

# THE ALAMANCE GLEANER

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## WEEKLY NEWS ANALYSIS

### Air Raids Soften Europe for Invasion; Decisive Allied Moves Against Japan Forecast in Washington Strategy Meet; WLB Regains Authority on Wage Boosts

(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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With activity against the Japs on all eastern fronts forecast by recent Washington conferences, Allied air attacks against the enemy loom large in the tactical picture. Above are shown four American-trained Chinese pilots looking over the instrument panel of a P-40, in company with Maj. Grant Mahoney of the U. S. air force in China.

## OFFENSIVES:

### Europe and Asia Both

Not only Allied smashes against Hitlerite Europe, but decisive campaigns against Jap-held domains in Asia and the South Pacific in weeks to come were on the United Nations' war timetable scheduled by President Roosevelt and Prime Minister Churchill in their Washington conferences.

That activity against Japan would be stepped up on a major scale was indicated by two developments. One was the presence at the Washington conferences of Commander-in-Chief Sir Archibald Wavell of India, Admiral Sir James Somerville, the Eastern fleet commander, and Sir Richard Peirse, the India air commander. The other was the disclosure that Admiral William F. Halsey and Gen. Douglas MacArthur had met to co-ordinate future operations in their areas.

Indicative of the trend toward decisive American action was a Tokyo radio report that strong U. S. forces had invaded the Jap-held island of Attu in the Aleutians.

Observers believed that future moves on Japan might take on a nutcracker character. One prong would close in on Nippon from the east, via Halsey's and MacArthur's combined forces in the Pacific. The other would squeeze Japan's flank from the Indian ocean and the India-Burma front, using the combined commands of Wavell, Somerville and Peirse.

## TRADE PACTS:

### Green Light by House

Surviving debate and the threat of crippling limitations, President Roosevelt's reciprocal trade program was extended by the house of representatives for a term of two years.

As debate had divided on party lines and the Republicans had supported a series of amendments which the Democrats charged would have been "a kiss of death" to the entire program, Speaker Sam Rayburn had rallied support sufficient to insure favorable action. While gaining main support from Republicans, the amendments were offered by Democratic Congressman West of Texas, only New Deal member of the house ways and means committee to oppose extension of the act.

Reciprocal trade pacts have been negotiated with 27 nations in the last nine years.

## CANNING:

### Kitchens Defined

A definition of "home canning" was released by the Office of Price Administration to allay housewives' fears about giving up rationing points for foods processed in co-operative centers now being organized in many parts of the country.

The OPA defined "home canned" foods as those processed "in a kitchen primarily used for the preparation of meals, or in a kitchen used to demonstrate preparation of such meals"—such as in a school or home economics center.

If a farmer has a separate building where he customarily does his canning, he must get permission from his ration board to use it.

## SUBMARINES:

### Allies' Defense Grows

The Allies were making steady progress against Hitler's hitherto most potent weapon—the submarine. Decreases in monthly shipping losses by the United Nations and the preponderance of ocean-transported Allied munitions and supplies in North Africa at the victory finale were indicative of this.

Evidence of how the Allies were successfully applying air and sea power plus grit and stout hearts against the Nazi subsea peril abounded in epic report issued by the British admiralty describing how navy escort ships and Royal Canadian Air force planes had sunk or probably sunk 10 German submarines in an eight-day battle in the Atlantic.

Characterizing the action as the biggest single Allied victory against U-boats, the admiralty report said that planes, destroyers, frigates, corvettes, cutters and sloops joined in the battle continuing day and night for eight days. As many as 25 enemy submarines were in action at one time. The battle finally turned in favor of the convoy. "Some damage was suffered," the admiralty said, "but the majority of the merchantmen reached port in safety."

## MERGER:

### Wire Giants Unite

Improved telegraph service for those engaged directly in the war and for the general public in the post-war period was forecast as a result of the merger of Postal Telegraph Inc., and Western Union Telegraph company.

Together the two companies do a business of about \$145,000,000 a year and their combined assets will approach \$500,000,000.

Culminating negotiations and discussions covering more than 20 years, the merger was made possible by recent congressional action and by approval of the Federal Communications commission. Under the terms of the agreement, Western Union will acquire all assets and all business of Postal Telegraph and assume its liabilities and obligations, including the amount owed by Postal to the Reconstruction Finance corporation at the time of the closing of the agreement.

## CURB:

### War Plant Building

Ordering a halt on virtually all war plant construction which cannot be completed by October 1, the War Production board announced that the nation now has enough industrial plants to produce the materials required to beat the Axis.

Meanwhile the board had directed a widespread conversion of machine plant tools and other existing facilities to the production of more urgently needed goods. Calling its action a "significant milestone in the war program," the WPB said that men and materials released by its new directives would be channeled elsewhere into the war program.

WPB officials estimated that construction of between \$500,000,000 and \$1,000,000,000 in new war plants would be halted, even if it were necessary to dismantle partially completed ones. Many machine tools orders will be cancelled, and tool plants will be converted to the production of "things that shoot."

The announcement emphasized that there "has been no easing-off in the demand for critical materials; there is on the horizon no indication whatever of a lessening in the demand for labor."

## LIFELINE:

### For Small Business

Hope for financial aid for small store owners, operators of gasoline and service stations and other small businesses adversely affected by the war was held forth by the Reconstruction Finance corporation in announcing a loan program.

Jesse Jones, secretary of commerce, said the program would be in the hands of the RFC Mortgage company. The company, he added, is ready to consider loans against real estate, including stores, privately owned gasoline and service stations and business properties generally that have lost their earning power by reason of wartime restrictions and regulations.

Mr. Jones announced that three types of loans will be considered: participation loans; refunding loans; and care and preservation loans.

## MISCELLANY:

**COFFEE:** Beginning June 1, Americans will get enough coffee to make one and one-fourth cups a day compared with present rations, the OPA announced.

**PAFEE:** The Office of War Information's output of news releases reached a record high of 59 in a single day. Included was one publicity release urging conservation of paper.

## World's Largest Mobile Community, Built of 3,300 Trailer Coaches, Will House 13,000 Naval Workers

### Removal After War Will Leave No Ghost Town; Improvements in Construction Expected to Stimulate Future Use by Migrant Workers.

From wasteland to a city of 3,300 homes in 46 days! That's the wartime "miracle" of Trailer City at Portsmouth, Va., where 13,000 persons will soon make up the world's largest mobile community.

When the navy found it was impossible to recruit workers for the Norfolk navy yard because of housing shortages, the Federal Public Housing Authority was requested to supply accommodations quickly. The huge trailer project is the FPFA's answer to this request.

Nothing approaching this feat has ever been seen in housing. Through the combined efforts of manufacturers, government officials, contractors and local workers, 100 mobile homes a day were transported to the site and placed on foundation blocks, ready for occupancy. Since all the units were completed and furnished at mid-western factories, it was a matter of a few minutes for four men to emplace them and connect electric lines.

The successful completion of this project, which is expected to be fully occupied about July 15, is the high-point of a revolutionary change in housing techniques, motivated by war necessity.

### Deliver Complete Unit.

Completely reversing the centuries-old method of transporting parts or sections of houses to the site and then assembling them, the trailer coach industry has applied assembly-line methods to home construction and delivers complete units, including essential furnishings.

Just as mass production techniques have changed automobile manufacture from small-scale output at high prices to million-unit capacity at low cost, this new construction method for homes brings speed, quantity and economy into housing at a time when all these factors are imperative for the war effort.

In manufacture, this method saves 90 per cent on manpower. The mobile houses require less than one-third the ordinary amount of critical materials, permitting much greater volume from a limited stockpile. The average trailer coach, furnished and installed, costs about

All other needs of this city, larger than St. Augustine, Fla., are being provided by the FPFA. Equipped playgrounds dot the 290-acre site, and two schools have been erected for the children. A non-denominational church will be available to all residents. Four community and recreation buildings will provide facilities for stage shows, motion pictures, games, meetings and dinner parties.

Four large play areas, each large enough for a full-sized baseball field, will be available for adults, and seven stores will occupy a large commercial building, eliminating the need for traveling into the city to shop.

Each trailer has a plot at least 26 by 46 feet. Drainage has made the soil fertile, and a Victory garden usually appears outside each unit a few days after the family moves in. Some build small picket fences around their gardens, adding the final touch of suburban atmosphere.

All trailers when delivered were standard olive drab, but because camouflage is not important at this site they are being repainted various hues, to suit the taste of the occupants.

FPFA rentals on these furnished homes range from \$8 to \$9 a week, far lower than prevailing rates for



A total of 3,300 trailers dot 290 acres near Portsmouth, Va. Here, 13,000 workers in the Norfolk navy yard will make their home for the duration. Each trailer has a plot at least 26 by 46 feet adequately drained, and Victory gardens already have been set out.

60 per cent as much as the low-priced demountable house. Further important savings are made in manpower at the site, since four men can have a trailer ready in a few minutes, while even a demountable house requires several hours. Since war housing is needed in labor-scarce areas, this has made trailers even more popular.

Employment in the Norfolk Navy Yard, which is to be served by the Portsmouth trailer community, is due to increase about 40 per cent in the next few months. The speedy availability of the mobile homes will make it possible for the navy to recruit workers long before it could have if it had to wait for other types of living units. The effect on the naval shipping program will be important to the early completion of the war.

**Trailers Accommodate Families.** Of the 3,300 units in Trailer City, 2,640 are standard trailers, normally housing two to four persons. The other 660 are expansible mobile homes, which are transported like trailers but have wings that are opened at the site to form extra rooms. With a few quick movements these expansibles form four-room homes, comfortably accommodating families of six.

This proportion of two sizes provides ample quarters for large families as well as smaller ones.



This little girl even finds room for her dollie in one of the 3,300 trailers of the settlement near Portsmouth, Va. Whole families can comfortably occupy one of the new units. Playgrounds, schools and recreation centers have been built to accommodate the residents.

time occupations, the trailers will find wheels again and serve vagabondage or house migratory workers, and the ground that had been host to a thriving city will once more be an open field—no worse for wear. For Portsmouth there will be no bad effects, no "ghost" slums, no regrets.

In this project also is seen the forerunner of a vast field for trailers in post-war Europe. With millions of persons returning to ravaged cities, communities like Trailer City will pop up to house them until permanent quarters can be constructed, he predicts. If American manufacturers can get sufficient materials in time, it is not unlikely that they will provide units for hundreds of towns as big as Portsmouth's to dot the European topography.

### See New Trailer Use.

Peacetime uses for trailers will also show the effects of their wartime use. Large groups of migratory construction workers, moving from one reconstruction job to another, will use trailers so they can move their homes with them. Seasonal farm workers will do the same thing. Lighter and more powerful automobiles will make road travel more popular with salesmen and professional men, and trailer homes will permit them to keep their families together while they travel.

An upsurge in travel interest following wartime repression will enhance the normal market for trailers, too, and thousands of families who are finding these mobile homes satisfactory during the war will decide to retain this type of living.

The trailers that were moved into Portsmouth are tributes to the manufacturers' ingenuity, for they are as sturdy and comfortable as pre-war models despite sharp curtailments in available materials.

The chief shortages—rubber for tires and steel for under-carriages—are not serious because the units are placed on foundation blocks and are immobilized for the duration of the war, unless they are to be moved to another site after their first assignment is filled.

However, shortages of such basic materials as masonite, plywood and stainless steel have necessitated substitutions. The Portsmouth trailers have less than 275 pounds of steel, only three pounds of copper, and use homesote in place of masonite.

The experimentation required by these substitutions will pay real dividends in the future, experts predict.

"We've learned better ways to do things," these experts say. "We now can save weight, add space and increase comfort without increasing cost. After a year or two, when we get a supply of the new light metals and plastics we'll produce trailers that will be luxurious and practical—and at a small cost."

Meanwhile, the Portsmouth project is doing a big war job. Incoming workers pour into the project every day, bringing their families into a new type of living experience. Once in, they plan to stay.

"This kind of life," explains one worker after five days in his trailer, "is as much fun as camping and a lot more comfortable."

## Who's News This Week

By Delos Wheeler Lovelace

Consolidated Features.—WNU Release.

NEW YORK.—It was a good, hop, skip and jump that carried the amphibious forces of Rear Admiral Richmond Kelly Turner onto the

**Here's Sailor Who Quite Well Knows His Turbulent Sea**  
Russell Islands North of Guadalcanal, they are that much nearer Tokyo and the day of reckoning which the admiral has been helping to shape since Pearl Harbor.

Turner has spent 19 years on the uneasy, untrustworthy bosom of the sea since he finished Annapolis in 1908. He was married two years later, so his wife has been a navy widow almost half the time. He is 57 years old, has a DSM and was born in Oregon.

Four years ago the admiral had a fine, close look at Tokyo which may help on the cheerful day an American task force goes boiling past Boso peninsula. He was a cruiser captain then, and the cruiser had just borne home all that was mortal of the late Ambassador Hiroshi Satō, dead in the United States. The emperor shook Turner's hand and expressed undying friendship, but didn't add that his Sugra were crossed against December 7, 1941.

Already Turner has squared accounts somewhat. His wife the plans on which our invasion of Guadalcanal was based. He bet that he would catch the Japanese napping there and he did. The first convoy unloaded men, guns, supplies before the enemy sea force discovered what was up.

Later, when we lost four cruisers, the issue was nip-and-tuck but then we caught two beavies of Japanese warships with their sampans down and after that even Tojo agreed that Turner had called the turn.

**STONEWALL JACKSON** was only in his late thirties when he was giving lessons to arthritic generals sent out from Washington. Phil Sheridan

**Russ Boy Wonder** was still in class of our younger when his Sheridan, Jackson hell-for-leather cavalry was easing Grant's work. Now in Russia, older than Sheridan, younger than Jackson, Skerstantin Rokossovsky climbs to a full generalship over crumpled Nazi armies.

Rokossovsky is just rounding 38. In the first weeks of the war he rose from colonel to major-general. This because of a heady, stubborn defense that stalled the first-Nazi blitz for a month back of Smolensk. Ten weeks later he set going Russia's first counter-offensive and elbowed the Germans so solidly that Stalin moved him up a notch.

In last year's bleak fighting before Moscow the Germans outnumbered Rokossovsky three to one. Just the same he was able to put 200 tanks, 29,000 enemy out of action in October alone. This year he broke the Nazis at Stalingrad.

His employment of cavalry has been notable and once was inspired. This was when he rushed cosacks in massed raids behind the German rear, a disruptive triumph in the great tradition begun by Greek Philip and Alexander and kept going by Partisan Suren, Roman Belisarius and to skip a lot of centuries and a lot of good cavalrymen, Sheridan and Jeb Stuart, another boy wonder. Rokossovsky is big, handsome, with a wide, full mouth, a broad, untroubled forehead and a right eyebrow that cocks higher than the left, maybe in astonishment at his own rise.

**JEREMIAH** could come back he would get plenty of sympathy from Robert F. Patterson. As Hilkiash's son worried over his careless people's plight, so the under-secretary of war worries over too much optimism about this global muddle of ours.

He talks gloomily of gasless fighting planes, because, he says, tough Bill Jeffers tapped our oil supply so heavily to make rubber. Recently he said: "We cannot be sure of victory in 1945. We must have an army of at least 8,300,000." He said we must put a legal curb on absentee workers.

**It Seems a Testy Critic of National Pollyannism Is He**  
Patterson has cause to be quite satisfied with his personal record. He quit a conspicuous law practice for a federal judgeship, resigning this when he was asked to take hold under Secretary of War Stimson three years ago.