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## WEEKLY NEWS ANALYSIS

By Edward C. Wayne

### New Violence in Nazi Aerial Blitz Aimed to Cripple British Shipping; Destroyer 'Lanes' Across Atlantic Urged to Replace Hard-Hit Convoys

(EDITOR'S NOTE—When opinions are expressed in these columns, they are those of the news analyst and not necessarily of this newspaper.)  
(Released by Western Newspaper Union.)



Hailed by some experts as one of the really great military exploits of all time has been the sweep of the British forces against the Italians in Africa. Shown here with two of his aides is the British commanding general, Sir Archibald Wavell, (center). General O'Connor of the British forces is shown at left and Australia's General Mackay at right. Real test of Wavell's military genius would come if his troops should clash with Hitler's in the Balkans.

#### AERIAL: Blitz Grows

Nazi Germany brought out its heaviest air blitzkrieg, perhaps as a "workup" of an invasion attempt, and the results were not too happy, as far as the British defense was concerned.

The first three days of the main attack were directed at London, Liverpool and Bristol, and while the damage was heavy, and casualties correspondingly high, British aerial leaders were jubilant over the fact that 30 German attackers were shot down, and gave the credit to the night-fighting air arm, the anti-aircraft batteries, and a "new weapon."

This latter, it was later explained, consisted of some sort of anti-aircraft shell which contained coils of wire, which unwound when the shell exploded with lethal effect on enemy planes.

However, later news was not so favorable. The opening attack was followed by another terrific blast at Bristol, one at Glasgow and a third at Hull.

The first two cities, in a single night, reported around 1,000 casualties, and the blast at Hull was reported to have been even more severe. The British apparently figured that they might as well abandon any attempt to disguise the towns attacked, at least in news dispatches.

At first they would simply designate the town as "a northeast town" or a "town in the Midlands" or a "southeast town," and then, within minutes, the German releases would be out with the name of the city, and what observers reported from there.

This British reticence continued up to and including all the attacks except that on Hull. In this case, the morning dispatches said "a southeastern port town," but the afternoon papers were able to carry the story under a direct Hull date-line.

It was apparent that Hitler's air men were not trying day attacks, being satisfied with heavy night bombings in large force.

One after another they were trying to knock various British provincial cities out of the picture. Charts were being printed showing it was costing Hitler an estimated \$43,000 to kill each civilian slain in air-bombing.

Britain published her losses since the start of the war at 25,000.

The ominous character of the raids on Bristol, Glasgow and Hull were that although the German raiders came over in large numbers, judging by the weight of bombs dropped, in two nights the total British claims of bombers shot down was exactly two.

Prior to this attack, British commentators had been proudly saying an estimated 3 per cent of the bombers were being shot down, and that if this figure could be raised to 10, then the German air force could not stand the strain.

Those observers who saw in the heavy blitz from the air a prelude to an invasion attempt, while they were numerous, ranged all the way from "any day" advocates to one high Japanese official, who, at 10,000 mile distance, blandly announced that the "Germans would land on British soil in a matter of hours."

#### CONVOY: Or Lanes?

Britain was sticking to the convoy system, while American shipping experts suggested abandoning it, and substituting the "lane protection" system, which seemed full of typical Yankee ingenuity.

The Great Circle route, about 2,000 miles long, according to this project, was to be patrolled with at least 50 destroyers, each of them given 50 miles to patrol 10 times a day.

That would mean that every 2.4 hours a destroyer would pass any given spot in the lane, and with a constant lookout, should be able to spot enemy submarines.

The plan would be putting 40 destroyers on the lane, with 10 allowed to be in port refueling and getting supplies.

Advantages were these—not only a better lookout and more warship strength for protection purposes, but a much more efficient use of ships. For under the convoy system, if 40 ships are gathered together, the speed of the fastest is the speed of the slowest.

The proposed Traffic Lane Plan would permit the faster vessels to move at top speed from one side of the Atlantic to the other, permitting them to take many more loads, in the long run. They would sail from destroyer to destroyer, and it would be the latter's duty to keep the lane clear of enemy raiders.

And the present great hazard, of jumping 40 or 50 slow-moving vessels together for a mass target, would be removed.

#### Plan Debated

As an interesting background for this very question of convoys, and how they ought to be conducted, Washington debated the statement of the Committee to Defend America by Aiding the Allies, chief advocate of the lease-lend bill, urging that the U. S. provide guards for convoys.

The President, conferring with the press, dismissed the question, saying there had been some reports to that effect, but that he had paid no attention to them.

However, in view of the Committee's action, it was believed that the President was more interested than he was willing to admit. British authorities, also, it was learned, were expecting the United States to do something along this line.

It was recalled that the British naval leaders had said that they had men enough on hand to man the entire U. S. navy, if necessary, and this was taken to mean that Britain was prepared for a "lease-lend" of more naval vessels.

There were two possible plans being discussed:

1. The transfer of more destroyers and possibly cruisers to Britain so they could be assigned to convoy service.

2. An extension of the neutrality zone further into the North Atlantic to keep the Nazi warships away further, and/or to permit U. S. naval vessels to patrol those areas and release the British ships for the more distant patrol duty.

The navy department transmitted to ship operators the news, sent to the U. S. by Churchill, that Nazi raiders and submarines were operating inside the forty-second meridian of longitude, some of which is within the present neutrality zone.

#### STRIKES: Hold Attention



Here are some of the pickets which surrounded the Harvill Aircraft Die Casting corporation plant early in the labor dispute there.

See Below

Two strikes, one big in volume and the other involving only 423 men, but holding a vast menace to plane building, held the attention of those in charge of production management.

The big strike was at the \$5,900,000 construction project at Wright field, Dayton, Ohio, huge testing ground for army airplanes. The strikers were refusing to negotiate, saying "we'll go back to work as soon as they chase those other fellows, (non-union members) off."

This was a strike of the A. F. of L. building trades unions of Dayton. It seemed, to the public, a picaresque matter. The work of thousands was being held up by 400 A. F. of L. men, who objected because an electrical subcontractor put 4 C.I.O. men to work.

The contract of the electrical subcontractor was held up, and the men went back to work. The contract finally was reinstated, and out went the men again. There was talk at this point of the government taking over.

The other strike was that of the Harvill manufacturing company, an organization headed by a 42-year-old former soda jerker who invented a process for casting airplane parts from aluminum and magnesium, light metals.

Harvill's plant, employing only 423, makes parts for practically every big plane manufacturer on the Pacific coast, including such giants as Boeing and Lockheed, Douglas and Vultee, Vega and North American.

The men were asking raises from 50 to 75 cents an hour, and the strike, according to Harvill himself, was threatening plane factory shut-downs that would throw 60,000 out of work and would jeopardize the construction of thousands of war-planes.

This the workers denied, saying that the factory was well ahead of the needs of the other plants. Here, too, the government and the defense administration were looking with an anxious eye, wondering how far to go to break the walkout.

#### TURKEY: Green Light?

The Bulgar-Greek front continued to teeter on the brink of war, and observers were interested to hear through "grapevine" channels that Soviet Russia had given Turkey the "green light" to go ahead and defy Germany.

Whether this was wishful thinking or not, many of those on the scene considered it was sound politics and even sounder diplomacy.

They harked back to the old statement, which has been held to since the beginning of the war, that Russia's long-range policy would be that of a "fisher in troubled waters," that she would egg on the weaker party against the stronger, particularly where this suited Russia's convenience, and then step in for her own personal grab.

They pointed to the Polish experience, and the Rumanian outcome as proof of this contention.

Just as Yugoslavia was tottering and about to be forced to sign a Nazi pact after showing plainly that her sympathies were on the other side, and just as the British had landed 300,000 men in Macedonia and Thrace, and were said to have more on the way, and just as Turkey was debating whether or not to "toss in with England," came the dispatches about Russia's attitude.

Russia was soundly placed in this position. The Soviet is friendly with the Bulgars, also with Yugoslavia, both by race and general sympathy, and especially with Bulgaria because of her location on the Black sea.

Russia had picked up half of Poland, a huge slice of Rumania, and was sitting with her legions ready to grab off the Black sea coast of Rumania if the slightest chance offered.

## Washington Digest Protection From Sabotage Described as Inadequate

Civil Service Asks for More Investigators; Defense Heads Act to Avert Shortage Of Farm Labor This Summer.

By BAUKHAGE

National Farm and Home Hour Commentator.

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WASHINGTON. — As the United States, under the lease-lend law, literally becomes the arsenal of democracy, officials lament their lack of facilities for protecting that arsenal from the enemy within our gates.

If you are a fist-rate saboteur or enemy agent you have only one chance out of three of being spotted by the Civil Service investigators before you are hired in a government plant or arsenal or navy yard.

That in substance is what Civil Service Commissioner Arthur Flemming told a senate committee the other day when he asked for a supplemental \$320,000 appropriation to increase the number of investigators who check the record of applicants for government defense jobs.

Even with the close co-operation of the Federal Bureau of Investigation and the army and navy intelligence the records of only one-third of applicants put on the government payroll for these jobs can be properly examined, Commissioner Flemming revealed. Efforts are now being made to get congress to increase the funds for carrying on this important work.

There is always a certain routine checking on every worker who applies for a government defense job. The police department records in the applicant's home community are examined; the Federal Bureau of Investigation (the G-men, so-called) checks the fingerprints to see if they are identified with those of an offender. And finally the army and navy intelligence files are available to the Civil Service commission investigators in Washington.

This procedure identifies the enemy agent or criminal or other person with an unsavory record who has already run into trouble and been found out. But the previously unidentified and potential offenders have to be spotted by the understaffed 13 district offices or the headquarters of the Civil Service commission in Washington itself.

Commissioner Flemming told the senators that since starting to recruit civilian defense forces Civil Service investigators had disqualified 16 per cent of the applicants examined "on the ground of disloyalty or weak character."

Senator Lodge of Massachusetts questioned the commissioner on the type of person disqualified. Mr. Flemming gave an example:

"One applicant for the position of gas welder in one of the navy yards, our investigation developed, was seen at communist meetings, attended a communist school in Wisconsin, was an active worker for the party, passed out communist literature and books."

Others have been found to have had bad records as far back as in the previous war. The Civil Service commission says it needs more money to stop the saboteur before he begins his sabotage.

#### Prepare to Avert Farm Labor Shortage

How are the farmers going to get those 3,000,000 extra farm hands they need in the summer months to get in the crops?

While the national defense program is snapping up a lot of farmhands and getting them jobs in factories it is also trying to provide a practical method by which the farmer will get what he wants in the way of extra labor when he wants it.

Of course what William Knudsen and Sydney Hillman need right now is men to make the wheels go round that turn out armament. But the defense heads point out that the method they have devised for getting the workers they want will also help the farmer in the long run. That method is registration of all surplus labor with the 1,500 full-time and 3,000 part-time state-operated employment offices.

The managers of these offices want all prospective farm hands to register at these offices, too, and are urging the farmers who are going to need help next summer to patronize these state employment agencies, too.

Defense demands may result in a shortage of farm labor later, but one of the big helps for the farmer will be the employment agency. If you inquire at one agency for a farm hand and that agency hasn't any

registered it will consult, free of charge, any or all the other agencies.

#### Spy From Korea 'Advertises' His Work

I have just had lunch with the only spy I ever met who advertised his profession.

"It is most dark right under the lamp," he said to me as he scooped up a sheaf of highly intriguing documents which he had spread on the table before me, slipped them into a worn portfolio and whisked the zipper.

We were sitting at a corner table in one of Washington's sublimated chop suey restaurants.

My spy was one of these plotters but he flaunted his plots before me quite openly. Some secrets may be hidden behind the smiling slits of eyes of Kilsoo Kenneth Haan, for that is his name, but he has convinced at least one senator that that information which he has turned in gratis to various secret agencies of the government is very welcome.

#### Hates Japanese.

Haan is 41, short, engaging, an oriental cherub in glasses, with a cast of countenance that would make you think he was a Japanese (which, he says, some Japanese do). But his calling card says that he is head of the Sino-Korean Peoples' league. And Koreans love the Japanese as the Pole loves the German.

Briefly Haan's history, as he tells it, is this:

He was 10 years old when the Japanese took over Korea and his first memory of that tragic event is the view he got from his hiding place under a chicken coop when the soldiers marched into his village.

Haan soon left for Hawaii. Then one day, five years ago, because he had been active among his fellow Koreans, he was approached by a member of the Japanese consulate in Honolulu who offered him a job helping to organize all Orientals in a sort of pan-Asiatic movement under the Japanese. The next year, when a delegation of American congressmen visited the islands to study the possibility of Hawaiian statehood, Haan told them all he knew in a public hearing.

A part of the documents he showed me was a letter from a senator thanking him for his services at that time in exposing the grandiose Japanese scheme. That was Haan's first advertising of his chosen profession. He was soon to get more. The Japanese press attacked him. He was spat upon in the streets. His life was threatened.

#### Comes to America.

The next year he came to America with one chief objective, he says, and it was in describing his purpose that he quoted the proverb about the lamp.

It is well known that Koreans, some of whom can pass for Japanese and many of whom live in Japan and in the occupied portions of China, maintain a voluntary spy system and grapevine telegraph. They still hope to win back their independence.

Haan claims that he wants to secure the financial and moral support of the United States government to create a real co-operative Korean spy system against the Japanese.

His method of advertising the ability of a Korean to get information from the Japanese is to get it himself. He told me of his latest adventure over the chicken chop suey and tea: From his Korean friends in Japan Haan said that he had learned that two Japanese reserve officers were on their way to the United States to prepare Japanese in this country for a war. They were bearing a notorious text book of propaganda and procedure, the translated title of which is "Three Power Alliance and Japan-America War."

Haan set out to locate the officers and get the book, first notifying certain authorities in Washington of his intention. The task seemed so impossible that one man, who needn't be named, bet \$25 that the indefatigable Korean couldn't succeed.

The book, according to Haan, is now in the hands of the proper authorities here and he has \$25 in his pocket. How he got it is another story.

## Britain Fights Food Hijacking

Scotland Yard Is Kept Busy Hunting Receivers of 'Hot' Foodstuffs.

LONDON.—Scotland Yard reports increasing activity by organized gangs of food "hijackers" and "boot-leggers" and moved swiftly to hunt out receivers and distributors dealing in "hot" foodstuffs.

Detectives said the hijackers apparently were well-organized. In many instances, stolen food trucks were found empty and abandoned within an hour after being seized in tactics reminiscent of the Al Capone days in Chicago.

Latest theft reported was that of a lorry laden with cases of eggs valued at \$1,400. The empty lorry was found shortly after it was reported missing.

Scotland Yard's ace sleuths reported that the hijackers shadowed their quarry to learn the movements and habits of the driver. As soon as the truck was left unattended for a moment, the hijackers raced away with it.

They rushed the stolen goods to a hideaway where the cargo was transferred to another truck, or to a secret depot, or sometimes directly to the food "fences."

#### Cut for Hijackers.

Detectives said that the hijackers took a cut of 50 per cent of the value of the "hot" food. Hijacked beans, biscuits and bacon, they said, usually were distributed by "fences," among hole-in-the-corner shops and small cafes, whose owners were willing to run the risk of dealing in illicit goods.

One suspected restaurant, detectives said, offered a menu of steaks, chops, lamb, bacon, oxtail and eggs, while neighboring cafes could find no legal supplies of such delicacies.

One truck carrying \$720 worth of groceries was "snatched" from a locked garage. A van loaded with 1,400 pounds of vegetables was whisked away while the driver was making a call. Three such robberies were reported within a week.

#### Soldier Imprisoned.

Even the army has been victimized. Lance Corporal Harold O'Sullivan was imprisoned recently for stealing 107 pounds of sugar from the army supply depot at Aldershot.

It was estimated that \$200,000 worth of cigarettes and tobacco had been stolen in recent months. At one place in the London area thieves masquerading as A.R.P. workers used axes and crowbars to enter premises.

Other large hauls were made at night, indicating that "fingermen" spot deliveries in advance of hijacking.

At Liverpool, during the trial of four dock workers, the prosecution charged that since the start of the war 600 men had been arrested in one police division for stealing from docks. The thieves broke open cases, removed the contents, refilled them with rubbish and nailed them up again.

There has been looting of bomb-damaged premises, but Scotland Yard said that was largely the work of individuals rather than gangs. Sir Gerald Dodson, recorder of Old Bailey, said that looting appeared to be on the decrease.

#### Yashmaks on Sale for Shelter Use in Britain

LONDON.—London stores are featuring yashmaks—yes, yashmaks. Yashmaks, as old as the reticence of Mohammedan women to show their faces in public, have been beautified and are being made in various colors. Yellow, pink and green have top billing.

Alderman Charles Key, chairman of London shelters, said 90,000 of the veils now are ready for shelter use. They are primarily designed to snuff sneezes and prevent infection.

Fashion designers say they'll be popular. If a girl has nice eyes the veils will add "allure," they said, and, on the other hand, if her face is not so nice, a yashmak will help. The veils are designed to fit over the nose and are tied at the back of the head.

#### More British Women Are Half-Smoking Cigarettes

LONDON.—Women of Great Britain are smoking a lot more cigarettes than formerly, but not enough of each cigarette, according to London manufacturers. Rarely does a woman smoke a cigarette to the end, and that wastes tobacco. More than 60,000,000,000 were smoked in Britain in 1940. The ordinary reserve stocks each retailer held are gone. Retailers can obtain only 50 per cent of their usual requirements.

## Design All-Plastic Planes for Canada

New Craft Will Be Used for Training Purposes.

OTTAWA.—Prospects are good for the production in Canada soon of all-plastic elementary and intermediate training planes.

Announcement is expected momentarily of the establishment near Toronto of a plant for the manufacture of plastic "noses" for Avro-Anson bombing trainers, samples of which were successfully test-flown in Canada recently. The plant will be a Canadian branch of an American company which has made considerable progress in experiments with plastic fuselages. A large order for plastic Anson noses will be ready for this company, and the expectation is that production of entire fuselages and wings will follow.

Canadian aircraft manufacturers have a 50,000,000 order for twin-engine Avro-Anson bombers for use in the empire air-training plan. Because of the necessity of redesigning this aircraft, and for other reasons, production has been long delayed, and the circumstances are reported to be such that important reorganization will be necessary in the procurement set-up.

But the plastic experiments have been proceeding without delay and a number of manufacturers are experimenting, both in Canada and the United States.

Within a short time it is expected that a complete plastic Anson fuselage will be ready for test flights, and it is planned to have two or more American-made plastic elementary training planes among a group of 15 trainers to be demonstrated here.

The advantages of using the plastic material are that it is light, durable and much less expensive than metal.

#### Rare Volume on Music

Is Restored to Old Home

FARMINGTON, CONN.—One of the two known copies of what is believed to be the first instruction book on harmony published in the United States has been restored to the town of Farmington where it was published in 1779.

The book, titled "Select Harmony," was given to the Farmington village library by the Connecticut Historical society, possessors of the only other known copy.

Etched copper plates, it is believed, were used to print the hymns used by the deacons when they "lined" the music for singing in the church. It was recalled that the "lining," or setting of the pitch, was arbitrarily decided by the deacon. One deacon's pitching was opposed by some members of the congregation.

One man, more courageous, or more musical than the others sang the way he wanted. He was arrested and convicted of disturbing the peace.

#### Fog, Aviation's Greatest Foe, Conquered at Last

NEW YORK.—Newest accomplishment in the field of aviation is the conquest of fog, the pilot's greatest enemy. According to Dr. Sverre Pettersen, professor of meteorology at Massachusetts Institute of Technology; two of his associates—Mrs. H. H. Moughton and W. H. Radford, also of M.I.T.—have experimented with two successful methods of dissipating fog.

Since fog is known to be the result of warm air passing over a cold surface, one of the methods tried was to place heating units beside the runways. The system was quite successful in dissipating the fog, but the heating unit created a traffic problem on the runway.

The other method—spraying the air with a solution of sulphur chloride—was found to be entirely practical. It left a space of clear air below the fog bank, enabling the pilots to see the runways.

#### Germans Teach a Lesson

To Children of Brussels

BRUSSELS.—Numerous chalk inscriptions "R.A.F." appeared recently on walls, billboards, and sidewalks throughout Brussels.

As a result school children were by order of the burgomaster, compelled to write in their copybooks as follows:

"The German authorities several times have warned us they will not tolerate repetition of certain chalk inscriptions, whose authors generally are the pupils of Etterbeek schools. Those inscriptions were made on school walls, private house walls and sidewalks. We must declare that the German authorities will take serious measures against children as well as parents if the facts complained of continue to occur."