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WEEKLY NEWS ANALYSIS

U. S. Food Payments Urged for Poor; Tunisia Trap Closes on Axis Armies As Allied Air Blitz Destroys Ships; Truman Group Eyes Hoarding Charges

(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.



The toll of German prisoners has increased steadily as British and American forces have driven in on Rommel's cornered Axis forces in Tunisia. Typical of the multitude of captives is the above group of German prisoners taken in the British drive north of Gabes.

NORTH AFRICA:

Axis Hold Shrinks

Of key importance in heralding the possibility of an earlier-than-expected finish of the Tunisian campaign were reports that the harbor and shipping facilities of Gabes had been left undamaged by the Axis forces in their hasty retreat from Gen. Montgomery's onslaughts.

With Gabes functioning as an Allied supply port, the long overland haul of war materials from Tripoli or Bengazi far down the African coast in Libya could be avoided. Moreover, Allied sea and air power concentrated in Gabes could further harass the Axis forces.

The all-over battle for North Africa was not yet won, but steadily British armies from the north and south and American armies from the center were tightening the squeeze on the remaining Axis troops in Tunisia.

As Marshal Rommel's forces had made their last desperate effort to beat their way northward for a junction with Col. Gen. Von Arnim's troops in the Bizerte area, reports indicated that the Axis had flown fresh troops into Tunisia. To relieve the pressure on Rommel, Von Arnim's forces had staged a brief counter-offensive against British forces near Bizerte. Control of the air over North Africa had appeared to be turning overwhelmingly in the Allies' favor, as raids shook the Axis lines and turned Rommel's retreat into a nightmare.

INVESTIGATION:

Of U. S.-Held Foods

Into a maze of charges and countercharges that the government itself had become No. 1 food hoarder, the senate's Truman investigating committee plunged in an effort to obtain the facts.

Chairman Harry S. Truman announced that a two-way investigation was in progress. One phase is to inquire into the amount of food held by government agencies. The other was to investigate the needs of the armed forces. Information from both government and private sources had been obtained, he said.

Previously, members of the food trade and others had charged that the armed services are hoarding processed foods and thus forcing less than necessary civilian allowances under rationing.

"Supplies of food for the armed forces must be sufficiently great to assure that there will be plenty of food for our soldiers and sailors," Truman said. "However, care must be taken to assure that the government does not itself become a hoarder."

RUSSIA:

Mud Unlimited

Yards rather than miles were the measure of Russian gains on the Smolensk sector as the thaw-soddened central front was further mired by heavy spring rains.

Further to the south, however, the Red forces menaced the steadily shrinking German bridgehead in the Northwest Caucasus by the capture of Anastasevskaya, 38 miles northwest of Novorossisk on the last highway link between Nazi forces north and south of the Kuban river.

Elsewhere, fresh German tank assaults against the Soviet line on the Donets river east of Kharkov were rolled back by the stout Red defenders. In the north the Germans tacitly reported a retreat near Staraya Russa, between Moscow and Leningrad, by admitting a "withdrawal to prepared positions."

TIRES:

Synthetics O. K.

Two events pointed to the conclusion that the nation's synthetic rubber producing program was proceeding successfully.

One was the appearance of Rubber Director William M. Jeffers before a senate committee with a heavy duty synthetic truck tire and his statement that the artificial elastic had been perfected "to the point where it will very nearly meet all requirements without mixing with natural rubber."

The other was the action of the rubber division and the department of agriculture in reducing the immediate planting of guayule, a rubber producing shrub from 53,000 acres to between 13,000 and 20,000 acres.

Jeffers warned, however, that the rubber situation was still critical.

SOUTH PACIFIC:

Bombs Break Lull

American bombs exploding on Kiska in the Aleutian Islands, Vila in the central Solomons, Kahili in the Shortlands and in Japanese holdings north of Australia broke the lull in the Pacific war theater.

While the foregoing raids had nuisance and punitive value, General MacArthur's fliers in New Guinea centered their attacks on enemy supply and communication lines between Wewak and Madang and strafed the entire Salamaua area.

A communique from Allied headquarters said that low-altitude raids in the Salamaua area with bombs, cannon and machine gun fire had subjected this front to the most intensive damage this Jap base had yet received.

Allied airmen continued their raids on the airdromes at Lae and at Timika in Dutch New Guinea.

'AIR POLICE':

To Insure Peace

Air power as a police force preserving world peace after the war was envisioned by former President Herbert Hoover, who proposed that the United Nations strip the



HERBERT HOOVER

Axis powers of their airplane factories as a means of stopping ambitious militarists.

The former President declared that "planes alone" could do the job of maintaining international order, thus allowing extensive land and sea armament while the world moves peacefully into an era of "freedom-of-the-air."

DRAFT:

Reaches War Plants

As the need for military manpower increased a nation-wide search of war factories for men of draft age who could be replaced by women or older men was undertaken. So great is the need, Selective Service officials revealed, that the canvass of the war plants might result in calling for military service thousands of men now classified 2A and 2B—men actually producing tools of war or working in direct support of the war effort.

Next Decade to See Changes in Air Travel That Seem Fantastic to All but Aviators

But Most of Us Will Live To Learn Every Prophecy Has Come True!

By ELMO SCOTT WATSON

Released by Western Newspaper Union.

CALIFORNIA high school youngsters will spend two weeks' study-vacations in a China reached after a fast hop in a plane or a huge dirigible.

The graduating classes of Hudson's Bay Eskimo elementary schools will fly to New York or Chicago for supervised study-visits.

Half-naked natives from the forests of Malay will fly to universities in California or Australia and fly back to the native villages as agronomists and physicists.

"Impossible!" you say—or perhaps only: "Not likely!"

As a matter of fact, it's not only possible but it's entirely probable. You can take the word of a man who knows!

He is Harry Bruno, who grew up with American aviation and with its early heroes. If any man is qualified to forecast what's ahead in an America that has always pioneered in flight and that will probably be even more dependent on air travel in the future than it has in the past, he is that man.

So when he makes such prophecies as those given at the beginning of this article, don't just laugh them off. Instead, read these words of his: "All this—and more—can be accomplished with the planes and airships that exist today. But the world of tomorrow will fly greater, faster, more economical flying machines and airships than now exist."

You'll find those words in a new book, "Wings Over America—The Inside Story of American Aviation," written by Harry Bruno and published by Robert M. McBride and Company of New York. It's not only an interesting book because it's the "inside story" told by a man who, as one of the six original "Quiet Birdmen" and as today's foremost aviation publicist, has first-hand knowledge of every memorable and spectacular event in the development of America's aerial power. It's also an important book—important right now when America is engaged in a life-and-death struggle. For, as Maj. Alexander P. de Seversky, who wrote the introduction to Mr. Bruno's book, says:

"The United Nations will win this war through superior science, or they will not win it at all. We must cut loose from the past and embark upon audacious new strategies, with air power as their core. We must utilize our superior technological set-up to spring intellectual surprises, in machines and strategic innovations, on the enemy. And thus it will be that the dreamers, the pioneers of yesterday's aviation will become the realists and leaders of today and tomorrow. The dynamics of air power are so intensive that we must plan for tomorrow if we want to be on time today. Fortunately America has the leadership to achieve this. Harry Bruno tells us where and why."

Such being the case, let's "cut loose from the past" (so far as our ideas of the limitations of air travel are concerned) and "embark upon audacious new" voyages into the future with Mr. Bruno. You can do that by reading the last chapter in his book—"The Next Ten Years."

Always Look Forward.

At the outset of that chapter he says: "The gods of aviation have one rule which all must obey: always look forward." Then he admonishes us to "Look ten years ahead to a post-war world in which the defeated Axis gangs are a thing of the past, and you see one of the most powerful reasons for each and every one of us to buckle down and do our utmost to guarantee this victory. Thanks to aviation, this is one of the most glorious ages in world history."

Besides his predictions about the California high school youngsters, the Eskimo school children and the half-naked natives from the forests of Malay, Mr. Bruno foresees also the day when:

"Shepherds will fly from the crags of Tibet to universities in Vladivostok and fly back to their native villages as doctors.

"Plane loads of professors will take off from Madrid to train South American Indians in new universities established near new airfields in Colombia, in Venezuela, in Peru.

"The whole world will become the oyster of any American with a two



This Glenn Martin super-passenger liner is not a plane of the "far future"—rather it belongs in the "near future" for plans for its production already exist.

weeks' vacation—and the low cost of airplane and airship travel will make a most enlightening vacation in Norway or India a reality for the Detroit mechanic or the Boston librarian."

Planes of the Future.

How will they be able to do all this? Here is the answer in Mr. Bruno's words:

"The big planes of the next decade will glide through the stratosphere at speeds of 600 miles an hour and more. They will enable a man to breakfast in New York and have dinner in Paris on the same day. Citizens of Detroit and Denver will be able to do exactly the same, even though their planes will fly non-stop from their home towns to Europe and South America.

"Their planes will not be patterned after the huge flying boats that now cross the oceans. The new planes of 1952 will be huge stratosphere land planes, whose sealed, oxygen-equipped cabins will carry more than 200 passengers in all the luxury and comfort travelers enjoyed on luxury steamships like the Queen Mary and the Normandie. They will be powered by banks of gasoline-



PROPHET—Harry Bruno, who "grew up" with American aviation, makes some startling—but "too conservative," so say his friends—predictions about air travel during the next ten years.

burning engines of 5,000 horsepower each. But the use of gasoline, in aviation, will some day be as obsolete as the era of steam in automobiles. Electric engines of 10,000 horsepower, receiving their impulses through rays transmitted from ground stations will supplant gasoline engines within two decades of the end of the war.

"Passengers with more time, out for a more economical ocean crossing, will ride in the comfortable helium-filled dirigibles of the new world. These giant cargo and passenger airships will cross the Atlantic in about 36 hours, carrying fast freight and about twice as many passengers as the fast planes."

If you decided to sell your automobile because of the inconvenience of gas rationing and wait until after the war to get a new one, don't count too much on becoming a "motorist" again. For, according to Mr. Bruno, automobiles "will start to decline almost as soon as the last shot is fired in World War II. The name of Igor Sikorsky will be as well known as Henry Ford's, for his helicopter will all but replace the horseless carriage as the new means of transportation. Instead of a car in every garage, there will be a helicopter."

Why? Well, these marvelous machines can do everything an automobile can do, do it better and besides take you up in the air, far from the gasoline fumes of the crowded highways. Look at this picture of a Sunday afternoon pleasure "drive," as Mr. Bruno paints it:

"The family will take off in its helicopter from the backyard or the roof hangar, climb straight to the

level authorized by government regulation, fly on to their destination, and land on earth, on a roof top, or on water—as fancy dictates. Instead of wheels, the craft is mounted on rubber floats—inasmuch as it rises and descends like an elevator anywhere, wheels are not needed. These 'copters will be so safe and will cost so little to produce that small models will be made for 'teenage youngsters. These tiny 'copters, when school lets out, will fill the skies as the bicycles of our youth filled the pre-war roads."

But 'copters aren't the only machines that your children and their children will be driving. For, says Mr. Bruno, "the great sport of our youth will be motorless flight. Glider meets will be held all over the country, much like the sailing meets of other years."

However, the glider won't be a machine for "pleasure driving" only. It will become an important economic factor in the transportation of the future. "Powerful cargo-carrying sky trucks will tow trains of cargo carrying gliders—since all but the bulkiest slow freight will be carried by airplane or glider-towing, cargo-carrying dirigibles. The glider will also become the great transportation medium of commuting."

Trains of Gliders.

Which means that when you decide to visit Aunt Emma back in Syracuse or Cousin Will out in Oregon, here's how you'll go:

"Glider trains, towed by a lead passenger-carrying plane that will fly hundreds of miles, will drop gliders carrying local passengers at airports all along the route. Thus, a trip from New York to Albany, for instance, would be made in a glider attached to the New York-Buffalo sky train. Passengers would board the train at the overhead station of Rockefeller Center. The sky-train, which started from LaGuardia Field, would pick up the Albany glider at Rockefeller Center (and pick it up in flight, too) and continue on toward Buffalo. Over Albany, the conductor-pilot of the Albany glider will cut his craft loose from the train and glide to earth. By the time the lead plane reaches Buffalo, he will have dropped all of his gliders along the route."

"But all of these machines can still fall down and kill people—no, sir, I'll stick to good old Mother Earth!" you say. The aviation of the future will become increasingly safer, Mr. Bruno believes. He writes: "All aircraft will have television weather survey sets, enabling them to see and hear weather conditions along the routes that lie ahead. In this manner, they will be able to fly above or around storm areas and add to the comfort of each flight."

"All airplane factories will be entirely underground, air-conditioned and deep enough so that no aerial bomb can ever hurt them. Airports will also go underground and what will appear to be an empty field will suddenly become active when a plane lands on it. A quick taxi to a designed spot, and down will go the underground hanger as the surface sinks under the operation of a large elevator. An international police force, armed with the newest type of air weapon, will have no trouble maintaining order and understanding."

"Such is Mr. Bruno's preview of "things to come." Do you find them hard to believe? Then reflect upon these final words:

"These predictions are a lot more conservative than the flat prediction, in 1900, that before the century was over man would build a machine that would really fly. If anything, most of my friends—men like Igor Sikorsky and C. M. Keys, who read this chapter, for instance—mark the predictions down as being too earth-bound, too conservative. And this should tell you that most of you will live to see them all come true!"

Who's News This Week

By Delos Wheeler Lovelace

Consolidated Features.—WNU Release.

NEW YORK.—A couple of years ago Chester C. Davis would have switched 5,000,000 low-income farmers into defense industry. He'll be glad now they stuck to their plows. As food administrator he ought to like whatever the 5,000,000 farmers can grow, even if it is spinach.

Fifty-six years old now, Davis used to be footloose. He was born in Iowa and got his AB at little Grinnell, but later he picked up a law degree at Clemson in South Carolina, and his first job was in South Dakota. He was editor of a plant-based paper there and then he rolled moselessly on to Montana. Montana always has a fine crop of girls, and he married one in 1913 and finally became state agricultural commissioner. Marriage nails most men down, especially when it produces two sons, but Davis rolled on to Illinois to run first a grain marketing association and then a corn-stalks processing company.

All this seems skitter-skatter, but it turned out to be just right for a job with the Agricultural Adjustment administration, first as director, then as administrator. And that led, by a neatly selective process, into the Federal Reserve system.

He has been president of the reserve bank in St. Louis for several years and maybe in defense against people wanting money he has formed the habit of dropping his fleshy face and looking somberly from under heavy eyebrows.

NOW and then the production of this column is interrupted by a young buck from next door who speaks the irreverent jargon of the Yellow Peril of hot spots. Tokyo a Gangster ample, grave To Reckon With elder speaks of Japan's dangerous Premier Hideki Tojo he swings in with a carefree "Hi-de-ho."

His is a too flippant reaction. The yellow, or tea-colored peril of Tokyo is bad medicine for people in these parts, even though he has softened his earlier promise to route conquering legions through our states. Now he will only crush our power in the Pacific. He seems to figure this won't be so difficult with those 26 new dictatorial laws, and with a new economic council to cut red tape.

Tojo, according to men lately back from the Far East, heads up a band of military gangsters. He took over the government of Japan, they say, by methods such as Dutch Schultz used to take over the liquor racket in the bad old days here. The same methods will keep him in power until his gang meets a tougher gang or he is, himself, rubbed out.

He is big for a Japanese, with an untrimmed mustache and a mere spatter of hair fringing the skin stretched tightly over his hard skull. He lives in the Samurai tradition, eats lightly, rises early, and pampers himself only in the number of cigars he puffs to ashes in a day. He graduated from Japan's Military academy and has been in the army all his life. His followers call him Razor Brains, a nickname Dutch would have envied. But as for his wife! She says that no gentleman ever lived. She has never once heard him scold a servant.

MUSSOLINI seems nearer his long-predicted final fall as the rumor hangs on that Crown Prince Humbert may be made commander-in-chief of Italy's army.

Humbert has always given the Fascist salute with crossed fingers. His dissent, necessarily, has been guarded save perhaps when he balked at the Ethiopian razzia. But at 38 he could easily feel ready to come out in the open and tip over a tottering dictator.

He should know, too, how to run an army. He was a general on active duty two years ago. And this spring he led the Italians in Russia. Backward, mainly, but still it was experience. Once Humbert wrote a friend that he doubted he ever would be king. His prospects are brighter now, but even if he still feels the same way, he has a son.