

THE ALAMANCE GLEANER

Vol. LXVIII

GRAHAM, N. C., THURSDAY, APRIL 2, 1942

No. 9

WEEKLY NEWS ANALYSIS

By Edward C. Wayne

U. S. Heartened by Naval Offensive Against Jap Bases in South Pacific; Air Attacks on Port Darwin Continue As Allies Strike Back in New Guinea

(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.)



Dr. Herbert Vere Evatt, left, Australian minister for external affairs, being greeted by Acting Secretary of State Sumner Welles and Richard G. Casey, British minister of state in the Middle East, at the Washington airport. The selection of Casey, former Australian minister to Washington, to serve in the British cabinet, raised a controversy between Australian Prime Minister John Curtin and Winston Churchill. The Australian government disavowed Casey as Australian representative.

ATTACK:

Navy Strikes Twice

A double-barreled attack by a navy task force, the same which had struck with devastating force on the Marshall and Gilbert islands, had been delivered on Wake island and Marcus island, the latter only 950 miles from Tokyo.

The latter attack scared Tokyo so badly that the city ordered blackouts for several days afterward, it was announced.

The delay in announcing these attacks apparently occurred because, in the first instance, the navy force was on the way from Wake to Marcus, and didn't want to "telegraph its punch" on the latter island.

As to the second attack, the need for delay was probably one of two factors, either that the navy force was moving on elsewhere, or else it was on its way back to Pearl Harbor for refueling and resupplying, probably the latter, as the dispatches came from there.

Considerable credit for the four attacks, as the latter two must be considered part of the general onslaught which included the Marshall and Gilbert islands, was given to the commander of the force, Vice Admiral W. F. Halsey.

In the first two the navy had lost a number of planes, but in the latter two battles, the only losses were two planes, both shot down by anti-aircraft fire.

Surprise had been an important factor in both attacks, because at Wake Island three four-motored sea-planes had been found and destroyed before they got into the air, and at Marcus island no air strength of any kind was found.

It began to explain the need for censorship—for the Japs had a nearly completed airfield on the island, and certainly would have had planes there if they'd known our forces were on the way.

Ringside View

One reporter, riding on an aircraft carrier, reported that its planes dumped 12 tons of high explosives on Marcus island alone.

His ringside view of the significance of the battle was that it had shattered an important link in Japan's chain of island bases connecting the country with its southwest Pacific theater of war.

Marcus also had been referred to in dispatches as "Japanese Hawaii," being a base not only potentially great for planes, but for ships as well.

The Wake island attack was not completely a surprise, as the navy surface ships encountered a Jap gunboat seven miles off the island, and before she was sunk with one broadside, she was able to flash word to the shore that the "Yanks were coming!"

The Marcus island attack was in the darkness, but the Wake island battle was in full daylight, the shelling starting at 7:05 a. m. Just how little good a blackout does was shown at Marcus island, where a flight of bombing planes was sent over the island with flares, lighting their objectives, and the first few hits started such huge fires that the other bombing flights needed no flares.

Shortly after the attack on Marcus started the radio station went off the air abruptly. It had been struck by a demolition bomb and shot into the sky.

AUSSIES:

See Turning Point

Whether the Japs were going to turn aside from Australia and concentrate on India had remained considerable of a mystery, but certainly their attack on Australia's outposts had been slowed to a point where the Aussies began to see the "turning point right around the corner."

Australian and American airmen were carrying out almost non-stop raids on New Guinea, the Solomons, New Britain and other objectives north of the continent, and their daily reports of planes destroyed showed that they were biting a considerable piece out of the Nipponese strength in the air.

The Japs continued their bombing attacks on Port Darwin, also on Katherine, but the effectiveness was showing a downward curve. Apparently the main Japanese objective was Port Moresby, on the southern end of New Guinea, a perfect hop-off point for air attacks on north-east Australia.

By land, through a big valley on the island, they were approaching the Australians' defense positions around the Port, while through the air, from Salamaua and Lae, they had been raining bombs on the town, attempting to soften it up for attack by land.

It was at these two bases, Salamaua and Lae that the Australian and American bombers had been concentrating their attack. And the results had been favorable.

LABOR:

Co-operates in War

It was felt that organized labor had made an important contribution to winning the war, also to peace in industry during the war effort, by a decision reached simultaneously by the A. F. of L. and the C.I.O. to yield their demand for extra pay for holidays.

The executive board of the C.I.O. recommended to all its unions that they forego all overtime pay for Saturdays, Sundays and holidays when such work was done within the boundaries of the 40-hour week.

William Green of the A. F. of L. at the same time issued a statement that his organization had "assured the government that it would waive the double time payment for Sunday and holiday work in all war industries for the duration of the war."

Philip Murray, however, said he wanted it clear that the unions would not relinquish their demand for overtime for work done on the sixth or seventh days of the ordinary 40-hour work week, regardless of what days they fell on.

The request, union men said, had been made by President Roosevelt and War Production Board Chief Donald M. Nelson.

VOLUNTEERS:

Get 40 Planes

The initials AVG, American Volunteer group, or the "Tiger Fliers" of the United States, still held the spotlight of attention when it came to knocking out Japanese planes.

Their latest exploit had been to fly over the main Jap airbase in Thailand, Chiengmai, with such a perfectly timed offensive that they were able to shoot to pieces 40 enemy aircraft on the ground, before the Japs could get the motors warmed enough to get into the air.

INDIES:

New Losses Reported In Battle of Java

The battle of the Indies was over, but not dead, for in the daily news came dispatches, some good, some bad, telling more about it all.

One, for instance, had raised the toll of the Battle of Java Sea for the United States by admitting the loss of two more "four-stacker" destroyers.

That they had partially escaped had been learned when the announcement said that they had last been heard from in the waters south of Java.

The Battle of Java Sea had been fought almost entirely north of Java.

Favorable were the dispatches which had begun to filter through showing that Bataan was not the only point in the southwest Pacific where land resistance was continuing, for the Japs were reported being forced to retreat from some of their positions in Sumatra.

That the Aussies were cognizant of this fact had been seen in Prime Minister Curtin's message to the Dutch to hang on, that aid was coming to them in the form of an Australian and American offensive.

It was of the same tone as MacArthur's words to his men at Bataan, fighting under General Wainwright, that "I came through the Jap lines, and I'm coming back again."

CONDUCT:

Strange Union Case

One of the strangest cases in the annals of war work and organized labor had occurred in Detroit, where a girl had been accused by her fellow-workers.

This young woman, Genevieve Samp, 25, had a war job in a Detroit plant, and the charge was that she had been guilty of "conduct unbecoming a union member."

Technically she had been guilty, the union said, of causing trouble by disparaging the efforts of her fellow workers.

Members of the union had said if she was absolved, those bringing the charges would face trial.

The girl said this was what occurred: She had had the job of packing in boxes certain gadgets which came down a series of chutes from automatic inspection machines.

The other girls were handling two chutes each, and one other girl were handling three each. Miss Samp said "One girl squawked about me being a job-killer." She said she told the girl it was easy to handle three chutes. Wise-cracks went back and forth, she said, and she was suspended.

PARTS:

And Profits

An aircraft parts concern, the Jack and Heintz company, makers of airplane starters, which held \$58,000,000 in government contracts



WILLIAM S. JACK
A silver-lined aftermath.

after being organized in 1940 with \$500 capital had furnished the nation's readers a brief scandal, then a silver-lined aftermath.

Testimony before a congressional investigating committee revealed that the concern distributed \$650,000 to workers last Christmas, and that Jack's secretary was paid \$39,356 last year and \$18,295 for the first ten weeks of this year.

Some of this Washington could understand, but they questioned payment to the company's comptroller, a young man who came to work for \$3,600 and 46 days later was handed a bonus of \$11,000, and a few weeks later given another \$1,200 bonus and a \$1,200 salary raise.

The partners came back from Washington, announced a voluntary cut of their profits to 6 per cent, and that their own salaries would be cut to \$15,000 a year each.

Their employees welcomed their return from Washington with loud cheers, and the banging of their tools on their benches when the partners said the bonus system to employes for heavy production would be continued.

War Munitions Made in Caves

Chinese Army Supplied by Hidden Workers Who Prove Efficient.

WASHINGTON.—How Chinese workers, inspired by patriotic determination to defend their country against Japanese aggression, are managing to meet the highest American machine-shop standards in the manufacture of war equipment in factories housed in caves and dug-outs, was described today by A. Manuel Fox, United States representative on the five-man Chinese stabilization board.

Mr. Fox, who returned recently from an eight-month stay in China, is here mainly in connection with the \$500,000,000 loan that the United States is granting to China in addition to the \$200,000,000 that Great Britain has set aside for the same purpose.

The United States loan, because of both its size and the speed with which it was granted, will have a most reassuring effect in China, Mr. Fox said. It will be hailed, he said, as further evidence of American confidence in the Chinese nation and will have important effect in maintaining the value of the yuan.

Prices Increase.

Though there is nothing like uncontrolled inflation in China, Mr. Fox said, prices of manufactured articles have increased because of bombing and the cessation of imports. A pair of custom-made shoes, which cost \$16 six months ago, cost \$24 now. A trip by ricksha that cost only a few cents a year ago costs eight Chinese dollars today.

Food prices, however, have been kept down by large government purchases of foodstuffs combined with the levying of taxes in kind, which assured the government of ample stocks until next September, with a bountiful harvest in sight, Mr. Fox said.

Another purpose of the loan, he pointed out, will be to foster increased industrial and agricultural production. The government, which has difficulty in finding the liquid assets because of war demands, will be able to grant credits to small manufacturers who, in little arsenals all over unoccupied China, are turning out munitions. There is very little probability that the loan will be used to pay the Chinese armies, he declared.

Chinese Morale High.

When he left China by a circuitous route, in the course of which he traveled more than enough miles to go half way around the world, Mr. Fox saw munitions pouring up the Burma road and Chinese soldiers pouring down. Chinese morale was high and there was complete confidence in the successful outcome of the war, especially now that the United States is in it, he reported.

Mr. Fox said he thought the physical transport of gold or silver bullion to China to implement the loan would be unnecessary. The official rate for the "fapi," the local currency in Chungking based on the Chinese dollar, is about 20 to the American dollar. On the "black market" the rate is 40 to the dollar, but government control is so effective that the market is very thin.

Perfect Pearl, Formed In Coconut, Is Found

MIAMI, FLA.—A perfect pearl formed within a coconut, a rare wonder of nature, is on display here to guests of Dr. David Fairchild, founder of the Fairchild tropical gardens. Its structure is like an oyster pearl's, except that "it is formed up in the sunshine of a tree-top instead of the slime and mud of an ocean bed."

Dr. Fairchild said a Chinese copra buyer gave him the pearl in February, 1940, when he was on an expedition to Celebes, Dutch East Indies. He said there are only 20 or 25 in the world.

Explaining the growth, Dr. Fairchild said: "Everybody knows that a coconut has three eyes. If that nut contains an embryo, the young plant cannot emerge. In some strange way it begins a chemical action which builds up layer after layer of carbonate of lime—the pearl."

U. S. Army Declares Eire Out of Bounds for A.E.F.

BELFAST, NORTHERN IRELAND.—The Belfast telegraph said that United States army headquarters in Northern Ireland had issued orders making Eire "out of bounds" for the American troops.

British troops are permitted to cross the frontier from Northern Ireland in civilian clothes and many unofficially spend their leave from this blacked-out area among the lights and well-stocked restaurants of nonwarring Eire.

Crush Nerve and Paralytic Can Walk

Doctors Tell of Marvelous Results of Surgery.

LOS ANGELES.—Mason Hohl, 18 years old, was given a perfect rating in his medical examination at the University of California at Los Angeles. Doctors probably wondered how he got that two-inch scar on his right leg, just below the knee. But they didn't ask.

Young Hohl didn't mention that it was his only physical reminder that he barely was able to stumble along only 18 months ago, badly crippled by infantile paralysis.

Now he's a member of the R.O.T.C. unit and walks and runs as easily as any of his fellow cadets.

Dr. Anthonie van Harrevel and Dr. Harvey E. Billig Jr., a lieutenant in the navy medical corps, told how they discovered a polio treatment which effected marvelous results on five patients.

The treatment consists of crushing an entire nerve, degeneration of which caused paralysis in the muscle. As the nerve fibers struggle to re-establish connection with the muscle, they grow and multiply by division. Thus they eventually motivate not only the muscle fibers which the nerves supplied before the crushing but many times that number.

Hohl and the next three patients underwent operations in which incisions were made on their legs.

The fifth was a 42-year-old woman who became an infantile paralysis victim in 1904. Instead of surgery, manual pressure was exerted against the femoral nerve in the thigh. Muscles supplied by the nerve had improved so much that she now can straighten her knee.

The next step is to determine to what extent manual pressure will crush nerves and thus obviate surgery.

Briton Who Painted 'SOS' To Free Ship Gets Medal

LONDON.—Thomas Huggett, a steward aboard the German-captured 8,046-ton tanker San Casimiro, received the British empire medal for his feat a year ago in surreptitiously painting a three-foot high "SOS" deck sign, which enabled British patrols to recapture the ship.

The San Casimiro was taken by the German battleship Gneisenau last March in the Western Atlantic, and a prize crew under Lieut. Otto Grenz was put aboard her.

As the tanker neared England en route to a German-held port, a British plane from the aircraft carrier Ark Royal flew over. Mixing a paste of flour and water Huggett evaded the prize crew, found a bit of uninhabited deck and painted his big sign. When the Nazi commander discovered it, he told Huggett: "My compliments. A nice job. Now scrub it off."

But a British plane had spotted the sign, and in a short time the British battle cruiser Renown appeared on the horizon and recaptured the ship.

Blackout for Hen Houses; Normal Light for Laying

BERKELEY, CALIF.—Poultrymen who for years have illuminated their poultry-houses in winter to fool the hens were advised to discontinue the practice during the war.

W. E. Newlon, a specialist in poultry for the agricultural extension service of the University of California, explained that blackouts made it necessary to turn out the hen-house lights now and then. This confused the hens even more than the continuous wintertime illumination, and its results were less fortunate.

Artificial light, he said, advanced the period of peak egg production but it did not boost the total annual production and its irregular use was detrimental. During the war emergency, he declared, "total egg production is more important than seasonal production."

Just Yell for Smith and You'll Get Air Warden

PEORIA.—A new civilian defense problem—the Smiths—has arisen in a five-mile-square area embracing East Peoria and its suburbs, in Tazewell county.

Residents of a trio of adjacent locations there are wondering how to avoid Smith-confusion when they start yelling for their chief air-raid warden during any potential aerial bombings. Claude Smith, Clarence Smith and Clyde Smith are the chief wardens for, respectively, Creve Coeur, East Peoria and Washington road, a highway connecting five thickly populated subdivisions.

None of the Smiths have middle initials, nor are they related. All three are First World war veterans.

Washington Digest

Administration Worried By Specter of Inflation

Idle Dollars Source of Concern as Secretary of Treasury Studies Methods to Prevent Spiraling of Prices.

By BAUKHAGE
News Analyst and Commentator.

WNU Service, 1343H Street, N-W, Washington, D. C.

At the great pillared building next to the White House, on whose classic roof the soldiers walked night and day, they have almost forgotten the red letter day in their history, March 15—when the greatest harvest of taxes ever collected poured in the vaults of the United States treasury.

In his office overlooking the park Secretary Morgenthau is already deep in another problem. He knows that his tax collecting venture of 1942 was a failure in one respect. It left 97 billion dollars rattling around in the nation's pocket and only 69½ billion dollars worth of things to spend it on.

In spite of tax increases, defense bond sales and a tendency of some people to put something in the bank the experts say there will be left about 20 billions of dollars with no place to go. That is a prescription for inflation, for idle dollars will compete for scarce goods. Some inflation we are going to get no matter what is done to stop it. That means higher prices where they will hurt and the prospect of the bump that follows the boom when the things that go up have to come down.

You could see how worried the administration was when the President, who has had a lot to say about spiraling of wages and prices but has never actually done anything to stop wage increases, admitted at a press and radio conference recently that a plan for putting a ceiling on wages was under study.

Mrs. Roosevelt had let the cat out of the bag in her column and the President couldn't very well deny the soft impeachment. Regulation of wages is one partial check on inflation. Another is an iron-bound price control so tight that people just couldn't use their money to bid up costs. Another is taxation so heavy there wouldn't be any more money to spend than there are goods to buy.

None of these extreme courses is likely to be taken. But there will be higher taxes. Mr. Morgenthau is worrying about that now. Trying to work out an equitable levy.

There will be some price control. There will be increased effort to sell defense bonds. There will be more rationing, some pressure to keep down wage rises. But there will be some inflation.

The result will be to bring the war home. But what will really make the American people aware that we are in a period of sacrifice is not paying more for what they get but not being able to get the things we are able to pay for. Some things can't even be rationed because there won't be anything to ration when the army and navy get what they need.

Lines! Assembly and Otherwise

I remember learning in school that a straight line was the shortest distance between two points. Easy to define, hard to draw without a ruler.

The next lines that interested me were the ones on the gridiron. Then there was World War I and there were the "front lines." And as a private then the other line which interested me most was the mess line. Very important.

It was much later that I heard about assembly lines. Mass production I heard about at the same time. Assembly lines and mass production were the things that were putting America first as the world's business man. They were the things that gave our workmen and our farmers and our clerks and newspaper men and firemen all a chance to go to work in gas-buggies while some of our counterparts in Europe and Asia still walked, or drove oxen.

Assembly lines. The Second World War came along and America was way behind its enemies in preparedness, in production of war materials. We had led the world making nice things, things that made life easy. We were way behind when it came to making death easy.

The other day I was invited to take a trip to California with other newsmen to see something else. It was just before the last draft drawing. But it had to do with conscription for military service—conscription of the assembly line. That

ingenious institution which has been used to turn out the nice, friendly, peacetime gadgets has been adapted to turn out a huge, unfriendly, wartime machine, the "B24," ace of bombers, the biggest thing ever made on an assembly line. Made that way not because it was cheap but because it was fast.

People had been saying that if we could only make planes on the assembly line we would soon catch up with and pass the Axis which had been making planes while we were still saying we didn't have to worry about Europe's wars. But they said, planes were too big, or too complicated to turn out this way. As usual, however, American genius which made typewriters and electric ice boxes and flippers and radios, found a way to make the big bombers by the same method.

Come with me and visit the Consolidated Aircraft plant in California.

It's hard to get in because the government doesn't want the enemy to know what is being done.

You have to get a pass and you have to get by soldiers and armed police and secret service men and special guards. You have to walk by a lot of very business-like looking gunpits and anti-aircraft.

When you get inside there is a cheerful bustle. The workers all look like homefolks, all U. S. citizens.

I'll skip the part of what happens first in the "sub-assembly" and take you right to the head of the main assembly line. There is a low platform on wheels. The wheels fit a wide gauge track. Great cranes swing three ungainly shapes into place, until all rest on the platform. One is the airplane's "nose." Another is the center wing section. Another, the fuselage (the tail). The parts have been built separately and they are just empty "skins" of metal sheets over the bracing struts.

They are brought together and a huge steel framework, the "mating jig," closes over them, unites them. The crane lifts the jig away. There is left the empty body of the great plane. Later, when it rolls off the other end of the assembly line it will have a 110 foot wing spread and will weigh 28 tons.

Now it rests, with stubby wings, hollow and impotent, on its rolling platform. It is on the first "station" in the line. The moment the mating jig has departed with its blessing the crew of workers assigned to station No. 1 leap upon it.

From now on I cannot reveal the details of what happens as this growing structure moves on from station to station and at each one a new crew adds the things that are needed until the empty shell has become a throbbing creature, able to mount into the air and sail away.

This strange warbird with all its intricate fittings from the delicate wiring in its switchboxes to its huge engines feels the expert touch of a woman's hand at many stages of its growth. There are some things that women can do better than men, some things that some women can do as well as some men. I am thinking of a husky former farm girl I saw balancing a riveter that it was all I could do to lift.

"I was the one who always had to fix the tractor on the farm," she told me, "I've found the work I like."

Another grandmotherly old lady worked at the delicate wiring of the switchbox.

She looked as contented as if she were crocheting. One hundred thousand parts, exclusive of the nuts, bolts and rivets, go into these great machines. Four hundred thousand man-hours of work go into each. I wish I could tell you how often one of those bombers rolls off the end of that assembly line. I can't because it is a military secret.

All I can say is "many" a month. I was going to say "plenty" but that would not be correct. We are not making "plenty" and we won't be until we have so many and so many fighter planes to protect them and so many ships to carry them on that they outnumber the enemy every time we choose to attack.

But we have the means of making "plenty." We have already harnessed that means to the war chariot, the army and the navy have taken over the "lines," and we are on our way.