

THE ALAMANANCE GLEANER

Vol. LXVIII

GRAHAM, N. C., THURSDAY, JUNE 25, 1942

No. 21

WEEKLY NEWS ANALYSIS

Churchill-Roosevelt Meetings Presage New Action on Second European Front; Mediterranean Naval Battles Indicate Growing Anglo-American Air Strength

(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.



Gone are the days when this unholy trio of American Nazi chiefs paraded around in their Bund uniforms. George Frobose (left) of Milwaukee, Midwest bund head, killed himself under a train en route to a grand jury hearing in New York. Fritz Kuhn (center), former national Bund chief, is ill in Sing Sing prison, and Dr. Otto Willumeit, Chicago leader, is under indictment as a spy.

CHURCHILL: Third Meeting

For the third time within a year Prime Minister Churchill and President Roosevelt met face to face to discuss war problems, when the British statesman arrived unheralded in Washington for a series of conferences. Their first meeting occurred last August aboard ship and resulted in the Atlantic charter. The second was Mr. Churchill's visit to Washington last December after America's entry into the war. It resulted in the declaration by the United Nations.

This third meeting, following closely on Russian Foreign Minister Molotov's historic conferences in Washington recently, promised momentous consequences in the prosecution of the war. Two matters of pressing need—the opening of a second European front and further steps to curb dangerously rising Allied ship losses by Axis submarines—faced the two leaders.

Another leader of the United Nations to reach American shores was Queen Wilhelmina of Holland.

REDS VS. NAZIS

History Repeats?

Balaclava, famed site of Tennyson's poem, "The Charge of the Light Brigade," took its place in modern battle headlines as Hitler had rammed his massed power against the defenses of Sevastopol's fortifications.

The Crimean fishing port—Balaclava—where the legendary charge by the British occurred in 1854, was a fierce point of contention between the Russ and Nazi forces in the battle for control of the western Black sea coast.

Possession of the Sevastopol naval base was vital to the hard-pressed Russians, for it represented a powerful barrier to the approaches of the Caucasus oil fields—a prize which would give the Nazis coveted oil and bulwark their war effort.

To the north in the Ukraine, where the Nazis were attempting to straighten out their long circular line at Kharkov, battles raged doggedly, with Red army communiqués reporting successful counterattacks.

FATS AND OILS:

Housewives Contribute

Frying pans, pots and roasters in millions of American homes yielded up a harvest of fat as the national program to salvage grease and oils from the nation's kitchens got under way.

Fats collected in this household campaign will be used in making glycerine an important element in explosives manufacture. Meat markets everywhere will be collection agencies where housewives will deposit the salvaged fat. Butchers will then turn the fat over to the renderers.

In Chicago where a fat salvage program has been in progress for months past, it was reported that collections averaged 50,000 pounds weekly.

MEDITERRANEAN:

Axis Gamble Fails

As the swiftly moving battle for world naval supremacy shifted to the Mediterranean, Germany and Italy had made a supreme gamble by throwing every available airplane, submarine, torpedo boat and virtually the entire Italian fleet into an effort to knock out the British forces. The stakes were the strategic convoy routes supplying Axis-menaced Tobruk and Malta.

That the Axis gamble had failed was due in part to the timely intervention of United States army heavy bombers which made their Mediterranean debut by scoring 35 direct bomb hits on two Italian battleships, setting them afire and sending the whole force of 15 Italian warships scurrying home to port.

The epic sea and air fighting centered around two heavily laden British convoys—one leaving Alexandria for Tobruk and the other leaving Gibraltar for Malta. Both carried badly needed supplies for hard-pressed British garrisons.

In two days of death-struggle fighting, the British and Americans beat off Axis attacks, shepherded the convoys safely to their destinations, sank or damaged seven Italian warships, and shot down 33 planes.

LIBYAN FRONT:

Nazi Fox

With the Suez canal as his eventually hoped-for goal, foxy Nazi General Erwin Rommel continued his harassing thrust against the British forces in Libya.

Whether Rommel's dream of a drive to the Suez and a possible link with Japanese forces pushing west would ever materialize depended on how stout was the British resistance. Tobruk, recently reinforced by a huge British convoy, was the immediate target. The tide of battle had surged back and forth, with the Nazi desert force registering a superiority in tanks and anti-tank strength. Hope for the British lay in receiving further supplies and replacements and in a wearing down of Nazi power due to its sustained exertions.

The seriousness of the Libyan situation was evident from the fact that the Axis offensive succeeded in splitting the British army—one force withdrawing to Tobruk to make a stand while the other withdrew to positions near Egypt.

ARMY PAY:

\$50 for Bucks

Uncle Sam prepared to add at least \$20 more per month to the pay check of every enlisted man in the nation's armed forces, when President Roosevelt signed legislation granting the first general military pay increase in 20 years. Non-commissioned officers, "shave-tails" and ensigns shared in the raise.

American soldiers and sailors thus became the highest paid fighting men in the world. The lowest grades—buck privates and apprentice seamen—will receive \$50 a month, as against \$30 formerly.

AIRCRAFT CARRIERS:

Lessons Learned

Lessons learned in the battles of the Coral sea, Midway island and the struggle for the Aleutian islands were applied by the house naval affairs committee when it approved an \$8,500,000,000 expansion bill projecting a "five-ocean navy." For a definite swing to sea airpower was discernible in the bill's provisions calling for immediate construction of 500,000 tons of aircraft carriers, while postponing the construction of five 60,000-ton super-battleships.

This trend was the immediate result of the smashing blows dealt Japanese seapower, in recent weeks by American airplane carriers and their accompanying forces. It was tacit recognition that a revolution in naval tactics has occurred as a result of the battles in the Pacific.

In place of the postponed battleships, the navy will rush construction of more than a score of aircraft carriers with escort vessels and submarines. Scheduled to be completed within a year, they will be distributed among naval forces in all areas in which Axis fleets are operating.

CHINA:

Japs Push On

As Jap armies drove deeper into China and two pincer columns were converging on the strategic 450-mile Chekiang-Kiangsi railroad, the China high command appealed again for an Allied blow that would divert the steadily mounting power of the enemy's invasion.

Discouraging news was made public in the announcement that Shanghai, an important station on the line and capital of Kiangsi province, had fallen.

With all highway sources cut off by the Japanese, China had to depend on giant American cargo planes to deliver supplies for her embattled armies. This trickle would have to be augmented to a full-scale flow of supplies if effective resistance was to continue by Chiang Kai-shek's armies.

PEACE TECHNIQUE

'Cooling Off'

A clue to post-war peace table technique was disclosed by Sumner Welles, undersecretary of state, when he advocated a "cooling off" period after the war before final terms are made.

In effect, the American statesman urged that both the victor and vanquished plan together and prepare



SUMNER WELLES
"Cool Off."

an equitable settlement that would preclude future wars.

Speaking before a United Nations rally, Welles declared co-operation is no less essential in maintaining peace than in winning a war.

"The final terms of peace," he said, "should wait until the immediate tasks of the transition period—after the defeat of the Axis powers—have been completed and final judgments can be coolly and rationally rendered."

VICHY FRANCE:

'Discontent Grows'

Somber were the words 86-year-old Marshal Petain spoke to the French people on the second anniversary of his nation's military collapse.

Admitting that his recovery program had suffered many setbacks, the aged chief of state declared that "discontent is growing" and warned that the government must undertake sterner measures of punishment to stamp out unrest, public anger and greed.

Petaim made no reference to Pierre Laval in his brief radio speech, although he had declared recently that he and Laval are going along "hand in hand and in complete understanding."

Washington Digest

U. S. Beginning to Realize Value of 'Blimp Armada'

Dirigibles Found Successful in Anti-Submarine Warfare; One Man Given Credit for Stepped-Up Production.



By BAUKHAGE
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Until two navy training "blimps" bumped into each other some days ago, most people had almost forgotten—if they ever knew—what those lazy looking, cigar-shaped airships were doing in the war.

The dirigible has been unlucky that way—its mishaps get into the papers, its achievements are forgotten. But today a prediction made in March of 1941 is being borne out and the blimp is coming into its own as a vital factor in anti-submarine warfare.

It was in March a year ago that I wandered into the Press club one afternoon and a friend beckoned me to join him at a table where he was sitting with a bronzed gentleman with a very square jaw and a mouth taut as a halyard and the look of the sea and wind in his eyes. It was Capt. C. E. Rosendahl and he was saying, in less formal language:

"Believe it or not, as far as the navy is concerned, more fearful than even the swashbuckling airplane are the sinking submarine and the mine . . . our continental coastal sea lanes of nearly 5,000 miles and the approaches to many of our important seaports would be a tempting feasting ground for enemy subs . . ."

Actually that sentence was quoted from a manuscript that he had just written and had with him in his portfolio. A leading weekly had just refused it because it was considered "untimely"—what nonsense to think that enemy submarines would ever reach our coastal waters! Later, in September of the same year, the article appeared but to most people the subject was still purely academic.

It is no longer academic. After one of the most determined and for a long time futile battles in the history of naval achievement, Captain Rosendahl, now in charge of the navy's lighter-than-air activities, has won his point. He got the 48 blimps he begged for and most of them are in service. Their record has been so good that there is little doubt that congress will approve the building of 72 more—and perhaps some of the big ones.

The story of Captain Rosendahl is the story of another man in our naval history who "wouldn't give up the ship."

Abiding Faith

He started that program when he found himself in mid-air, aboard one-half of the dirigible Shenandoah, the other half torn loose and hurtling to the earth. He landed his half safely. The accident that shocked the world didn't even jolt Rosendahl's faith. It simply gave him some tips about strengthening the construction of dirigibles. Later the dirigibles Akron and the Macon were lost, and public sentiment was such that the ideas of dirigibles as practical craft was shelved. There was a renewed interest when the Hindenburg made its successful flights from Germany but when its hydrogen-filled bag exploded a damper was cast on efforts to build an American lighter-than-air fleet. Experts knew that what happened to the Hindenburg could never happen to an American dirigible because America had what Germany didn't have—plenty of non-explosive helium gas.

But Captain Rosendahl kept everlasting at it. Too late to help combat the submarine menace when it struck he had managed at least to start his program. Now it is well under way and he is one of the busiest men in Washington. He won't leave his office for lunch to go farther than the navy cafeteria in the same building. He works Saturdays and Sundays and merely talks wistfully about "getting in some golf."

I visited him in his sacrosanct domain where I hardly dared look at the maps on the walls for fear I would sneak a military secret.

"An observer in an airplane," said Captain Rosendahl, "has to go at such speed that if he turns his head for a moment he may miss an object below him. The blimp can hover and carefully observe air bubbles, oil slicks, and the tell-tale periscope 'feather' in the wake of an enemy submarine. When the blimp approaches a sub it gives it a burst of machine gun fire, drops bombs

or depth charges, then throttles down, flies low and keeps the sub under observation until the destroyers or planes which it has summoned appear. In World War I, Allied blimps spotted 49 submarines and dropped bombs on 27. European waters are now covered with too many enemy planes for a blimp to survive. But the absence of enemy planes along our coasts, our unbounded monopoly of non-inflammable helium gas, our geographical situation make the blimp an ideal weapon for American defense."

As a warship, the dirigible's proponents say, it can be an effective aircraft carrier.

A rigid airship can carry ten attack bombers and has a range of 10,000 miles without re-fueling. Its planes would not need the heavy landing gear required of planes that land on the ground and therefore their speed could be greatly increased. Furthermore they could be launched at high speed for the airship itself has a top speed of 84 nautical miles per hour.

In answer to the charge of vulnerability, the airship's friends say that surface air-carriers are highly vulnerable, too. (Japan found that out at Midway.) That the airship is vulnerable to only one enemy weapon—planes. The surface carrier can be attacked by the guns of other ships and submarines as well as planes. The airship keeps out of range of gun fire. And the loss of an airship carrier would not be as costly in money, replacement time or personnel as a surface carrier.

In peacetime, with America's monopoly of non-explosive helium gas to carry it, the dirigible could do all that the Germans proved could be done with the successful flights of the Hindenburg—and more.

Blimp Capabilities

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Buy War Bonds

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Amphibious America

America is going amphibious. That sounds professional. It is really just a natural deduction of what happened at Midway. A deduction that I made in the light of a conversation I had before the battle of Midway with a wind-tanned, salt bitten sailor-man with a lot of stripes on his sleeve. He was kin of the men who made the Yankee clipper queen of the seas, weather-beaten as a piece of driftwood, mellow as old port.

Here is the way he sized up the war in the Pacific, as he saw it before Midway through the calm eyes of experience, tempered by the proofing of memories before a crackling fire that warmed his snug harbor and in whose dancing shadows he re-read a long life with his face bared against salt spray.

"As I see it," he said, "our navy has nothing to be ashamed of."

He had read, he said, the books about naval warfare, most of them. He reeled off the titles I couldn't follow. But, he said, none of them ever talked about airplanes. And there was very little about submarines. And not much about landing parties, when soldiers on the sea, leave their ships under war conditions and become land fighters—amphibians. This the Japs worked to perfection in their fight on Singapore. The Japs have written several new chapters for the war books.

"I don't know where they learned what they did. Some of our fellows preached it. Nobody listened."

"You don't always have to be bigger and stronger than the other fellow," he said, "but you've got to know what he's going to do next. As I read the reports and the newspaper accounts, the Japs had eyes that we didn't. They had planes that we didn't. They knew what we were going to do. What we wanted to do."

"In the battle of the Macassar straits they didn't know, and we licked 'em. And when the history of this war is written you'll find out that there would have been a lot more Macassar straits if the Japs hadn't learned what we were doing before we did it. You'll find that more than once, when they did find out, they ran away."

At Midway, we "found out" and they had to run away.

British Incomes Have No Ceiling

Tax Rate of 97½ Per Cent Operates to Limit Spendable Sum.

LONDON.—Although there is no arbitrary ceiling on net incomes in Great Britain, the tax rate runs up to 97½ per cent, which makes it extremely difficult under wartime economic conditions for any individual to have a spendable income of more than \$30,000.

To attain that large a net income after taxes, a Britisher must gross \$1,200,000 a year. Individual income figures are not published in England, but tax experts believe \$1,200,000 represents about the highest individual income in the country.

On such an income an individual would pay an income and surtax of \$1,170,000, leaving him with a net, spendable income of \$30,000. Should he succeed in increasing his gross, however, there would be no ceiling on the amount he could keep for his own use. But the rate at which this net income accrued would be only 2½ cents out of each additional dollar he was able to earn.

No Capital Gains Tax.

Certain categories of income which are taxable in the United States are not taxable here. For example, England imposes no capital gains tax on those who make money occasionally by selling stocks at a profit, but neither can losses in such ventures be deducted. An individual regularly engaged in playing the stock market as his basic vocation, however, must pay tax at regular rates on such gains and is permitted to deduct his capital losses.

Money won on horse or dog races or in lotteries also is exempt from tax on the theory that windfalls are not properly classified as earnings.

The British tax structure calls for a 50 per cent basic income tax.

Among permissible deductions in figuring taxable incomes are: Allowances of \$320 for a single person; \$560 for a married couple; \$200 for each child or dependent; 10 per cent of earned income, with a maximum of \$600; life insurance premiums up to a point where the premiums paid exceed one-sixth of the gross income or equal the net taxable income; premiums on deferred annuities on the same basis as life insurance premiums.

Surtax Begins at \$6,000.

Surtax is payable on all income above \$6,000, at the rate of 10 per cent on the sixth, seventh and eighth thousand, rising gradually to 25 per cent on the 20th, 21st, 22nd, 23rd and 24th thousand, and to 47½ per cent on all income above \$80,000.

The maximum combined income tax and surtax rate is therefore 97½ per cent. A taxpayer thus has 2½ cents for himself out of each dollar of income above \$80,000.

Out of his resultant net income, after taxes, he pays heavy indirect taxes on almost everything he purchases or uses, such as \$150 annual tax on an automobile of the power of American models, 15 cents on an imperial gallon of gasoline, more than \$3 on a bottle of Scotch, \$2.10 on a \$4.25 orchestra seat in a theater and 66 2-3 per cent on luxury products.

They Don't Whistle at These Girls Any More

SANTA MONICA, CALIF.—The boys at the Douglas Aircraft factory don't whistle at the girls any more.

Since employment of women in the factory became general, the male workers had been accustomed to greet the appearance of a particularly attractive one with whistles and other vocal evidences of approval.

But the girls got together and formed what they called a reprisal committee. They lined up as the men filed out for lunch, and did a little whistling of their own, interspersed with such remarks as "Just look at Tarzan there," "Oh, baby, what a torso," and more of same.

So-o-o, the boys don't whistle at the girls out at Douglas any more.

Wife Follows Her Son And Husband Into Army

NEW YORK.—Watch out Hitler! Take care Tojo! The Murphys are coming.

With her husband and one son already in the army and a second son about to be inducted, Mrs. May E. Murphy of Westerleigh, State Island, a nurse in the first World war, disclosed Monday that she was joining up again.

Said Mrs. Murphy: "We've got to lick those Japs, and I am going to do my bit to help. A person can't sit around doing nothing when you've got your health, and there's a job to do."

Yugoslavs Charge Axis Slew 465,000

Occupying Forces Accused Of Wide Atrocities.

LONDON.—The Yugoslav government in exile sent a memorandum to the United States and other Allied governments charging that Axis occupation forces had executed more than 465,000 persons in Yugoslavia.

The memorandum said Hungarian soldiers had executed more than 100,000 in northern Yugoslavia alone. The Germans were said to have killed more than 65,000 persons in Serbia proper, while Italian and German soldiers and native Ustashi terrorist bands were charged with slaying 300,000 persons throughout Yugoslavia.

The memorandum, crediting "most reliable eye-witnesses," dealt principally with Hungarian atrocities in the Banat and Batchka regions, which were part of Hungary before the World war. The occupation forces there killed 6,000 Serbs and set fire to all Serbian homes in Sombor, the memorandum charged. More than 500 persons, including a general, were said to have been shot outside the town church.

The entire population of Backatopol, totaling more than 1,000, was wiped out, with the exception of an old woman, Mrs. Kratic, who was quoted in the memorandum as saying the Hungarians assaulted women and young girls before dragging them to the town's outskirts, where they were shot. Occupation forces were accused of killing every Serb in the village of Horgos and of shooting 700 persons and murdering many others at Navi Sad.

At Subotica, the memorandum charged, students and school children were executed in front of the grammar school.

New Iron Ore Field To Be Opened in Minnesota

SPRING VALLEY, MINN.—A new iron ore mine field soon will be opened in Minnesota, which already produces 90 per cent of the nation's vital iron ore supply.

Heretofore, Minnesota's iron ore has come from ranges in the northern part of the state, but the new field—of low grade ore—is being opened in Fillmore county, in the southeast corner of Minnesota.

Mining operations are expected to begin soon, and officials of the company developing the field predict that 120,000 tons of ore will be removed this summer.

C. S. Whitaker, vice president of the company, said the ore will be shipped to Granite City, Ill., for processing.

Iron ore first was discovered in this area in 1930 when extensive plans were laid for mining operations. Depression years followed and the plans were dropped, but the war need for iron ore led the companies to start exploratory work last fall and to obtain permits to work the ore.

Whitaker said the companies had the machinery and equipment needed to wash the ore for shipment "and mining operations will begin as soon as it is set up near Etna, Minn."

WPB Offers Advice on Proper Care of Shoes

WASHINGTON.—If you're walking more and driving less, the War Production board suggests that you care for your shoes like this:

1. Buy shoes that fit.
2. If you get your shoes wet, put shoe trees in them and dry them away from the radiator or stove. Polish them when dry as a good polish aids in the preservation of the leather.
3. When not in use, put shoe trees in them—if trees are not available "newspapers stuffed tightly into the toes will help."
4. Keep your shoes in good repair. Don't wait until the inner soles are worn through before you have them resoled. Have the heels replaced before the last is worn crooked.

Spare Tire as Security Saves Autoist From Jail

BENTON HARBOR, MICH.—Tires—good ones—are acceptable in lieu of bail in Benton Harbor's Municipal court.

Ordered to pay a fine and costs of \$6 for running past a stop light and butting another automobile, James A. Carter of Caruthersville, Mo., received until Saturday to pay up or to go to jail.

"I can't pay the fine today, or put up bail, but there's a good spare tire in my car," Carter told the court. "Would that do as security?"

"That's a pretty good proposition these days," said Judge Frank L. Hammond. "It's a deal."