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WEEKLY NEWS ANALYSIS

Curb on U. S. Civilian Meat Consumption Eases Supply Problem for Armed Forces; Hitler's Russian Time-Table Slowed Up; 'Work or Fight' Is Edict of Draft Head

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



Two Australian seamen, W. D. McBurnie (left) and F. E. Miller, are brought ashore in a lighter at an Australian seaport after being wounded in action in the Solomon islands. They are survivors of the Australian ship Canberra which was lost in action when American marines and naval units supported by Australian forces made their historic attack on the Japanese-held Solomon islands.

RUSSIA: 'If Winter Comes'

Chill autumnal winds that swept the Russian steppes had reminded the Nazi invaders that Adolf Hitler's timetable of conquest was behind schedule. Every day the Russian lines held was that much time lost for the Germans. Every day they held was that much closer to winter.

Up the Volga river from the Caspian sea to beleaguered Stalingrad had come a Soviet naval flotilla. There, southeast of the city proper, the ships poured shellfire on the attacking Germans, answering the thunder of the big guns the Nazis were using to reduce the city. Meanwhile tank battles, air assaults and hand-to-hand encounters had raged in and around the city.

While the heroic Red forces had held their ground and even forced the Germans back in places, the situation remained grave. Defeat on the Volga would mean incalculable injury to the Russian war effort, with vital communications disrupted and the connecting Red armies of South and Central Russia split.

In the Caucasus, the Germans still had goals to reach. Still in the hands of the stout-hearted Red defenders was the south and eastern half of the peninsula.

DRAFT EDICT: Work or Fight

A "work or fight" edict to end the occupational deferment of men who stay away from their jobs or go on strike in war plants loomed as Maj. Gen. Lewis B. Hershey, director of selective service made public an amendment to selective service regulations which stated:

"Whenever the director of selective service advises a local board that a deferred registrant or group of deferred registrants is not supporting or is adversely affecting the war effort or the national health, safety or interest, the local board shall immediately terminate the deferment and consider anew the classification of such registrant or registrants."

Local boards hitherto had authority to reclassify such persons and in a number of instances had done so.

ALEUTIANS: 'Japs' Wings Clipped'

Heartening news from Alaska was brought to Washington by Congressman Warren G. Magnuson on his return from an official visit to American fighting forces in the north. The navy, said Mr. Magnuson, had definitely turned Japanese occupation of the Aleutian islands to our advantage.

"The situation is good in Alaska," he said. "The joint army and navy command is clearly now offensive-minded. The occupation of the Aleutian islands by Japan has been turned to our advantage by the navy, giving us the opportunity to sink Japanese ships we otherwise would have been unable to get to."

"The navy has clipped Japan's offensive wings if she had any idea of using the Aleutians as a stepping stone for an attack against Alaska."

MADAGASCAR:

Safe for Allies

Active Vichy French resistance on the island of Madagascar came to an end when British occupation forces supported by South African armored units and East African troops took over Tananarive, capital of the strategic island.

The communique that told of the British capture of Tananarive also disclosed that Antalya, 200 miles from the northern tip of Madagascar on the island's northeast coast was also occupied.

Allied control of Madagascar, lying athwart Africa's southeast coast and commanding sea lanes from Capetown to Cairo and to Australia and India meant that a strategic setback had been handed the Axis. It had been known that the Vichy authorities on the island had been friendly to Axis agents and it had even been reported that Japanese submarines had put into out-of-the-way harbors on the island for fuel and supplies for their forays against United Nations shipping in the Indian ocean.

SCRAP METAL:

Need 17 Million Tons

America had stopped living on its metal "fat" and now must dip back 40 years for steel and iron junk, leading steel producers declared in assaying the nation's critical scrap metal situation.

"Many millions of tons of iron and steel scrap must be collected if the tremendous tonnage of steel needed in the nation's war effort is to be produced," said Eugene R. Grace, president of the Bethlehem Steel corporation.

At least 17 million tons of scrap would be needed before January 1, when war production was scheduled to reach its peak. Monthly consumption of scrap was running about four million tons, the greatest in history, but still not enough.

"Every farmer and every householder has a heavy responsibility for the country's production of guns, tanks, ships and shells," said Ralph H. Watson, vice president of the U. S. Steel corporation. "The recovery of scrap is one of the most important war jobs facing America today."

NAVY:

Gains on Subs

Evidence that the United Nations were forging ahead of the Axis in the race for control of the oceans was disclosed by Chairman Carl Vinson of the house naval affairs committee in a report compiled in co-operation with the navy department. Allied shipping losses along the Atlantic coast had virtually ceased, the report said, while a five-fold increase was being achieved in the navy's shipbuilding program.

"At sea we have begun to turn the corner," said Congressman Vin-



REP. CARL VINSON
... begun to turn the corner."

son. "Directly or indirectly the first fruits of American naval expansion are already influencing the course of the war."

Citing the American victories in the Solomon islands as an indication of the offensive spirit among the United Nations, Mr. Vinson revealed that at the beginning of July, the United States was building 3,230 combat, auxiliary, patrol and mine vessels for its own navy. This compared with only 697 ships of the same category under construction a year earlier.

VATICAN:

Post-War Plans?

No official announcements from the Vatican followed the conferences of Myron C. Taylor with Pope Pius XII. But seasoned diplomatic observers viewed the visit of President Roosevelt's personal representative to Vatican City as a step in paving the way for collaboration in post-war plans. This was given credence in the light of Mr. Taylor's subsequent conferences with the British and French envoys to the Vatican and the representatives of conquered Poland and Yugoslavia.

Washington Digest

Wheat Price Minor Factor In Present Cost of Bread

Improved Merchandising, Manufacturing Methods Boost Baker's Bills; Raw Material Cost Relatively Negligible.

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The recent debate in congress over the stabilization of prices and wages goes as deep into the home and the farm and the factory as any national issue ever has.

I received a typical letter on the subject—a query about the relative cost of wheat and bread, what the farmer gets and what the baker charges. In trying to answer it, I found a mountain of statistics and a wide variance of opinion; but it was a childhood memory which gave me the most convincing part of the answer.

First, the letter from my listener in Bismarck, N. D.:

"Before you put too much blame on farm products for the rise in the cost of living, please explain soon in one of your radio talks, why during World War I, when wheat was selling for \$2.25 to \$2.50 per bushel, that bread was selling for ten cents a loaf while now, posted local prices at this point, are 92 cents (for wheat) and bread retails at 13 to 15 cents a loaf . . ."

Now the memory:
It was a clear summer morning. School was just out and there was a treat in store for me. I got up long before the family was awake, slipped into the summer kitchen and poured myself a glass of milk and put a couple of cookies in my pocket. As I went quietly out the front door, I tiptoed across the stoop where the empty pan with a red milk-ticket lay beside it.

I walked down Locust street to Arthur Barnes' house just in time to climb into the bread wagon beside him and his father. We crunched down the driveway and through the empty streets to the New York Central station. Before we got into the freight yards the train from Buffalo was rolling in. By the time Mr. Barnes had backed the wagon up to the freight station platform the bread crates were waiting.

Fast Delivery

We stood beside the crate. Mr. Barnes was in the delivery wagon. I wasn't nearly as adept as Arthur, of course, for he had much more practice in extricating and tossing the loaves and he often had to wait a second or two, while he toyed with the unwrapped loaf before I had managed to toss mine to Mr. Barnes who deftly caught it and put it in place in the layers that rose from the wagon's floor. This lack of dexterity on my part made me a little nervous and one loaf went wild. Mr. Barnes reached out nobly but it hit the side of the wagon and caromed over into the cinders.

Mr. Barnes was a man of deeds, not words. He leapt out of the wagon and recovered the treasure. I looked sheepishly at Art. There was half my pay gone, surely. But no! Mr. Barnes was frowning, he looked around, whipped out his knife and with a few expert incisions removed the cinders, gave the crust an affectionate stroke with his bare wrist and leapt back into the wagon with it. The loading continued in silence for a moment. Then Art leaned over and said in a reproving whisper, "Don't say nothin' about that."

It was that concern over a possible aroused public opinion over a lapse in our sanitary discipline which foreshadowed one of the developments that has increased the cost of bread.

The incident I have described took place about 1898 and it reveals some of the primitive methods of the baking industry which sanitary laws, popular taste, cost of labor make impossible today.

Take the most obvious: packaging. Can you imagine bread being shipped in crates and massaged by human hands today? Yet even as late as the time of which my correspondent writes, 1914—wrapping bread was unknown in many communities.

This one sanitary measure is only one of many which have made the cost of bread higher—the conditions with the bakery have changed even more radically. Of course, labor is the most important factor. In 1914 men worked much longer hours for much less money.



Many Ships Sail Without Convoy

Newspaper Man Tells About Three Trips in Vessels Unescorted.

LONDON.—Although London and Washington report losses to convoys, they do not give many details about the cargoes of men and material which arrive in safety, despite Axis submarines and war planes. This is particularly true regarding the ships which make safe voyages alone. Martin Moore of the Daily Telegraph of London, who has made three unprotected voyages, writes about them to his paper from Colombo, the principal seaport in Ceylon—clearing house for war supplies to India—as follows:

I am not going to tell stories of being torpedoed or dive-bombed or mined or fired on by enemy raiders. I cannot tell these stories because no such experiences have happened to me in all the 17,000 miles I have traveled. Nor can I describe how naval escorts saved us from these dangers, because I have never sailed in convoy.

This is a story of the ships that get through alone. There are many hundreds of them on the seas today, carrying Allied aircraft and tanks and guns and munitions to the theaters of war. If every cargo waited for a convoy these supplies would be seriously delayed.

There is nothing spectacular in their lonely voyages. The naval authorities who plot their courses, and within a narrow margin the naval command knows every day the whereabouts of every merchant ship voyaging in its area.

The most careful precautions are taken to ensure that nobody knows when she is sailing, where to, by what route and with what cargo.

For weeks after I had booked my passage from the United States to Australia I received no hint when the ship would sail or from where. Only a day beforehand did I learn the date of departure, and that information had to be given me orally, not in writing or on the telephone.

Two of the cargo vessels in which I traveled carried passengers. Yet particulars of the route we were following were kept from us as secretly as if we were all enemy agents.

These unescorted vessels are an immensely important factor in the building up of Allied striking power. One ship in which I traveled carried about three-quarters of a million pounds' worth of war material—bombers, fighters, tanks, explosives. Yet she was only a medium-sized freighter and only one among many making this particular crossing.

She was loaded as surely no vessel has ever been loaded in the history of sea transport. Not only were her holds full, but from stern to stern her decks were piled high with this cargo of war. There was barely room for the crew to clamber past the planes, the tanks and the crates.

Throughout the voyage of nearly three weeks we had only one alarm. A faint plume of smoke was sighted on the starboard bow at dawn. This might have been the smoke of a friendly vessel, but we took no risks. Our ship swung hard to port, the crew were piped to action stations, passengers were mustered at lifeboat stations.

For more than an hour we stood on deck, wearing life-jackets. But if the other vessel was a raider we gave her the slip.

They Were So Dumb That Policemen Grabbed Them

WILKES-BARRE, PA.—Two patrolmen crept on hands and knees to a warehouse in an attempt to surprise a pair of boys ransacking the place. One kicked in the door and shouted: "You're under arrest!"

The boys kept right on working. They themselves were not recovered and grabbed the pair. One twisted free and wrote on a pad: "What's up?"

"You're under arrest," the law repeated—in writing. It took a sergeant 45 minutes of heavy pencil work to book two deaf-mute brothers on charges of burglary.

British Diners Chided For 'Toying' With Bread

LONDON.—Great Britain's food minister, Lord Woolton, denounced thoughtless Britons who, consciously "toy" with bread or rolls served in homes or restaurants.

"If you saw, as I see every day, the sinking of ships, and if you had the imagination to think of the men and their families involved in these sinkings," he declared, "you would not toy with bread."

Handicapped Find Place in War Work

Disabled Vets to Take Up Diamond Cutting.

WASHINGTON.—Industrial diamond cutting and skilled office work, including stenography, are a few of the occupations in which the War Manpower commission is planning the placement of the nation's disabled service men and physically handicapped men and women who constitute a reservoir of "unused man power" estimated to contain 4,000,000 persons.

The latest step toward solution of the problem of finding work for the physically handicapped is an agreement recently concluded by management and labor in the small diamond cutting industry under which disabled veterans of the army and navy will receive special preference as apprentices with age limits waived.

The cutting of small diamonds for industrial uses is an industry which, until the Nazis overran the low countries, employed about 25,000 people in Holland and Belgium. Now we are trying to make ourselves self-sufficient in this highly skilled and important craft. Most of the work is being done now in New York city, but it is planned to set up apprenticeship programs in other sections.

Increased employment and faster production rates in the munitions and heavy industries already are adding to the number of handicapped, whose misfortunes frequently prove, after proper training, to be no handicap at all, a fact which, according to the commission, war industry and business gradually are discovering.

The blind are being used successfully in a number of industrial operations as well as for such skilled work as stenography.

Survey Cites Violations Of 40-Mile Speed Limit

WASHINGTON.—The public roads administration reported that more than half the motorists "in several states" still drive over 40 miles an hour despite an appeal by President Roosevelt that this maximum speed be adopted to conserve tires and gasoline.

At the same time, the agency said traffic volume on rural roads during June was down 39 per cent in the gasoline-rationed East and down 22 per cent in non-rationed regions, compared with the same month last year.

The reports were based on speed and travel volume measurements in ten states, and the data turned over to the war department's highway traffic advisory committee, which is waging a campaign to save tires and gasoline.

This survey showed that the average speeds of traffic were two to eight miles an hour slower than before Pearl Harbor on sections of highways in Nebraska, South Dakota, Virginia, Wisconsin, Arizona, Maryland, Missouri and South Carolina, with the reductions greatest in the first four states.

Napoleon Was Germanic, Says Hitler Collaborator

STOCKHOLM, SWEDEN.—An attempt to demonstrate that Napoleon was of German descent is made by one of Reichsfuehrer Adolf Hitler's intimate collaborators, Chief of the German Reich Chancellery Philipp Bouhler, in a book entitled "Napoleon: The Comet-like Rise of a Genius."

The name Bonaparte, he announces, derives from the old Germanic-Lombardian name of Bonipert. He also asserts that Napoleon's ancestors in the year 923 had such Germanic names as Konrad and Ermengarde.

The author draws a parallel between Napoleon and Herr Hitler, saying that although the French emperor "did not really know the Jews," he hated them no less.

The essential difference between the two is said by Herr Bouhler to be that while the soldier dominated in Napoleon, Herr Hitler is "much more the statesman."

4 Reds, With 2 Guns Knock Out 15 Tanks

MOSCOW.—The army newspaper Red Star, in an editorial, told of four Russian guardsmen, armed with two anti-tank rifles, who found themselves in the path of 30 enemy tanks and armored cars which had broken through Russian lines at a point on the Kletskaia front.

As the tanks advanced, the four men embraced each other, took an oath to fight to the death, and then opened fire. After they had knocked out 15 tanks, Red Star reported, the remaining 15 retired, and the four Russians emerged alive.