

# THE ALAMANCE GLEANER

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## WEEKLY NEWS ANALYSIS

### Meat Ceilings to Check Black Market; Bismarck Sea Triumph Forecasts U. S. Drive to Sweep Japs From New Guinea; Small Firms Get Billions for War Work

(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.)  
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Even the most advanced air base in Tunisia gets its mail, as pictured above. This photo of the mailman arriving and being welcomed at an advanced U. S. air base of Gen. Dwight Eisenhower's army, should be an incentive to those on the home front to write and keep writing to loved ones no matter how far away on Uncle Sam's service they may be.

### BLACK MARKET: Action on Meat

Action rather than words was the keystone of a program sponsored by the OPA and the department of agriculture to smash the black markets in meat.

First barrage laid down in this offensive was Price Administrator Prentiss M. Brown's order imposing specific retail price ceilings on meat, beginning with pork products. Second attack came in the announcement by Secretary of Agriculture Wickard of orders licensing livestock slaughterers as well as those who buy and sell livestock for slaughter.

Effective April 1, the meat ceilings were expected to check black markets and end an "unjust squeeze" on packers. Mr. Brown said they would also lay the groundwork for the start of meat rationing about April 15. Pork ceilings were to be followed by uniform regulations on beef and lamb.

When red meat rationing is undertaken, the order will include bacon, butter, cheese, lard and other cooking fats.

With prices uniform throughout a community on all cuts of meat, Brown said, it would be difficult for dealers to get rid of illicit meat at higher prices.

### RUSSIANS: Repeat Old History

Back over the snowy Russian steppes where Napoleon's army perished long ago reeled the retreating German legions.

While the collapse of Nazi resistance at Rzhev had been of high immediate strategic importance to the Red command it was prophetic of further Nazi reverses, for with the whole German salient west of Moscow unbending, the fate of Orel and Vyazma to the east virtually sealed.

The rapidity of the Russian advance was indicated by the capture soon afterward of Olenino 35 miles west of Rzhev giving control of the railway running from Moscow to Velikie Luki.

While German spokesmen described the Rzhev defeat as a strategic withdrawal to shorten Nazi lines, Allied military observers saw in it a threat to all Axis defenses from Smolensk to the Baltic sea.

In the South the Russians had moved forward more slowly, impeded by the first thaws of oncoming spring. But Red forces were reported driving forward from recaptured Lgov, important railroad center west of Kursk.

### WAR COST: Exceeds 43 Billion

More than \$43,830,452,651 was spent for war purposes in the first eight months of the current fiscal year, it was disclosed by the treasury department.

The war department spent the most for war—\$27,303,243,684. The navy spent \$11,502,653,956, the maritime commission \$1,685,143,236 and the war shipping administration \$33,211,740.

Expenditures by the government for all purposes during the eight-month period totaled \$47,600,944,727, while net revenue totaled \$9,512,806,497. The government's deficit for the eight months was \$38,084,682,608.

### SMALL BUSINESS: Good News Ahead

Good news for small business concerns was forthcoming from Charles E. Wilson, executive vice chairman of the War Production Board when he announced that war contracts placed with smaller companies "will run into billions of dollars by the end of the year."

Wilson said that more than \$30,000,000 of work a week is being placed now with small business firms through the efforts of the Smaller War Plants corporation.

The WPB's program for small business, Wilson said, includes: 1—An increase in the number of prime contracts placed with small plants; 2—Widening of WPB's lending policy to make loans to small business easier; 3—Certification of more small plants to handle war contracts.

### BISMARCK SEA: Disaster for Japs

Three facts of major significance to the future of the war in the Pacific emerged from the stunning victory of General MacArthur's bombers over the 22-ship Jap armada in the Bismarck sea, approaching New Guinea.

Fact No. 1 was that in sinking the 22 enemy ships and bagging 82 Jap planes, MacArthur's airmen proved that a force of land-based bombers manned by skilled pilots is more than a match for a seaborne invasion force. Fact No. 2 was that the victory removed the danger of invasion to the Australian mainland for the time being at least.

Fact No. 3 was that the enemy garrisons at Lae and Salamaua, New Guinea, would not now be reinforced, for it was estimated that 15,000 Jap troops perished when Yankee bombs sank their transports.

Military observers believed that one of the immediate results of the Jap disaster would be an increase in pressure by General MacArthur's armies besieging Lae and Salamaua with the object of driving the Japs entirely from New Guinea.

The clean-sweep character of the American triumph was summarized in General MacArthur's terse communique: "We have achieved a victory of such completeness as to assume the proportions of a major disaster to the enemy."

### NAVY: Predict 10% Losses

A navy "big enough to dominate all seas over the world" was envisioned by Secretary Frank Knox, who added a warning that the American people must be prepared to expect a 10 per cent casualty rate in navy personnel before the war's end.

Secretary Knox and ranking naval officials unfolded a program for building up personnel strength to 2,250,000 by July, 1944, in testimony before the house subcommittee on naval appropriations. Appropriations totaling \$3,816,000,000 to implement this program were approved by the subcommittee.

The navy had 3,205 ships in commission on January 1, 1943, according to Rear Admiral Randall Jacobs, chief of the bureau of personnel. This number will be increased to approximately 4,100 by the end of the year, he added.

### NORTH AFRICA: Rommel in Reverse

As Allied troops continued their drive in Tunisia, it became increasingly clear that Marshal Rommel's short-lived Kasserine Pass offensive had been a gamble. If he succeeded, he would follow it up. If he failed, he would waste no time in retreating. This was emphasized by the rapidity with which American and British forces had regained the ground lost in Rommel's first push.

Reports disclosed that some units of the British Eighth army had made contact with American troops in the Gafsa area of central Tunisia after circling the Mareth line from the south and advancing through the Chott Djerid marshes which had hitherto been regarded as impassable.

American forces pressing Rommel's retreat from the Kasserine Pass were reported well beyond Sbeitla on the way to the Faid Pass, the key to German north-south communications.

In the northern mountains west of Axis-held Bizerte heavy Nazi attacks had bent the British lines back. The Allied air arm remained dominant over North Africa, however, and in the Mediterranean, sharp enemy losses to British submarines were reported. Seven Axis ships were sunk and nine others damaged.

### ABSENTEEISM: Wage Docking Urged

"Hit them in the pocketbook. If you dock their wages you are hitting them where it hurts."

This was the prescription for curing the problem of persistent absenteeism by war plant workers proposed by Secretary of Navy Frank Knox. Testifying before the house naval affairs committee, Knox advocated remedial legislations covering both draft-age and non-draft-age workers.

A large share of the absenteeism is caused by men safe from the draft, he told the committee which was studying measures to require periodic reports to local draft boards on absentees of military age. Best results in curbing absenteeism would be to deprive such workers of earnings for part of the time they were actually at work, he added.

### DRAFT: Fathers Go Soon

Draft boards will begin inducting fathers into the armed forces in many areas of the United States about May 1, informed officials in Washington indicated. These officials added that they expected drafting of married men with children to be general throughout the country by early summer.

Acknowledging that some married men with children have already been inducted, selective service officials declared that most of these had acquired their dependents after December 8, 1941. Other fathers, it was said, may not be inducted without authorization from selective service headquarters. It was predicted, however, that such authorization would be forthcoming this spring.

### PIPELINES: Relief for East

Blunt-spoken Harold L. Ickes, petroleum administrator, served notice that he had decided to build a 20-inch pipeline from Texas to the Middle West, despite the objection of



PETROLEUM BOSS ICKES

Midwest senators who had urged that any new pipeline construction should be instead, from the Middle West to the East Coast shortage area. This will be in addition to the recently completed 24-inch line.

Mr. Ickes assured the Middle West senators in testimony before a committee in Washington that he also hopes to complete a 20-inch pipeline from the Midwest to the East coast this year.

Meanwhile, he insisted, building the western end of the second pipeline first would speed the job and increase deliveries to the East coast of from 3,000,000 to 5,000,000 barrels during the most critical period of the shortage. This would provide the most effective method.

## Soldiers Trained as Weather Observers To Assist Army in Mapping Plans; Information Important to Bombers

The strategic and tactical importance of weather predictions, both short and long range, in waging the present war cannot be overestimated. This is particularly true in regions of the world where rapidly changing weather situations are characteristic throughout the year. Over the Atlantic ocean and in Europe changing weather is prevalent in latitudes from the foot of Italy northward. In eastern Asia, significant and frequent weather changes occur throughout the year in latitudes from Burma northward; while over the North Pacific ocean, this is true from a line running from Tokyo and Los Angeles northward. Both Berlin and Tokyo lie within the areas where the weather element is of importance the year around. Therefore, any successful strategy aiming a blow at the heart of our enemies must include the weather factor.

To this end, courses have been established to train personnel for weather work in all parts of the world. Among these courses are those designed to train enlisted men as weather observers; enlisted men as forecasters to assist the weather officers; a weather reconnaissance squadron training course; and an aviation meteorological cadet course.

In using the weather factor to determine the effectiveness of the air-ground team or the co-ordination of land, sea and air forces, the army air forces have evolved a few simple rules which have, in part, been verified from a study of the strategy and tactics employed by the enemy.

### Clear Dry Weather Permits Attack by Air-Ground Team

1. In clear dry weather, the air-ground team can launch an attack most effectively. Under these conditions the attackers must have air superiority. These conditions permit the use of all types of air support, minimize the problems of observation and recognition of friendly and enemy aircraft and troops, and insure the maximum mobility of ground forces.

2. Dry weather with low clouds and good visibility permits limited air-ground operations. The types of attack by supporting aircraft are restricted. This kind of weather is fairly favorable to the operation of aircraft carriers even in areas controlled by land-based aircraft since the field of vision of the patrolling aircraft is greatly restricted.

3. Dry weather with extremely low clouds and conditions producing rather poor visibility can be used effectively for the consolidation of scattered ground units or the movement of ground forces into a position for attack. These conditions, even with rain, are favorable for the movement of an aircraft carrier into a position for attack when the weather improves. In both cases, the attacking forces are relatively free from observation or attack.

This war has shown that a detailed knowledge of existing weather conditions over the theater of operations, over enemy territory, and frequently over the friendly zone of the interior may be of great value to officers directing or planning campaigns or movements of personnel, motor vehicles, aircraft, or supplies. Usually the future weather is of more value than present weather, in planning, but for certain types of operations the current weather information may be valuable. Information, such as this, is needed to correct for weather effects on range and deflection of projectiles, drift of airplanes, and on the speed and direction of sound travel. It is of use in handling captive balloons and in landing and take-off of airplanes.

### Reports Advise Army of Sudden Changes in Weather

The primary purpose of the army air forces weather service is to provide reasonable accurate forecasts of future weather. A knowledge of present weather conditions is, for most types of operations of little value if sudden marked changes are pending and forecasts of the changes are not available.

All branches of the army need weather forecasts. An army that conducts operations without keeping its staff advised of prospective weather changes is imposing a se-



The two men are about to release a radio-meteorograph. This little instrument when carried aloft by the balloon will transmit radio readings of pressure, temperature, and humidity to a station below. There is also a parachute attached to bring the instrument back.



The weather forecaster must always keep in mind a chronological history of the weather passing his station. This soldier is looking over the weather maps to obtain a picture of what has taken place in the previous 24 hours.



Here the men are obtaining temperature and humidity readings. The man on the left is whirling a sling psychrometer in order to determine the relative humidity and dew point.

rious handicap on itself. The personnel, equipment, and supplies of a field army are usually not well protected against inclement weather. A squall, a thunderstorm, a heavy rain, or a strong wind seldom passes over a temporary army camp or bivouac without doing damage. Freezing weather, coming on suddenly, generally causes damage to equipment and supplies and discomfort to personnel.

The influence of weather may frequently be present in military maneuvers seeking to gain surprise in their execution. In air operations, restricted visibility and adverse weather conditions serve to provide cover for attacking aircraft during the approach to the target, and aid surprise assaults. An effective cloud layer at an altitude suited to the type of attack which is planned provides an ideal cover for approaching aircraft.

Weather affects the planning and execution of all aircraft missions. Lack of weather information may cause frequent failures of missions and many losses of planes and personnel. In general, every time a

flight mission is conducted the flight commander should have an accurate knowledge of weather conditions to be expected during the flight, otherwise both personnel and equipment may be subjected to unnecessary hazard.

All army air forces weather forecasting stations furnish medium and short range forecasts. Short range forecasts are the most accurate type of forecasts made. Therefore, they should be given to every flight commander just prior to his take-off. These forecasts should give the weather conditions to be encountered, including state of the weather, that is, whether the sky is overcast or clear or with broken or scattered clouds; the type and intensity of precipitation; the height of the ceiling; the visibility; the wind speed and direction, both at the surface and aloft; any hazards to flight, such as fog, icing areas, fronts, etc.; and any special phenomena, such as tornadoes. Medium range forecasts are used for planning flight operations. Also short and medium range forecasts are necessary in the case of a very long flight requiring 8 to 10 hours or more for completion. For long flights, if the weather is at all uncertain or changeable, the flight commander should endeavor to obtain, if possible, one or more additional short range forecasts by radio, especially for the period of landing and for the terminal of the flight.

Pilots must know the ceiling, amount of cloudiness, and types of clouds to be encountered on a flight for the entire route in order to plan and execute the flight properly. If a cloud ceiling exists, the pilot must either fly underneath it, fly on instruments in the clouds, or climb through and fly on top of the clouds. Flying at low altitude is usually hazardous and particularly so at night or in hilly or mountainous country with low visibility. Low ceiling or instrument weather at the point of takeoff should ordinarily be no hindrance to individual planes, provided the weather at the final destination is suitable for safe descent. However, instrument weather offers a very definite handicap to a formation of planes. The types of clouds also should be considered if instrument flight is to be made, as they will indicate the smoothness or roughness of the air. Instrument flight in clouds where thunderstorms or icing may be encountered involves a hazard to the aircraft that must be balanced against the military importance of continuing the mission. Thus, the pilot is much concerned with the ceiling and clouds to be found on every flight.

### Clear Weather Is Needed For Reconnaissance Aviation

The primary mission of observation and reconnaissance aviation being to observe and report, their operations are facilitated by high ceilings and excellent visibility over the area where they operate. Reconnaissance aviation must operate great distances over enemy territory where weather conditions may or may not be known. Whether or not this weather is known will depend in a large measure upon the reconnaissance aviation itself since one of its missions will be to make weather reports from points over enemy territory. Bombardment aviation will also make a certain number of weather reports, and if these are sufficient in number and cover enough territory, it may be possible to make fairly accurate forecasts of weather for the following day. The capabilities of reconnaissance aviation in the execution of its tasks, are definitely limited by weather, particularly in the matter of visibility and wind. Their effect must, therefore, always be considered in planning missions to determine radius of operation and number of aircraft required.

Bombardment aviation has probably the greatest need for weather information. Bombardment units may, and frequently will, be called upon to perform their own reconnaissance. Like reconnaissance units, they may operate over great distances and return to their home airbases with gas tanks nearly empty. A forecast before take-off of weather to be encountered upon return is essential. Bombardment aircraft may pass through much bad weather en route to and from their objective, but to avoid wasted effort it is very important that the weather be suitable at the objective for bombing, and that this be known before take-off. Objectives should be chosen, when possible, based on the weather forecast; that is, objectives should be chosen for which weather conditions will be most suitable.

## Who's News This Week

Delos Wheeler Lovelace

Consolidated Features.—WNU Release.

NEW YORK.—The biggest tenth of the 1943 Red Cross War Fund is being raised by Chester M. Colby who knows as well as Morgenthau how to make the money. **It's in the Cards** the money **That Colby'll Top** roll in. **Red Cross Quota** A nationwide drive for \$125,000,000 is now on in full swing and the Colby assignment is to find just a nip under \$13,000,000 in New York city for Americans on all the fighting fronts.

Thirteen makes a lot of millions, and more when they buy blood plasma, not to count lesser benefits, but Mr. Colby goes after them without blinking. Over 20-odd years in an ascending spiral that finally reached the chairmanship of the board of General Foods corporation, he has learned to deal easily with even millions.

They may fill his day, but come evening they have small chance against Lincolniana or, for lighter hours, a crossword puzzle.

Just the same he will probably work day and night for the Red Cross since the money is all for the army and navy, and tradition joins the Colby family with both services.

Mr. Colby, 65 now and handsomely gray, was a major in that littler World war although, oddly, he was born at the Naval Academy and was practically raised on sea water. His father was Rear Admiral Chester M. Colby and his son, third to bear the name, is in the Naval Air service.

Fresh out of the army, Mr. Colby was mulling over three proffered jobs when a fortune teller said that she saw him at the head of a big food concern. He joined the old Postum Cereal company shortly, and deftly pyramided that into General Foods.

SOME day the world may worry over geologic-politics as it worries now over the geopolitics of Maj. Gen. Prof. Doktor Karl Haushofer whose rare bit of **Heart-to-Control World Peace—Prof. Leith** bridges and Offshore Islands gave Hitler dreams, and all the rest of us nightmares.

If this happens, another professor, bony C. K. Leith, may get chief praise, or blame. He comes up now to take the Penrose Medal for "eminent research in pure geology," but he has been broadcasting the political virtue of his subject for a quarter of a century.

As far back as 1919 at Paris he was advisor to the American Commission to Negotiate Peace, and every word he let fall must have packed political dynamite. Next he said, and probably wishes he hadn't, that lack of ore for steel permanently removed Japan as a world war menace. Later he warned, more wisely, that world peace was sadly endangered by prohibitions against the free search for minerals. These days, as advisor to the administration in Washington, he insists that by controlling the world's minerals the democracies can control the peace.

The professor is 67 years old. His face in repose is severe, but his full lips meet lightly as lips do that smile easily. Born in Wisconsin, he was graduated from the state university and has taught there for 40 years. His wife and 2 sons complete his family.

IF THE United States should, after a peace, nip Britain in a race for sea power, Sir Archibald Hurd's quarter-century and more of worry will be vindicated.

**Warns Britannia** His warning in London that "Britannia is about to pass her thousand-year-old trident across the Atlantic" is only the last of a long series of warnings. As he sees it surely, the United States will be stronger all around, in men-of-war, in ships, in airplanes.

Sir Archibald is 73 years old now. He added the knighthood 15 years ago, but even before that other naval experts were quiet when he wished to speak. The son of a modest solicitor, he wrote himself into such fame that admirals of the sea did not snub him. His books fill a big shelf, and cover an unbroken range of subjects as wide as the Atlantic itself.