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WEEKLY NEWS ANALYSIS

U. S.-Russ Pact Means 'Second Front' And Co-Operation for Lasting Peace; Yank Warships Join British Blockade; New Pipeline to Supply Oil for East

(EDITOR'S NOTE—When opinions are expressed in these columns, they are those of the news analyst and not necessarily of this newspaper.)
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How the United States can help Greece, now starving and prostrate under Nazi rule was among things discussed when King George II of Greece conferred with President Roosevelt during the Greek monarch's flying visit to Washington. Above, the President is shown with King George on the White House lawn.

U. S.-RUSS PACT: 'Second Front'

In triphammer succession came three moves by the United States, Russia and Great Britain that promised momentous consequences for the prosecution of the war and the safeguarding of the peace afterwards.

First, President Roosevelt announced that the United States and Russia had reached a "full understanding with regard to the urgent tasks of creating a second front in Europe in 1942." Second, British Foreign Minister Anthony Eden announced that Britain and Russia had signed a 20-year military and political alliance pledging peace and renouncing territorial greed. Third, the United States and Russia signed a mutual assistance agreement for prosecution of the war against the Axis, pledging increased lend-lease aid and post-war economic cooperation.

Central figure in negotiating the three-way understanding was Soviet Foreign Commissar V. M. Molotov. The Russian statesman flew first to London and then hopped the Atlantic to Washington, where under the incognito of "Mr. Brown" he was a White House guest for a week. Not until Molotov was safely back in Moscow was the curtain of secrecy about his visit lifted.

Significance of this latest diplomatic coup for the United Nations is that war activities will be greatly speeded and the framework for a durable peace based on economic fair play provided.

OIL FOR EAST: New Pipeline

Acting to avert a threatened fuel oil famine in the East, the War Production Board authorized immediate construction of a 24-inch pipe line from Longview, Texas, to the Salem, Ill., area.

The new pipeline will cut in half the distance Texas oil has to travel at present by rail and inland waterway to reach the Atlantic seaboard.

While it will have a capacity of 250,000 barrels a day, the pipeline will not supply enough oil to lift gasoline rationing restrictions in the East, WPB officials declared. They pointed out that shipments of oil and oil products to the East have not been meeting essential demands, despite rigid rationing and that stocks have fallen dangerously below safety levels.

RUSSIAN WAR: Nazis Speed Drive

Stepping up the tempo of their Russian offensive, Nazi armies and air forces pressed attacks on three major fronts. These included a push from Kharkov in the Ukraine, a drive against besieged Sevastopol in the Crimea and an air attack on Murmansk north of the Finnish sector.

With completion expected by December 1, the 550-mile pipeline will require 125,000 tons of finished steel.

FOOD VS. ARMS: Anglo-U. S. Pool

The announcement by President Roosevelt and Prime Minister Winston Churchill of the establishment of two combined boards to integrate Anglo-American arms production and plan the most effective use of food resources of the United Nations had a two-fold significance:

1. It meant that the United Nations' war effort would be speeded up tremendously by quicker production of essential materials and a more efficient use of shipping facilities.

2. It meant that careful plans for the post-war world were being laid, for the organization of the vast resources of the United States carried into peace-time operations could help solve international problems of distribution, eliminate cut-throat competition and raise living standards.

That both the arms production board and the food board would have the benefit of the best Anglo-American planning brains was evident from their personnel. Donald M. Nelson, war production chief, and Oliver Lyttleton, British minister of production, comprised the production board. Claude R. Wickard, secretary of agriculture, was named American representative on the food board, working with the Hon. R. H. Brand, head of the British Food mission.

Reduction of American food surpluses might become necessary, President Roosevelt warned, as a means of alleviating hardships abroad. One of the objectives of the food board, he said, is to distribute foodstuffs on a fair basis among all United Nations.

BUMPER CROPS: For U. S. Farms

Progress in the battle for all-out food production was reported by the department of agriculture which predicted that all previous records of United States farm production may be "considerably exceeded" if weather conditions remain favorable.

The department said most crops were in better condition than at the corresponding time last year when the nation had one of the most bountiful harvests in its history.

A winter wheat production of 646,931,000 bushels was forecast. The department, likewise, predicted a spring wheat crop of 221,128,000 bushels. If harvested, a crop of this size once more would far exceed domestic requirements of about 700,000,000 bushels of wheat a year and add substantially to the nation's food stockpile for war purposes and peace-time planning.

WAR PRODUCTION: Ahead of Schedule

Donald M. Nelson told the world that America is "doing the impossible" with war production exceeding all estimates.

The chairman of the War Production Board in an address before the graduating class of the University of Missouri confidently declared:

"This year we shall make 60,000 airplanes and by the end of the year



DONALD M. NELSON
"... Impossible is accomplished."

we shall be picking up speed for an even greater production. We have found our total production of war goods is higher than we had any reason to suppose it could be when blue prints were first prepared for war plants."

But it was of the post-war period of opportunity as well as the conflict itself that the round-faced production boss spoke.

"If this war is costing us a fearful price," he said, "it is also developing for us new technique and new abilities. It is placing at our disposal an industrial plant—a set of developed resources—that will be beyond price."

"Poverty is not inevitable any more. The sum total of the world's greatest possible output of goods, divided by the sum total of the world's inhabitants, no longer means a little less than enough for everybody."

Washington Digest

Food Quality Handicaps British War Production

It's a Battle of 'Periscopes vs. Proteins' as England Feeds Soldiers and Workers On Depleted Meat Supplies.



By BAUKHAGE
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While farmers with their thoughts on the crops keep an eye on the weather these days, members of the department of agriculture are watching the eastern Atlantic for periscopes. The United States has the food Britain needs, but not the ships to deliver it. So it has become a case of periscopes versus proteins.

"Give us more protein for muscle tone," say British officials, "and we can step up our war production 15 to 20 per cent."

Remember that meat is protein and that Great Britain for the last three years has turned two million acres of meadow under the plow. It was a painful thing for the nation which for a hundred years has been a master at animal husbandry and raised the finest bloodlines of eating animals in the world, to sacrifice that industry. But an acre of land in wheat or potatoes produces more food in quantity than an acre devoted to grazing. Quantity isn't lacking in the British diet today, but according to reports from British sources, quality in certain tissue-building elements has had to be sacrificed and now the British people are beginning to use up their bodily reserves.

The British have four million soldiers of their own that have to be fed and also a huge army of war workers. The American food-for-freedom campaign is well under way and with the good weather that seems ahead, this year's crops ought to turn out all that is needed at home and abroad with careful conservation. But the ship crop hasn't done so well. That is why the department of agriculture is scanning the eastern waters as anxiously as the navy department these days and the British are looking even more wistfully toward our shores.

At this writing there is another burst of optimism in some official quarters regarding the scotching of the submarine menace. And hope is pinned on another crop besides those the farmers are growing. It is the crop of small submarine chasers and new destroyers which it is expected will have reached sizable proportions within the next 30 days. And with this crop it is hoped that a crop of subs will be harvested—and then perhaps John Bull will begin to get some more of the proteins and vitamins he needs that are hopping out of American soil now.

Willard Kiplinger wrote it. He is a reporter who was born in a small town, understands the small town viewpoint and makes his money writing for big town folks.

Mr. Kiplinger, with the help of a staff of news-getters, has learned the art of getting facts and assaying them with more objectivity than most. That is why his book is good. It is complete and it is good.

"Washington," says Mr. Kiplinger, "is not a diamond sitting on a piece of velvet, as some people like to think it. Instead, it is a collection of tools or implements to be handled and inspected. People can grab hold of them, see how they are put together, and how they may be used to make a better system. I hope this book may serve as a training course—on the use of the tools in Washington."

You can "grab hold" of the facts in Mr. Kiplinger's book. I hope they will help you to use the "tools" he tells about.

That is a slight indication, reduced to statistics, of the growing importance of your capital which today is more nearly the world's capital than any other city. That is one reason why a book which came to me last night, written by one of my colleagues, is a highly important book for anybody who wants to know the real Washington.

The book is called "Washington Is Like That," a rather pert title for a book that is anything but pert. Rather, it is pertinent and the best factual interpretation of the capital and what it stands for that I have ever read.

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Sails Torn Ship In Epic Voyage

Captain Tells of the Heroic Battle of Marblehead, Battered Cruiser.

AT AN EASTERN U. S. PORT.—Capt. Arthur G. Robinson, captain of the United States cruiser Marblehead, brought half around the world despite gaping wounds from Jap bombs, said that his ship underwent three hours of incessant bombing by at least 37 Japanese planes.

Interviewed in his office aboard the ship amid the din of riveters and workmen as her repairs proceeded, Captain Robinson said the ship had less than a 50-50 chance of getting back during the first eight or ten hours after the attack in the battle of Macassar Strait.

The Marblehead was on a mission under orders of a Dutch admiral to intercept a large, well protected Japanese convoy which was en route to Macassar, the captain said. "En route our force was intercepted by a large fleet of land based enemy planes," he related. "The ships scattered and then it was a question of individual action."

"More than 37 Japanese planes began the attack on us and the attack continued with three hours of incessant bombing. We evaded them pretty well, with the exception of one unfortunate hit."

In Serious Situation.

"After we were hit, the ship was in a very serious situation because we were badly flooded, had two fires, and the main deck was covered with fuel oil and water. We had difficulty moving the wounded. The sick bay was completely demolished and we had to improvise a new one. "Many of the men not detailed pitched in and helped pull the wounded out of the fire. Our steering gear was gone and other hits came while our gear was damaged and we were turning in circles. "The attack continued while all hands were trying to stop the rush of water. Anti-aircraft batteries were blazing away. I was trying to maneuver the ship as best as I could. My reaction was fatalistic. There we were going in circles and that's all there was to it. "We steered her with the motors. We'd tinkle her with the left propeller and then with the right, and when we had her straight we'd go full speed ahead."

Sailed 13,000 Miles.

The ship, which lost 15 men killed in the bombing, made port in the Netherlands Indies, where temporary repairs were made, then proceeded to Ceylon for additional repairs. Later at South Africa, the ship was made seaworthy for its trip back to the United States. Its trip from the battle scene totaled 13,000 miles.

The skipper repeatedly praised his officers and crew for their "courage, stamina, and resourcefulness" and their "continued cheerfulness." He spent 60 hours continuously on the bridge without sleep during the battle and subsequent fight to reach port.

"Lieut. Comm. Martin J. Drury of Jamestown, R. I., in charge of damage control saved the ship. We had to have a bucket brigade of all hands to supplement the pumps and the men bailed without stopping for 48 hours. We steered 550 miles without a rudder."

Shouts of 'Figone' Now Mean 'Come and Get It'

FORT F. E. WARREN, WYO.—The cry of "chow" and of "Figone" have the same meaning for Company I, Fifth Quartermaster training regiment, quartermaster replacement training center, at Fort Warren. It means it's time to eat.

Private Frank Figone's father owns a restaurant in Berkeley, Calif., and Mr. Figone likes the army so much he ships his son and Company I whole crates of grapefruit, oranges, apples, eggs and recently a roasted turkey.

When the boys cry "Figone," it means a fresh shipment has just arrived from California and everybody eats.

Tire Rationer Hears Advice His Office Gave

GRUNDY CENTER, IOWA.—Howard Nickerson's most embarrassing moment has to do with tires. He was going along the highway at 70 miles an hour when a policeman stopped him. The officer told him it wasn't against the law to go 70, it was hard on the tires.

"How would you like to have me report you to the tire rationing board in Grundy county?" he asked Nickerson.

Nickerson said he wouldn't like that at all. Nickerson is chairman of the Grundy county tire rationing board.

Wartime Capital Jammed With Girls

Housing of Fair Sex Serious Problem.

WASHINGTON.—Girls are people, all right, but landlords in congested Washington prefer men.

Inasmuch as 150,000 government girls are already employed in the wartime capital, outnumbering the "eligible" men by maybe two to one, the situation would be serious enough even if the total were not constantly growing.

The civil service commission, the defense housing registry and the Travelers' Aid society, after devoting a lot of thought to the question, have concluded that landlords do not like girl tenants because:

1. They are generally more trouble than men, require more "looking after."

2. They do their laundry in the bathroom, clogging drains, and causing queues to form at the bathroom door. They also swipe the landlord's current for their electric irons.

3. They often bicker with each other and the landlord over use of the living room for entertaining their boy friends.

Girls in a boomtown present other difficulties. They tend, for one thing, to gang up and "stick together in the strange city," thus creating congestion, and producing "a grave problem to the organizations attempting to meet their housing needs," according to the civil service commission.

As for "stories of girls sleeping on benches in railroad and bus terminals and of girls riding streetcars all night because they were unable to find a place to sleep," the commission said, "if such incidents have occurred, they may be attributed to the failure of these girls to go to the proper agency for advice and assistance."

Soldier-Sailor Is Back In Navy at Age of 69

PEKIN, ILL.—Thomas W. Gardiner, who has spent more than 30 of his 69 years in Uncle Sam's fighting forces, is going back into the navy with a big grin on his face.

Last July a routine letter notified Gardiner, and all other men who have had extensive navy experience, that he might be subject to recall. From that day on he lived in hope that he could wear a sailor's uniform again.

Gardiner, who retired in 1929 with the rank of chief boatswain's mate, was ordered on May 1 to report to Chicago for a physical examination. He got there the same day. He was accepted and was ordered to report to the Great Lakes Naval Training station.

In the World War, Gardiner helped chase submarines along the Atlantic coast. He'd relish that assignment again, but expects he'll be on duty in some training station in this war.

In the Spanish-American war Gardiner enlisted in the army but didn't see any fighting. Then he re-enlisted for a three-year hitch in Montana and Wyoming. After that he became a navy man, enlisting in 1902 and serving 27 years.

Australia Wheat Surplus Eyed as Fuel for Autos

MELBOURNE, AUSTRALIA.—A representative of the Melbourne Herald, after making a test run in an automobile with a gas producer powered by wheat instead of charcoal, thinks economic use is possible of Australia's wheat surplus of 6,000,000 bushels, equivalent to 18,000,000 gallons of gasoline.

The inventor, M. J. Martin, a chemical engineer, has driven a car several months on grain mixed with charcoal gas in a gas producer. A bushel of wheat is equal to three gallons of gasoline in mileage and costs five shillings.

Pardon Almost Breaks Up Missourian's Home

KANSAS CITY.—Fred O. Reeves walked into a barrage of questions from his wife. The postman brought a letter from Governor Donnell granting Fred Reeves a pardon.

The former auto salesman, who'd never been in prison, took the letter to police.

Free Legal Advice Given Soldiers at Camp Stewart

CAMP STEWART, GA.—When a soldier needs a lawyer—he's got one. A soldiers' legal aid clinic, composed of 15 lawyer-privates, is functioning at Camp Stewart to aid fellow-soldiers. Private Murray I. Greenbaum is chairman of the group, which considers legal questions solidly during off-duty hours and charges no fees for its advice.