroad strike in history laid a heavy hand on the nation from one end to the other, curbing traffic and stranding thousands, imperiling the food supply and further disrupting industry and the staggering reconversion program.

Though the government mobilized plane, water and truck traffic, and emergency crews ran some of the trains, the walkout of 225,000 members of the Brotherhoods of Locomotive Engineers and Railway Trainmen over pay demands reduced normal traffic to a trickle. Freight shipments were reduced to minimum of essential commodities and only priority passengers were provided facilities.

The stranding of thousands of travelers throughout the nation afforded the first dramatic effect of the walkout. While many passengers frantically sought hotel accommodations and others curled up on benches in railroad terminals, many railroads permitted travelers to remain in cars on sidings.

In the midst of the paralysis, government conciliators strove mightily to end the walkout after the brotherhood leaders had rejected President Truman's compromise offer of 18 1/2 cents an hour and suggestion for further discussion of work rules changes. In turning down the presidential proposal, union chieftains said that it was even less favorable than a fact-finding board's recommendations providing for a 16 cents an hour raise plus certain adjustments in work rules resulting in increased compensation.

The dramatic rail walkout overshadowed developments in the soft coal dispute in which the government strove to reach an agreement with the United Mine Worker Chieftain John L. Lewis for continued operation of the properties.



Secretary Krug

Following the precedent set in 1943 when the U. S. seized the mines to avert a prolonged stoppage, Secretary of the Interior Krug entered into negotiations with Lewis for a contract, consulting with the operators over terms to be offered. It was understood that the owners were assured of price increases to cover higher production costs resulting from concessions when properties were returned to them under the new contract.

The dispute over a health and welfare fund found the government favoring such a proposal under joint management rather than sole union control as originally demanded by Lewis.

### FOREIGN POLICY:

#### Bi-Partisan Backing

Minority leader of the senate foreign relations committee and chairman of the Republican senatorial conference, Senator Vandenberg (Rep., Mich.) pledged his support of Secretary of State Byrnes' campaign to win the peace by pushing for recognition of U. S. principles in treaty making.

While admitting the failure of the Paris conference of foreign ministers, Vandenberg, who attended as an adviser to the U. S. delegation,

declared the proceedings had solidified American determination to write a peace "for keeps" based on justice and not vengeance. Though based upon the moralities of the Atlantic and San Francisco charters, the new foreign policy also recognized the practical necessities of postwar rehabilitation, he said.

Besides calling for the establishment of permanent governments to assure resumption of normal activities, Vandenberg said the U. S. aimed to settle the Germanic problem affecting all of continental Europe. While advocating maximum protection against future aggression, he condemned repressive demilitarization.

Touching upon the age-old problem of national minorities, Vandenberg declared that the new U. S. policy also favored their incorporation into their native countries or other suitable recognition to prevent them from becoming sources of conflict or expansion.

### NAVY:

#### Taking No Chances

Calling for a navy adequate to meet any emergency of the future, the house appropriations committee recommended congressional approval of naval expenditures of over 4 1/2 billion dollars during the next fiscal year ending June 30, 1947, for fleet maintenance.

To be manned by 500,000 enlisted men and 58,000 officers, the postwar navy would include 4 battleships, 8 heavy cruisers, 21 light cruisers, 3 big aircraft carriers, 9 carriers, 10 escort carriers, 126 destroyers, 30 destroyer escorts and 80 submarines.

In addition, 2 battleships would be held in reserve along with 5 heavy cruisers, 5 light cruisers, 3 carriers, 1 light carrier, 22 destroyers and 4 destroyer escorts. A total of 632 other warships would be placed on the inactive list.

Besides regular personnel, the navy plans creation of an organized reserve of 55,000 men and 3,000 officers. Backing up the regular marine enlistment of 100,000 men and 7,000 officers would be a reserve of 60,000.

Recognizing the need for keeping abreast of latest scientific advances in postwar years, the committee provided 250 million dollars for combined research and developments in the 1947 fiscal period.

### NEW CARS:

#### Boost Prices

Reflecting administration policy of seeking to assure manufacturers of fair profit returns by granting increased prices to offset higher production costs, OPA authorized a boost of from 4 to 8 per cent in ceilings on new automobiles.

Principal factor determining OPA action was the \$5 per ton increase in the cost of steel, allowed by the government to cover the industry's 18 1/2 cent an hour wage boost. Higher costs of other materials and parts figured in the OPA plan, however, with Packard and Studebaker afforded relief for wage adjustments.

With OPA hinting of additional price boosts to come, the latest increases averaged about \$75 per car, and ranged from \$42 for Chevrolet to \$167 for Lincoln. Because retailers' margins already have been trimmed 4 1/2 per cent under prewar levels, the public will pay the latest price hike in full.

### FAMINE RELIEF:

#### U. S. Share

Government expectations of shipping 400 million bushels of grain to needy areas during the year ending June 30 prompted the U. S.'s deputy member of the combined Allied food board to tell congress that "this country need not feel ashamed of the job that has been done" in aiding the distressed.

Indirectly slapping at foreign critics of the U. S. relief effort, D. A. Fitzgerald pointed up the extent of America's overseas contribution by revealing that this country will have a reserve of only eight-tenths of a bushel of wheat per person at the end of this crop season compared with Canada's three bushels, Argentina's two, and Australia's one and one-half.

In addition to shipments under the relief program, the U. S. has furnished 72 per cent of the United Nations Relief and Rehabilitation funds and 83 per cent of the wheat UNRRA has purchased, Fitzgerald said.

While the grain trade expected an extension of the government's bonus payment for delivery of wheat, department of agriculture officials declared there was no thought of carrying over the premium except in cases of farmers unable to make immediate shipment because of crowded elevators.

### BIG BUSINESS:

#### Ford Balance Sheet

The Ford Motor company fell from the ranks of billion dollar concerns in 1945 but still possessed over 800 million dollars in assets, a study of the firm's annual balance sheet filed with the Massachusetts tax commissioner showed.

In the absence of yearly Ford disclosures of sales and earnings, the Massachusetts report constitutes the only indication of the company's financial position. The Ford family holds the major bulk of the 3,452,900 shares of capital stock of \$5 par value.

A breakdown of the Ford assets of \$815,515,214 as of December 31, 1945, showed a cash account of \$421,712,270, including notes, receivables, patent rights and trademarks; machinery and equipment valued at \$168,267,325; real estate, \$115,160,512; inventory, \$101,926,042, and reserves, \$22,720,090. Though under the one billion dollar mark of 1944, total assets increased approximately 125 million over 1939.

### Mother Love Wins Out



Feeling that she would be unable to show her new-born baby to people because he was not "sweet and pretty," Mrs. Marjorie Ashe of Chicago, Ill., left the infant behind and vanished from Illinois Central hospital on the day she was to return home. After her broken-hearted husband, James, 27, took the gurgling 10-day-old child home, Mrs. Ashe was found wandering in a dazed condition in the Union depot in Burlington, Iowa. Quick to forgive, her husband flew to bring her back and after they embraced each other and enjoyed a good cry, he exclaimed: "Am I happy now! She's been sick, but she's all right now. And we both think we got the most beautiful baby in the world!"

### TEXAS HAIL:

#### Extensive Damage

A record number of insurance claims piled up in Texas following recent violent hail and wind storms which swept through the state for 10 days and caused millions of dollars of damage to buildings and field crops.

With the National Board of Underwriters setting up a special office in San Antonio to handle the mounting claims, insurance loss in that city was set at about \$2,500,000. Hail-stones hitting San Antonio ranged in size from golf balls to large stones, measuring 9 to 15 inches in circumference. Wind velocity was reported at 82 miles per hour.

Lumber yards averred that there was not enough stock on hand to repair the damaged roofs already reported. In Fredericksburg, roofs were so badly battered that 1,000 homes were made untenable. Crop damage in East Texas alone was estimated at \$1,000,000.

## NEWS BEHIND THE NEWS

By PAUL MALLON

Released by Western Newspaper Union.

### FEEDING STARVING WORLD TOO BIG A JOB FOR US

WASHINGTON. — The food campaign is running into ever-deepening difficulties.

The sweeping publicity campaign to induce Americans to save for the hungry in the rest of the world ceased the moment the coal strike became serious, but only temporarily. There was no use considering food saving when a fuel tie-up and transportation curtailment threatened spoilage of indefinite proportions. But the tenor of the campaign had made everyone believe that the problem of alleviating world hunger was simply dependent upon a resolution by the American people to eat less.

Any objective investigation will prove these following greater facts to the contrary:

(A) No matter what our savings, we will not be able to give the world the bulk of foods we have promised.

(B) We have moved so late that we are not simply taking food from our tables, but have become involved in promises which will cause a fast and sharp decline in our own food production.

(C) For this year, and possibly two or three, we will get less meat, butter and cheese than in the war years of rationing. Our diets will be changed to cereals, vegetables and fruits which should be available in sufficient quantities to stave off hunger here.

The need of many sections of the world for food has now been established beyond question, although the earlier whooping-up campaign contained much hokum about non-existent needs. An army news resume currently quotes Brigadier General Fisher of our occupation forces as saying the German farms are the most prosperous in the world today. Another similar report of equal authority says there are no starving Bavarians. The British ministry has announced sufficient stores of food in that nation to meet rationing quotas in all lines, even butter and cheese which are practically non-existent in "white" markets here.

### WHERE SHORTAGES ARE

The European shortages are largely in the Russian occupied areas, plus Italy, Greece and some parts of France. The two ships diverted from England by headman La Guardia of UNRRA, went to Russian occupied zones. Yet the need in actual hunger areas is real. So is it also on the other side of the world, in India, China and the Philippines.

To meet these needs we have entered upon a complete upsetting of our economy to the point of promoting further reduced production, particularly of livestock, all forms of animal foods, poultry, hogs, sheep, dairy and beef cattle. Our beef cattle population, which last year numbered 83 million, has run below 80 million and is going down fast. On a prewar ratio to population, we should have over 100 million beef cattle. The pig crop has been limited to 31 million, which is about three-fourths of what could be considered normal.

These curtailments were forced because wheat and corn feed stocks have been cut in order to send them to the rest of the world. In short, by sending feed abroad we can do no more than produce three-fourths our usual number of pigs. A government order denies chicken feed to any poultry raiser having more than 80 per cent of the number of chickens he had last year. This will force a 20 per cent reduction in poultry population. While there are no particular restrictions on beef cattle feed, it cannot be purchased, and unless the farmer has corn, oats and hay, he must sell his cattle. Similarly, the government is promoting the sale of hogs, at lighter weights than usual—which will decrease production further.

### FUTURE FULL OF 'IFS'

Where we go from here is a problem of many "ifs." If we do not undertake a world food export program another year, we may restore normal livestock supplies in two or three years. Only poultry and pigs can be restored in less time, and pigs require about nine months. If we have a good crop, our own food situation will be no worse than related above, but the optimistic government expectations on the wheat crop are already running into doubt.

## Come up to Cool COLORADO

By EDWARD EMERNE  
WNU Features.

"GOLD!" The magic word was spoken. It was heard and repeated. Gold in Colorado for the taking. Nuggets as big as turkey eggs all over the mountains. As the story traveled, it was embellished in retelling. Overnight in 1858, "Pikes Peak or Bust" became the nation's slogan.

Men of every nationality, occupation and station in life joined the Pikes Peak gold rush, one of the great mass migrations in America's history. They swarmed into the Colorado mountains, whooping it up as they went. In their wake followed farmers to settle in the fertile valleys. From Texas, across the open grasslands, were driven herds of longhorn cattle.

Down south in Georgia, W. Green Russell heard about it. He organized a party of 30 or 40 miners and set out for the Pikes Peak region, hardly sleeping until he reached the banks of the South Platte and made camp. Within a month he had been joined by 400 others and the settlement was dignified by the name Auraria, in honor of Russell's town back in Georgia.

Thousands of others were on their way. A year later General Larimer crossed Cherry creek, took possession of some cabins and named the settlement Denver City, in honor of Gen. James W. Denver, governor of Kansas. (At that time, Colorado—as yet unnamed—was a part of Kansas territory.) Wild days followed on that 960-acre townsite. Thousands of excited people thronged the dusty streets.

Soon Denver was the Mecca of the Mountains. A printing plant was brought from Omaha, and the Rocky Mountain News made its debut (1859). Soon thereafter the Herald was founded. The files of those early-day newspapers tell a story of lusty life in Denver, of gambling, Indian scares and promised riches for all men.

The Denver scene was re-enacted



JOHN C. VIVIAN  
Governor of Colorado

Gov. John C. Vivian was born in Golden, Colo., not far from Denver and state capital. He is a graduate of the University of Denver. His profession is law. He served as lieutenant governor from 1936 to 1942.

oradoan knows that. Cowmen, sheepmen, beet growers, truck gardeners, fruit growers, hay ranchers and general farmers must have water. They got it. They dug wells deep in the ground. They constructed dams in the canyons to store the melted snow; they dug canals and ditches; they irrigated the rich, thirsty soil.

They homesteaded in the Great American desert and they made it bloom. The beet and potato industry around Greeley, founded by the old Union colony, is a monument to pioneers in irrigation. All along the South Platte basin, from Denver and Fort Collins to Sterling and Julesburg, is a mighty agricultural empire. The Arkansas river waters developed a famed valley that produces beets, melons, fruit and garden truck for the nation. From Canon City through Rocky Ford to Lamar and the Kansas line is another agricultural wonder brought about by irrigation.

In between the rivers, the non-irrigated farms and ranches now produce wheat, corn, hay, beans, potatoes and other crops. Thousands of head of sheep and cattle are grown and dairying is statewide. The Western Slope, the San Luis valley, and all mountainous areas below timberline are havens for farms, ranches and orchards. Snow-capped peaks often look down on blossoms in the valley below.

With raw materials near at hand, Colorado progressed industrially too. Mills were built to process the ores. Steel plants grew up at Pueblo, the Pittsburgh of the



SUGAR BEET FACTORY . . . At Brighton. Colorado is a leading producer of sugar, made from sugar beets.

ed a hundred times. Boom towns grew overnight at Cripple Creek, Leadville, Central City, Creede and scores of other places. Prospectors clambered over the hills. Nuggets were found. Rich veins of ore were uncovered. There were millionaires created—Winfield Scott Stratton, H. A. W. Tabor (of "Silver Dollar" fame) and others. Men blustered, gambled, drank, fought and died during the score of years that followed.

But slowly the truth about Colorado emerged. The facts were not all pleasant ones. The territory was incredibly rich — there was no doubt of that. There were great stores of silver and gold. There were rich and fertile soils. There were other resources — lumber, coal, building stone and a marvelous climate. There was deep snow in the mountains, but there was little rainfall on the plains. The nuggets were soon picked up. The "free" gold was gone and hard-rock mining had come to stay. Gold and silver were buried deep in the granite, defying quick wealth. Men who had sought a soft and easy life were confronted with stark reality. Colorado was no Garden of Eden. They would have to work—and work hard—for whatever they got. And they couldn't live on fresh air and mountain scenery.

Colorado weighed each man among them to find his worth. There was work to be done, and it took strong men to do it. The weaklings, the ne'er-do-wells, the misfits were eliminated. They departed with a curse on their lips and hatred in their hearts. Those with courage, strength, hope and vision stayed.

First, the miners set to work. They did not know the extent of mineral reserves in the Colorado Rockies — and they still don't

know. Many veins have been merely tapped and new ones are constantly being discovered. In spite of all obstacles, Coloradans have dug and blasted three billion dollars' worth of precious and industrial metals from the granite warehouses within its borders. More than 250 minerals have been discovered within the state, between 35 and 50 of them now being extracted for market. Colorado is first among the states in vanadium and uranium, third in gold, fourth in tungsten, fifth in silver, sixth in lead, seventh in copper and fifteenth in zinc. It leads the world in molybdenum production.

These Coloradans probed and blasted and swore, as they went deeper and deeper into the granite treasure chest. In 1862, A. M. Cassey drilled in a canyon near Florence and struck oil, after petroleum had been found bubbling on the surface of Oil creek. They found Colorado shales containing enough recoverable oil to equal present production for 50 years. The recently opened Rangely oil field on the western slope is the most sensational find in years. Natural gas was discovered over a wide area, and helium gas struck in Las Animas county.

Beneath the surface of the good earth they found coal, too — enough of it to last the nation for 700 years! Colorado ranks first among the states in coal reserves, most of them in the San Juan basin, Moffat county, all along the Utah border and extending under the foothills on the eastern slope from the Wyoming border to New Mexico.

The Colorado plainsmen were sited, too, and the unfit were blown out, starved out and sent back home. Where there is life there must be water — every Col-



Snow Mass Lake and Haggerman Peak, near Glenwood Springs.

Rockies. Colorado has foundries, brick kilns, canning plants, sugar factories, food processing plants, creameries, cheese factories and scores of other manufacturing plants. Colorado's granite, marble, limestone, sandstone and lavas are known to builders the world around. Sawmills still flourish near its great forests.

Colorado clasped its riches tightly to its bosom and said, "you can have them — if you deserve them." The men and women of Colorado accepted the challenge. They conquered the mountains and plains. They built cities and factories and schools. They blasted highways out of solid granite. They made it easy for others to "Come Up to Cool Colorado," where the sublimity of the Rockies inspired Katherine Lee Bates to write "America the Beautiful."