

THE ALAMANCE GLEANER

Vol. LXVIII

GRAHAM, N. C., THURSDAY, JULY 16, 1942

No. 24

WEEKLY NEWS ANALYSIS

Nazis' Drive Into Don River Sector Endangers Rich Caucasus Oil Fields; Jones Warns U. S. of Inflation Peril; FDR Says Tire Seizure Is Possible

(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.



Field Marshal Erwin Rommel (left), receives report from General Navarini, commander of Italian forces supporting the Nazi armies in Egypt. The picture, made after the German victories in Libya, was received from a neutral source.

RUSSIA:

Nazi Menace

Breaking through the Russian front east of Kursk and Kharkov, a Nazi armored assault had driven 100 miles into the upper basin of the Don river and given Adolf Hitler his first significant success in his summer offensive against the Reds.

With both sides throwing in all available manpower and equipment, the greatest armored battle in history raged.

To hard-pressed Marshal Timoshenko it must have seemed that he faced more disastrous threats than he could meet. Although counterattacking gallantly and fighting grimly, the Red forces had been forced steadily back. Violent combat had centered around Voronezh, key link between Russia's central and southern armies.

And the goal, as before, was the rich oil fields of the Caucasus to the southeast. Possession of this prize would mean unlimited fuel for Hitler's mechanized legions.

Two immediate targets of the Nazi offensive were the Don river, one of Russia's chief transportation arteries, and the Moscow-Rostov railway which parallels the Don and feeds much of the Soviet's industrial and military machine.

Meanwhile in Egypt, Marshal Rommel's headlong drive had been stopped by the British under General Auchinleck. Refusing to be bottled up in stationary fortresses, the "Auk" had chosen his own battleground when he turned on the Nazi army. The site was a narrow funnel-shaped front between El Alemein on the seacoast and the Quattera marshes 40 miles inland. Here, aided by reinforcements, fresh equipment and slashing blows by the RAF and their American flying Allies, he had brought to a halt the Nazi steamroller headed for Alexandria and the Suez canal.

INFLATION:

Perils Revealed

Like a stern pedagogue pounding the three R's into the skulls of his scholars, gray-haired Jesse Jones, secretary of commerce, read the American people a lecture on the ABC's of economics.

His theme: The dangers of inflation. Mr. Jones said that the American people will have "over \$30,000,000 more income in 1943 than the value of the things for which the money will be spent" and termed this "a potential 'inflationary gap' greater than any the world has ever known."

The secretary's remarks followed hard on press conference warning by President Roosevelt that it would be necessary for Americans to adopt a national economic policy which would control inflation.

Among maxims Mr. Jones laid down were:
"No business man or industrialist can expect higher prices for his products without paying higher prices for having them made."

RUBBER:

Tire Confiscation?

The administration's nation-wide rubber hunt had produced disappointing results. Only a portion of the hoped-for scrap rubber stock pile had been turned in and meanwhile 30,000,000 American motorists continued to roll along on steadily thinning tires.

Hence it was not a surprise when President Roosevelt declared at a press conference that if war conditions grew worse, the government might be forced to confiscate every automobile tire in the country.

The President tempered his warning with the cautious hope that nation-wide gasoline rationing could be avoided. But, he emphasized, he was trying to save the nation, not gasoline and rubber.

Mr. Roosevelt's review of the situation came after the army, the navy and Petroleum Co-ordinator Ickes' office had appealed to East coast motorists to discontinue immediately all unnecessary use of gasoline, regardless of what their ration cards entitled them to. A joint statement said joyriding in the gas rationed area was preventing war workers from getting enough motor fuel to get to work and back and was threatening to hamper seriously the war production program.

Fortunate were congressmen, members of state legislatures, other government officials and candidates for public office. For under regulations promulgated by the OPA for permanent East coast rationing, such persons were given "preferred" mileage ratings providing them with gasoline for transportation needs "in pursuit of legislative business."

SABOTEURS:

History Recalled

Once before a military commission had sat in Washington deliberating over evidence that was to send a band of conspirators to their death. That was 77 years ago when eight defendants were tried in the dingy old penitentiary building for the assassination of Abraham Lincoln.

Now again, a military commission sat in Washington. This time it was to pass sentence on eight Nazi saboteurs who had landed on the East coast to launch a campaign of destruction against American arms plants. The trial this time was held in the new department of justice building.

In proceedings marked with the same secrecy that characterized the former trial, the prisoners learned whether they were to meet a firing squad or go to the gallows—for death was the penalty they faced.

Observers who noted the coincidence between the two famous trials—eight defendants in each case—remembered that only five of the Lincoln conspirators, including a woman, Mary Surratt, were put to death.

TIRPITZ:

Reds Foil Plans

On the loose again from her Norwegian fjord refuge, the powerful Nazi battleship Tirpitz had harried Allied convoys on the U. S.-British supply route to northern Russia, until two well-aimed torpedoes from a Soviet submarine damaged the raider and drove her to cover.

A Red communique revealed that the action saved a big Allied convoy and let the merchantmen through to Russia intact. The communique reported that a German naval squadron in which three heavy cruisers and eight destroyers accompanied the Tirpitz had aimed to intercept the convoy carrying arms to Russia. The crippling attack on the Tirpitz, however, was said to have disrupted their operation and permitted all ships to reach the safety of a north Russian port.

MANPOWER:

19,900,000 Needed

One out of every six Americans faced the prospect of being inducted into war activities—military and industrial—during 1942 and 1943. At least that was the forecast of Brig. Gen. Frank J. McSherry of the War Manpower commission, who declared that 19,900,000 persons would be required.

Of this "staggering" total, he said, 10,500,000 men and women must be put to work in war industries this year and 2,500,000 more in 1943. Of the remaining 6,900,000, McSherry estimated, 3,400,000 will be inducted into the armed forces during 1942 and 3,500,000 next year.

WAR PRODUCTION:

Nelson 'Realigns'

With the headache of an organization shakeup happily out of the way, War Production Chief Donald M. Nelson turned with obvious relief to a contemplation of the WPB's future activities.

The chairman said that the WPB had now reached the end of the tooling up period and was going ahead with the task of conversion, especially of the nation's smaller plants. He said there was little "fat" in the civilian economy, but stressed the fact that vital civilian needs must be taken care of because the economy—although "thin"—must be kept healthy.

Forecast for some time, the WPB's "realignment" program brought William L. Batt in as vice chairman, or "chief of staff," leaving Nelson free to devote his time to essential policies. Batt had previously been chairman of the requirements committee. James S. Knowlson, present director of industry operation, became the other vice chairman.

CHINA WAR:

Sad Anniversary

As China's war with Japan entered its sixth year, Generalissimo Chiang Kai-Shek bravely assured his 450,000,000 countrymen that "Japan's collapse was only a question of time." Chiang declared that the United States "is bound to deal with her first and most threatening enemy, Japan" and "is beginning to



CHIANG KAI-SHEK
"Matter of Time."

discharge her supremely important duty in the Pacific."

Meanwhile Chiang's peasant army was heartened by the triphammer blows struck recently by United States air forces against the Jap invaders.

Summing up the price Nippon has already paid for its attempt to swallow China, an army spokesman reported that 1,000,000 Japs had been killed and 1,500,000 wounded in five years of war.

In spite of brave words, the stark fact remained that China's position was desperately grave. Japan was steadily severing her communications. With all but air-borne supplies from her allies cut off, China had to depend on her own slender material resources and her under-armed peasant army to carry on the fight against the Mikado's strong forces.

Washington Digest

Commercial Air Services Will Benefit Rural Areas

Mail Pick-Up System Proves Successful in 150 Towns; Airplane May Decentralize Population.



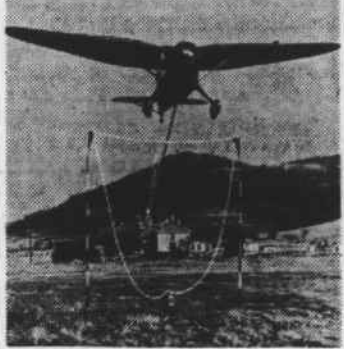
By BAUKHAGE
News Analyst and Commentator.

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

Never in the world's history has a war accomplished what this war—still far from over—has already done toward shrinking the globe. Last year four and a half million passengers were carried through the air, reducing travel days to travel-hours between our cities. Average speeds of passenger planes were well over three miles a minute.

Then came the war with planes rolling off the assembly lines at a rate that made mass-production of automobiles pale by comparison. Not all are weapons of war. All the inter-continental airlines in the world at their peak put together, before the war in Europe threw up the barriers, did not represent as many miles as the Airforce Ferrying Command's regular flights which today extend over every continent except Antarctica.

Those are a few comparisons to illustrate how the terrific impetus which commercial flying already had, has been increased by war needs. It is easy to visualize what this will mean when peace comes, a world with the most widely separated capitals crowded together—a completely new geography.



The pick-up service in action.

arated capitals crowded together—a completely new geography.

This is what aviation of tomorrow means to the great cities. What will it mean to the rural community?

That, too, is not hard to visualize if we look at what has already been accomplished under our noses without most of us realizing it. One hundred and fifty American towns and cities know what I mean. This group of communities is chiefly composed of the little town, down to those with a population as low as 588. This is the group which is benefiting by just one of the applications of the use of the airplane that has just celebrated its third anniversary. I refer to the Air-Pick-up Service which brings airmail to the four-corners post office and has already begun to pay for itself doing it.

Many of these points have no airports. Hilltops, public parks and meadows serve. For the mail airplane does not have to stop. It drops a sack of mail and with an automatic electric-driven arm picks up a mail-sack suspended on a rope between two poles. The various routes radiate from Pittsburgh through six states.

Father of the System

Representative Jennings Randolph of West Virginia, one of the most air-minded of congressmen, is the father of the pick-up system. He introduced the bill appropriating the money to the post office department which made this rural air-mail system possible. He tells me the Civil Aeronautics board has application for lines covering 2,000 communities in 26 states.

And Representative Randolph has a lot more bills up his sleeve which foreshadow activities to come and which will help bring aviation right down into everybody's backyard, figuratively speaking. One is for the creation of a national civilian air reserve corps.

Another is to provide training for glider pilots and a third is for aviation training for high schools. As chairman of the district committee of the house (which is equivalent to head of the board of aldermen) he has introduced this high school course—just the ground preliminary

ries, of course—in the Washington high schools. There were 300 students in the courses last semester.

Other plans are being prepared for commercial air service. The war is holding them back but, at the same time it is stimulating both the demand on the part of the public and desire on the part of promoters who recognize aviation's great future. The young folks growing up in the days of a war where aviation is the chief weapon will be ready to take over the controls when America flies for peace.

The Civil Air patrol which is doing yeoman service as an auxiliary to the army and navy air force in patrol duty is also the foundation for an air trucking service which will link the rural communities to the great airlines of the future. Trans-continental air "trains" consisting of an airplane and a string of trailer freight-planes will interlace the skies and great dirigible airships will float from Los Angeles to Tokyo in 79 hours, from Chicago to Friedrichshaven in Germany in less than 60 hours. And from the small communities to main airports the little "sky-trucks," the smaller planes such as the Civil Air patrol now uses will carry the produce of farm and small shop to the metropolises.

As a matter of fact the Civil Air patrol is already doing courier and small package transportation in connection with the war effort. As one Air Patrol official said:

"This probably is the only untapped transportation in the country. It is organized and ready. The light plane uses a minimum of aluminum and rubber on its small landing wheels and burns no more gasoline than the family auto and can be put to many uses."

Just as the pick-up airmail service has begun to pay its way with steadily increased use, so this courier service by light planes is proving its value in the war effort. When peace comes it will be a part of the "farm-to-market" transportation.

Shipments Analyzed

Here is the testimony on this subject from Garnet Hughes, executive officer of the New York wing of the Civil Air patrol. (A wing command is established in each state):

"A careful study was made of the needs of one company engaged in wartime production," says Mr. Hughes, "and frequently sending for small emergency shipments of parts, tools, and materials by truck, motorcycle, or private car. In the month of April, 286 such trips were made. The total road mileage was 14,780 while the air mileage would have been 11,040. The road time was estimated at 422 hours and the air time at only 110 hours. The road cost was estimated at \$1,700 and the air cost at less than half this figure. Even if the air cost were substantially more, the saving in time is the main consideration in wartime shipments of this character."

The small plane service will bear the same relations to the main line freight service of the future that the trucks bear to the railroad. They will mean the nearest thing to door-to-door air delivery. They can be used where the big planes cannot land and will be more economical for short-hauls and small deliveries as well as feeders to the main lines.

These are a few of the plans, already in the making which will bring the benefits of aviation to the rural community. Others will be developed the nature of which nobody today can guess. And the effect will be to decentralize the population. The middle-sized town and the small town will come back into their own, for each community will be so near in point of time to its farthest neighbor that none need crowd the other trying to seek the more favorable point in space for its well-being.

The navy's plan for toughening up its flying cadets will be carried out by actual pick-and-shovel labor, 40-mile marches between dawn and dusk, hiking and instruction in hand-to-hand combat. Some 2,500 young fellows will get this sort of training each month, along with the routine academic, tactical and military phases of the courses.

U. S. Easily Can Feed Its Allies

With Plenty Left Over for Home Needs, Declares Statistician.

NEW YORK.—The food situation in the United States is so good that this country can feed its Allies and have plenty left over, it was said by George S. Brady, chief of the materials statistics division, office of imports, board of economic warfare.

Mr. Brady spoke at the Waldorf-Astoria before 2,300 delegates to the annual international convention of the National Association of Purchasing Agents.

He declared also that the American chemicals industry had been outstanding during the past year with new and substitute materials. He warned that too much must not be expected from synthetic rubber, although for certain uses it will be valuable.

Europe in Reverse.

On the wartime food situation, Mr. Brady said:

"In the countries of Europe and in certain other countries where shipping conditions have disturbed the normal economic balance, cattle and other animals needed for meats and hides have been decreasing in numbers because of excessive slaughter or lack of feed.

"But in the United States numbers of cattle have increased constantly since the beginning of the war in 1939, so that cattle slaughter can be increased in 1942 to provide more meats and hides for leather without decreasing available supplies.

"Sheep numbers increased 3 per cent in 1941. Vast quantities of pork and lard had to be supplied to our Allies, and American has been able to do this without decreasing the reserve of animals on farms.

"For such agricultural crops as corn and soybeans, and in the lines of dairy and poultry products, the plans that were started to offset the depression and the drouth bore fruit in planning for this emergency.

Wheat Stocks Double.

"In spite of labor scarcities and the effects of the draft, American supplies of these food materials are such that we can feed our Allies without starving ourselves.

"This year, 1942, wheat stocks are more than double the 1925-29 average; corn, needed for industrial starches and higher alcohol as well as for food, is 50 per cent above the 1925-29 average; poultry is 40 per cent above; eggs have more than doubled, and production of dried egg powder as a concentrated food for our overseas Allies totaled as much in the first three months of 1942 as in the whole preceding seven years."

Speaking of the triumphs of American chemists in conserving raw materials and creating substitutes, Mr. Brady said a whole series of synthetic resins had been evolved to replace "the various varnish gums and resins that the Japs took from us in the Far East." Practically every natural perfume oil this country got formerly from the Far East has been replaced by a synthetic, Mr. Brady said.

Ask Girls to Make Toilet Kits for Boys in Service

COUNCIL BLUFFS, IOWA.—Put away your knitting needles girls and start making toilet kits for the boys in uniform.

Capt. Lawrence A. Nelson advises women to follow the example of a local organization which designed a kit costing \$1.65, a cost far less than that of a sweater. The kits require considerable handwork, but are more useful to soldiers than are sweaters of every color and size.

The kit, made of denim, should be six by nine inches in size. It should contain pockets for tooth brush and case, comb, nail clip, razor blades, shaving cream, septic pencil, shoe laces, sewing kit, New Testament, cigarettes, handkerchief, wash cloth, mirror, pencil and paper.

Priceless Stained Glass

Is Shattered by Bombs

BATH, ENGLAND.—It can now be told that many priceless stained glass windows of Bath's perpendicular abbey, begun in the reign of Henry VIII, were smashed to bits during the recent "Baedeker raids" on this old spa.

The famous east window, known as the "Lantern of England," was one of those shattered. Other shrines associated with such titans of art and letters as Gainsborough and Dickens also were destroyed in the old town. They included the Abbey Church house, Bath Forum school and a row of houses, regarded as classic examples of Georgian architecture, in Lansdowne place.

London Theaters Enjoying Big Boom

Any Sort of Entertainment Draws Packed Houses.

LONDON.—Theater seats have joined steaks, butter, onions, American cigarettes and rye whisky as being almost unobtainable in wartime London.

There's a boom in entertainment this spring the like of which has never been experienced on Broadway. Shows that wouldn't last a week on the road are playing to packed houses night after night here. Long runs are being established with entertainment material which in peacetime would never have found a promoter.

Authoritative opinion is that 30 West End London theaters are taking between a quarter of a million and \$350,000 a week. At least two are taking \$25,000 a week each. There are four London musicals that haven't had a vacant seat for at least three weeks ahead.

Top prices are slightly lower than in New York, but the fare offered, except in one or two instances, doesn't begin to compare with that showing on Broadway.

Restrictions on railroad, automobile and other travel, necessity for a "breather" at periodic intervals after long hours in offices and factories, desire of service men on leave to do all the shows in town, absence of bombing—these and probably a dozen other reasons have caused the current boom.

Movie houses are sharing in it. Long lines form outside most of the central London movie houses for even mediocre films. A good movie, given the right advance publicity, can take almost permanent residence. Movie prices are way higher than New York.

Rapid Output of Weapons

Spells Doom of U-Boats

WASHINGTON.—Increases in United States production of anti-submarine weapons are surpassing the enemy's capacity for turning out undersea craft, in the opinion of Chairman Vinson (Dem., Ga.) of the house naval committee.

"The anti-submarine warfare organization has now passed through its period of growing pains, is well established and is functioning smoothly," Vinson asserted in a statement approved by the navy.

He added that the committee "has full confidence that we shall defeat the submarine." Delivery of anti-submarine craft is proceeding "in increasing numbers," Vinson said, although this is the only phase of the navy's ship construction program that is not well ahead of schedule.

The navy, Vinson said, did not have an adequate supply of escort craft to protect both troop transports and cargo vessels.

"Who shall say that the decision as to dividing these craft has not been sound, when it is realized that so far we have not lost a soldier of the many thousands sent overseas?" he asked.

Nazis Extend Rag Drive

To Old Regimes' Flags

BERNE, SWITZERLAND.—The scope of the new German drive for old clothes and rags for the replenishment of Germany's textile resources has been extended by a special ordinance of the minister of interior to include the flags of former political regimes.

Included in this amplification of the original appeal are the colors of the Hohenzollern empire, but more especially those of the maligned Weimar Republic and the flags of the former Federated States.

As the flags no longer possess practical significance, says the ordinance, persons who have them are requested to contribute them to the drive for fresh textile reserves. An exception is made if flags possess historic value.

It is estimated that fewer than one-tenth of Slovakia's 90,000 Jews will be allowed to remain in Slovakia. They comprise professional and technical workers.

Large Harvest Assures

China of Food Supply

CHUNGKING, CHINA.—China will have no food problem, regardless of the outcome of the Japanese drives into southwest and central China, Adm. Shen Chung-Zieh, minister of agriculture, said today on his return to Chungking from a farm area tour.

He predicted the over-all harvest this autumn would be 20 per cent better than last year, while the wheat crop alone would be 40 per cent higher. Two bumper crops in 1938 and 1939 and two fair harvests in 1940 and 1941 gave China enough to feed her army and people, he said.