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WEEKLY NEWS ANALYSIS

Allies Prepare Heavy Blows in Italy; Jugo-Slav Guerrillas Threaten Nazis Despite Outbreaks of Factional War; New Cattle Subsidy Plan Is Announced

(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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Riding in jeep, Gen. Dwight Eisenhower (left) and Lieut. Gen. Mark Clark pause during front line tour to chat with British soldiers on Bren gun carrier.

EUROPE: Prepare Attack in Italy

Lieut. Gen. Mark Clark's Fifth army edged into position for a grand assault upon the Germans' new defenses along the 2,500-foot high Masicco ridge in southern Italy, while the Nazis prepared to meet the charge by massing artillery and mortars on the front.

On the Adriatic side of the battle-line to the east, Gen. Bernard Montgomery's Eighth army also drew up into position for the next big blow by crossing the short Trigno river at several points.

Meanwhile there were indications that the Germans might be planning a strong counter-offensive of their own somewhere in central Italy. Allied reconnaissance reported the steady flow of Nazi troops and materiel from the north toward the battle zone. No such counter-offensive was expected, however, unless the Germans' defense weakened Allied attackers and drew them into open country where Tank Specialist Erwin Rommel could maneuver armor.

Nazis Fight Guerrillas

Pesky guerrilla activity in Jugo-Slavia commanded the attention of the Germans, with Marshal Rommel dispatching strong mechanized forces to quell the armed bands disrupting communications and destroying industrial plants.

But the effectiveness of Jugo-Slav guerrillas was threatened by another outbreak of factional dissension between the forces of King Peter's government and the new so-called "freedom army" of Tito Broz, which fought independently.

While the two political organizations reportedly have been harassing the Germans from one end of Yugoslavia to the other, they also have been accusing one another of collaborating with the Nazis. Broz' faction sentenced 17 persons to death for such collaboration, including a former Jugo-Slav general.

In attempting to wipe out the two guerrilla armies, the German armored columns drove into the hilly country to which Jugo-Slav riflemen retire for cover.

TAXES: Plan 2 Billion More

Opposed to any form of sales tax, the house ways and means committee was prepared to report a new tax bill for congressional approval, yielding only two billion dollars of revenue instead of the 10 1/2 billion dollars asked by the treasury.

Of the two billion dollars, 600 million would be raised by new liquor taxes. Levies on spirits would be boosted to \$10 a gallon, on beer to \$8 per barrel, and on wine from five cents to \$1 a gallon.

Other revenue would be obtained by increasing postal rates to three cents on local mail, air-mail to 10 cents an ounce, money orders 10 to 37 cents, insured mail 10 to 70 cents, and COD mail 24 cents to \$2.40. General admissions would be raised to three cents for every 10 cents; electric light bulbs and tubes would be taxed to 15 per cent of the retail price, and there would be a levy of 20 per cent of the charge on bowling, and \$20 per billiard table.

If a sales tax were enacted, the CIO had warned that it would demand wage increases to cover additional purchase costs.

CATTLE: New Subsidy

To stabilize livestock prices at present market levels, the government announced a new subsidy plan for processors and slaughterers.

Under the program, subsidies of 50 cents will be paid on common cattle selling between \$10 and \$11 per hundredweight, and for cutter and canner classes ranging from \$7.45 to \$8.45 per hundredweight.

For good grade cattle selling between \$14.25 to \$15.25 per hundredweight, a \$1.45 subsidy will be paid, while for medium class stock bringing from \$12 to \$13, a 90 per cent grant will be made. To discourage production of choice to prime beef, a subsidy of \$1 will be paid on grades from \$15 to \$16 per hundredweight.

To slaughterers who do not process by-products, a new subsidy of 80 cents per hundredweight was established. Slaughterers buying cattle below or above the stated prices will have their subsidies reduced by a similar amount.

PACIFIC: New Blows

While Lieut. Gen. George C. Kenney's air force continued pounding Japanese outposts in the Southwest Pacific, Admiral Chester W. Nimitz promised the seizure of islands which would give the U. S. fleet control of the enemy's home waters.

No sooner had Admiral Nimitz, as commander in chief of the



Gen. Kenney

Aiming at feeder points which have been supplying Jap positions in the Southwest Pacific, Lieutenant General Kenney's airmen have pulverized such strategic shipping centers as Rabaul on New Britain island, on which 500 tons of bombs were dumped in a five-day period.

PAY BOOST: Offered Miners

With 48,000 miners out on wildcat strikes, the United Mine Workers policy committee was summoned to meet for consideration of the War Labor board's proposal for granting the nation's 550,000 miners a 12 1/2 per cent wage boost.

The WLB's proposal differed from the contract drawn between the Illinois Coal Operators and the UMW under which the miners would receive a \$1.50 daily pay increase, with compensation for underground travel time.

Acceptance of the WLB proposal would result in wage increases of as much as \$10 per week for 4 1/2 hours, it was said, while it was feared rejection would lead to a general mine strike with presidential intervention.

VETS: Schooling Asked

Following recommendations of a committee of educators, President Roosevelt asked congress to appropriate one billion dollars for schooling of vets with six months service after the war.

Any qualified man or woman would be eligible for one year of study in a college or other educational institution, with the government paying the tuition and \$50 living expenses for every single person. A married man would receive \$75, with \$10 extra for each child.

For persons with special aptitudes, it was proposed that the government finance their education up to three years. States would be in control of the program, certifying vets for assistance. About 8 per cent of the personnel of the armed services would take advantage of the educational opportunity, it was said.

People Make News

Decorated for meritorious service as a gunner in a bombing raid over France, Capt. Clark Gable returned to the U. S. with 50,000 feet of colored film of army combat missions over enemy territory. Gable was to return to Hollywood to touch up the pictures.



Gable

One of the youngest gobs ever to see action with the U. S. fleet, Walter ("Fuzzy") Cadwalader was discharged from service when his true age was discovered to be 15. Young Cadwalader had gone off to the wars at 14.



Cadwalader

RUSSIA: Reds Tighten Noose

German armies fought desperately to draw themselves from the noose Russia's surging forces were attempting to pull tight in the great bend of the Dnieper river.

To the south, the Reds spilled over the flat steppes west of fallen Melitopol, and raced to thwart Germany's withdrawal of its forces from the Crimea.

FOOD: Margarine Tax

Because of growing opposition from the dairy bloc, a stiff fight loomed in congress over the proposal to eliminate federal taxes and restrictions on margarine.

While more consumption of whole milk was advocated, with "good" margarine substituted for butter, Representative August Andresen (Minn.) declared additional feed would supply sufficient milk for all purposes.

Consultant to the food and drug administration, Dr. A. J. Carlson of the University of Chicago, stated that present "good" margarine has nutritional values equal to butter, and tax laws strike at the poorer classes in most need of adequate nutrition.

When the margarine tax was first enacted, he said, there was occasional fraud in the sale of the product and there was less information on nutrition.

Because cottonseed oil is an ingredient of margarine, there were charges that the congressional cotton bloc was interested in repealing the tax and restrictions.

INSURANCE: Monopoly Question

With the controversy of whether or not the insurance business constitutes a monopoly brought up again with the Supreme court scheduled to pass on the question, Attorney General Francis Biddle urged congress to defeat a bill designed to exempt insurance companies from provisions of the anti-trust laws.

Under terms of the bill, the anti-trust laws would not be construed as regulating insurance, or as impairing state regulation of that business.

"It would establish a dangerous precedent," Biddle said, "under which other groups of special interests might apply for and receive immunity from the anti-trust laws; thus by a process of attrition, whittling away the gains made toward preserving and strengthening the ... system of free enterprise."

Attorney General Biddle

Attorney General Francis Biddle urged congress to defeat a bill designed to exempt insurance companies from provisions of the anti-trust laws.



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WHATEVER HAPPENED TO OUR 'M' DAY

BILL JONES had a good job, especially for a young man. On graduation from college, with an engineering degree, he had found employment with a large construction concern. He seemed to have an assured future.

Then came the draft law and Bill was listed as 1A. Uncle Sam said he was to go into the army. The pay would be \$50 a month with clothes and food. The hours would be whatever part of the 144 of each week might be called for. There would be no overtime. He would be on the job every day and hour unless an army doctor pronounced him ill. He would go where he was told to go and do what he was told to do.

Bill did not object. To defend the country when called upon was a responsibility of citizenship. He gave up a job paying \$100 a week and cheerfully accepted the one at \$50 a month.

Bill Brown, too, had a job, as a mechanic in a plant making airplanes. It was a good job as measured by standards of that time, paying \$35 a week of 48 hours. As the making of airplanes was an essential industry Bill was listed as 4B and told to stay where he was. Because of federal laws, to stay on the job he was forced to join a union, and the plant could work only 40 hours a week. The other 104 hours of each week were at his disposal to do with as he pleased. He did not have to produce a doctor's say-so should he fail to show up for a portion of the prescribed 40 hours. The union he had been forced to join demanded that Bill be paid \$50 a week, and later that it be again increased to \$60. Then the government decreed that, as a war emergency, he must work 48 hours a week, but that he must be paid time and one-half for the extra eight hours. It added up to \$72 a week, approximately \$24 a month, in Bill's pay envelope.

Both Bills are citizens of the United States. Both owe to the nation the same obligations of citizenship. While Bill Jones was losing a leg in the battle of Tunisia, Bill Brown, by direction of his union bosses, was out on strike carrying a banner in a picket line, demanding another increase in pay which the government saw to it that he received.

Had the once much advertised "M" bill become a law, both Bills would have been drafted. The one to wear a uniform at \$50 a month, the other to wear overalls at the \$35 a week he was then receiving, and with as many hours work as might be demanded.

That "M" bill, had it become a law, would have drafted the plant as well as Bill Brown, the worker. There would have been no excessive price for the product of the plant, and no profits. It would seem the discarded and forgotten "M" bill would have provided a real democracy of wartime. It would have meant an "allout" war on the part of everybody, but those who seek votes were afraid of what it might do at the polls.

'OTHER FELLOW'S' INCOME IS UP IN WARTIME

THE DEPARTMENT OF COMMERCE tells us the average individual income was 24.1 per cent higher in 1942 than in 1941 and 61.5 per cent higher than in 1939. The figures make us feel rich and are undoubtedly correct but it is hard to find the individual who will admit they apply to him. It was the other fellow who received the extra money. By states the highest increase was in Nevada, amounting to 66.8 per cent as between 1941 and '42. The lowest was in New Hampshire, where it was but 8.6 per cent. In the central farming states it ranged between 16.8 per cent in Illinois to 29.9 in Iowa, with a general average in those states of 21.7. Utah topped all agricultural states with 49.6. The government is taking a considerable portion of the increase as additional income taxes. That, with a greater cost of living does not leave most of us with any extra spending money.

WRITING SERVICEMEN

THE POSTMAN brought a letter from an old, old friend. It did not contain much that was news but what a vast amount of pleasure those few lines produced. When we, on the home front, can derive so much enjoyment from a letter, we can realize what the receipt of even a few lines from home means to one of our boys on a far-away battle front.

American Battle Planes Must Be World's Best, Is Pledge of Designers and Manufacturers

U. S. Air Superiority Result of Constantly Improved Machines

The test of battle—the only valid test of the performance of combat aircraft—has by now resulted in a number of box scores which reveal the pattern of accomplishment of American combat planes.

"In every theater of operations, American airmen and American planes have met the challenge of our enemies and outfought them by scores never worse than two to one in our favor," said Gen. Henry H. Arnold, commanding general of the army air forces. "All types of American fighter planes have shot out of the skies the best interceptors both Germany and Japan have put against them." This has been true since January, 1942, when our planes were outnumbered on practically all fronts.

While much of this favorable fighting ratio is attributable to the excellent training, versatility and courage of our pilots, a good part is traceable to the mechanical superiority of our planes. Constant improvement is the watchword. Even though production schedules must be delayed, our aircraft must be the best possible, say army and navy air corps officers.

Here is a summary of the chief combat planes which have run up the high scores in our favor from a report just released by the Office of War Information:

Fighters.
V-type liquid-cooled engines are found in most fighter models because the long, slender shape of a liquid-cooled engine is more adaptable to streamlined fighter design. It allows better vision, and has a smaller frontal area for the same horsepower. But it will be noted that in the P-47, where 2,000 horsepower was desired, an air-cooled engine was used. The same is true of the navy's Vought F4U (Corsair) and the new Grumman F6F (Hellcat). The navy uses no liquid-cooled engines.

The navy's fighter program is large. An airplane carrier carries torpedoes, planes, bombers and fighters, and of these the fighters are needed to protect the other planes and the carrier itself. Fighters also protect land bases. In the South Pacific, army P-38's are doing this latter job along with navy fighters.

In the opinion of the materiel command, the Curtiss P-40, or Warhawk, has reached the limit of its developmental possibilities. It has gone through numerous type changes, the most basic being the P-40F when the engine was changed from Allison to Merlin.

Although the latest model P-39 ceiling and general performance have been improved, the P-39 has shared the climb-deficiency of the P-40. It is being supplanted by a new model now under construction, with a low drag wing and a two-stage Allison supercharged engine which will make it an efficient plane at any altitude up to 38,000 or 40,000 feet. The greatest efficiency of the P-39 models has been below 15,000 feet. Like the P-39, the new plane will be equipped with cannon.

Low Altitude Fighter.

Although superior to the P-40 and P-39, the original P-51 or Mustang is also only a low and medium-altitude fighter. Now in production is a new P-51 with a highly supercharged, Packard-built, Rolls-Royce Merlin engine, similar to the Merlin 61 engine in the newest Spitfires. Its performance is reported as even better than that famous ship's. The new engine gives the plane the highest ceiling (up to 40,000 feet) and the highest speed (well over 400 miles an hour) of any fighter in existence.

The A-36 (Invader), the fighter-bomber version of the P-51, has seen heavy service in the Mediterranean theater, and its best features are being incorporated in the new P-51, which will replace both the A-36 and the old P-51.

The latest model of the Lockheed P-38 or Lightning is a fast, powerful fighter that has been given greatly increased horsepower in its Allison engine, improved pilot's vision, and improved intercooling for better high-altitude performance. It outperforms the Zero and later Jap fighters at all altitudes.

The P-38 has always possessed the versatility that is coming increasingly to characterize all combat aircraft. It has excelled at low-altitude strafing, high-altitude fighting, and as a particularly long-range bomber escort. Its distinctive silhouette, with its twin tail booms, has been seen over four major fighting fronts. The newest fighter at present in



HAVOC—One of the latest of the nation's battle planes is the Douglas "Havoc" fighter-bomber, a two-motored ship.

combat, the P-47 or Thunderbolt, has been currently rolling up a score of approximately four to one in its contests with Messerschmitts and high-flying Focke-Wulfs over England, France and the Low Countries. Armed with eight .50 caliber machine-guns, and heavily armor-plated, it is capable of flying over 400 miles an hour and of reaching an altitude of 40,000 feet.

High Scorer for Navy.

The Grumman Wildcat or F4F, a navy fighter, with Pratt & Whitney Twin Wasp air-cooled engine and with folding wings for compact stowage on aircraft carriers, has run up many high scores in the Mediterranean. Although the F4F will continue to be manufactured for use on auxiliary carriers and for training, it is now being supplemented by a new plane, the Grumman F6F (Hellcat).

This newest member of the navy's fighter family is described by the navy as "an answer to the prayers of our pilots!"

A big brother of the famous Grumman Wildcat, the Hellcat has better range, speed, climb, maneuverability and altitude. It has a 2,000-horsepower engine as compared with the Wildcat's 1,200. It has a low wing, improved armor, and a new flexible type gasoline tank which is an improvement over the ordinary puncture-proof type. It carries .50 caliber machine guns.

The Corsair or F4U also has a 2,000-horsepower Pratt & Whitney engine and is easily distinguishable by its inverted gull wing. The Corsair has until recently been the chief navy fighter in the South Pacific. Now Hellcats are beginning to join it in large numbers.

Heavy, Four-Engine Bombers.

The newest models of both the Boeing B-17 (Flying Fortress) and the Consolidated B-24 (Liberator) bombers are equipped with new defensive armament in the form of nose turrets with machine gun installations. External bomb-racks can increase the potential bomb capacity of the B-17 to 17,600 pounds. Nevertheless, this plane has a smaller bomb capacity at long range than the B-24. The most accurate comparison, perhaps, is to say that load-



HELLCAT—Successor to the famous Grumman "Wildcat" is the new "Hellcat." It has folding wings, as shown in the picture below, so that it will take up a minimum of space on the deck of a carrier.



The Hellcat is a standard fighter now in both the U. S. and British navies. It has more power and climbs faster than the Wildcat.

ed with 2,800 gallons of gasoline the B-17 can carry 6,000 pounds of bombs (the usual load carried over targets in western Europe), whereas the B-24, with 2,900 gallons, can carry 6,000 pounds of bombs. Consequently the B-17 is being concentrated in the western European theater and the B-24 is being used chiefly elsewhere—in the Middle East, in India, China and Australia—for longer range operations. B-24's have made

round-trip flights up to 2,600 miles; the raid on the Ploesti oil fields in Rumania from bases in Egypt, the raid on the Messerschmitt works at Wiener-Neustadt, and raids in the Pacific on Wake, Paramushiro and Surabaya. The B-24 is used by the navy under the designation PB4Y-1. Medium, Light and Dive Bombers.

New models of the two-engine Tokyo raider, the North American B-25 (Mitchell), are equipped with heavier armament and possess increased speed and range. The B-25 is the chief medium bomber in the present program, production of the Martin B-26 (Marauder) being tapered off. B-25's, powered with Wright Cyclone engines, are flying on 11 fronts, are used by both army and navy for anti-submarine patrol service, and have scored particular successes with skip-bombing.

The Douglas A-20 (Havoc) is the principal light army bomber in the program until the totally new, advanced light bomber mentioned above comes into production. The newest Havoc, used by the army for low-level bombing, is fitted with a power turret and with armament for ground strafing.

The A-24, army version of the Douglas SBD (Dauntless) dive-bomber, is now being produced in decreasing numbers, chiefly for training purposes.

The Grumman Avenger, the navy's carrier-based torpedo-bomber, has completely supplanted the Douglas TBD (Devastator). It carries machine guns as well as torpedo or bombs, and has destroyed many Japanese vessels in the Pacific.

Chief among the navy's patrol bombers are three flying boats and two land planes. The land planes are the Consolidated PB4Y-1 and the Vega PV-1. The flying boats are the Consolidated PBV (Catalina), Consolidated PB2Y (Coronado), and Martin PBM (Mariner). All three flying boats are used for transport purposes as well as for patrol and bombing operations. The two-engine PBV, the oldest, slowest and smallest, the ship which first spotted the Jap forces on the Aleutians, is still being built, still dive-bombing and strafing enemy shipping and rescuing pilots who have been downed at sea. The four-engine PB2Y has double the horsepower of the PBV. The PBM does good work in anti-submarine coastal patrol and long-range reconnaissance. Not even the newest navy flying boats have speeds much above 200 miles an hour, but all are required to be able to land in a choppy sea.

The Vega PV-1 (a navy adaptation of the twin-engine Vega B-34 "Ventura" bomber) is the navy's chief land-based anti-submarine patrol plane. It carries depth charges or a torpedo, is heavily armored, and is now often used in preference to flying boats in anti-submarine operations because of its greater speed.

The Consolidated PB4Y-1 is a four-engine land-based bomber and, as previously mentioned, is used for long-range bombing missions and for anti-submarine patrol work. Design and Technical Improvements. Aeronautical engineering demands experimentation with numerous designs in order to obtain several high-performance aircraft of the required types.

But on the other hand, the constant improvements being made on models already in use, and the continuing addition of totally new airplanes to our forces, slow down the rate of production.

Nevertheless, even at this stage in the war, when clear-cut air superiority over the enemy has been achieved, there is no assurance that the planes which have achieved it are superior to planes which the enemy may produce tomorrow. Changes in strategic and tactical problems, too, and changes of terrain over which fighting takes place, bring with them new demands for aircraft design and equipment. Even planes which have run up high box-scores must be constantly improved and replaced. The make-up of our air fleet has never been static, and is not to become so.