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WEEKLY NEWS ANALYSIS

Red Army Forges Deeper Into Poland As Southwest Drive Perils Nazi Troops; Allied Bombers Plaster Western Europe; Strikes Show Marked Increase in 1943

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



"War Is Hell"—Nowhere better is this expression indicated than in this Italian town of Castel Di Sangro, lying in rubble.

SOUTHWEST PACIFIC: Jungle Fighting

Like the story of every other island in the South Pacific, U. S. troops have had to fight for every inch of ground on tropical New Guinea, where landings have placed doughboys in possession of the air strip on Cape Gloucester and a beachhead at Arawe.

Only Lost

Only hours after a dispatch from Guadalcanal had announced that pudgy, 30-year-old Maj. Gregory ("Pappy") Boyington had shot down his 26th Jap to enter the selective list of U. S. air aces, his mother received word in Okanogan, Wash., that he was missing.

STRIKES: Increase in '43

Almost 14 million working days were lost through strikes in 1943 compared with 4 million in 1942, records of the bureau of labor statistics indicated.

EUROPE: Plaster Defenses

Flying over an 800-mile front, Allied bombers rapped hard at German defenses and industries in western Europe preparatory to the heralded invasion.

PROHIBITION: Before Congress

Prohibitionists lined up in support of Rep. Joseph R. Bryson's bill for bidding sale or manufacture of all beverages containing more than 1/2 of 1 per cent of alcohol for the duration as a congressional committee prepared for hearings on the measure.

COLLEGE FOOTBALL: No Deaths

For the second time in the 12 years he has compiled statistics on college football deaths, Dr. Floyd R. Eastwood of Purdue U. announced no fatalities due to football in 1943.

'44 CONVENTIONS: Chicago Bids

With 10,000 visitors expected at both the Democratic and Republican national conventions this year, Big Business in Chicago bid to have the conclaves held there, with New York also reportedly interested.

ARMY POSTAL SERVICE

On a recent visit to the front lines, Lieut. Gen. Mark Clark found a soldier scribbling a V-mail letter on his mess-kit.

VETERANS EXPAND

The Ramspeck committee investigating civil service has spent most of its time trimming the numbers of government workers.

CANADIAN WHEAT: To Increase Imports

With approximately 350,000,000 bushels of U. S. wheat expected to be fed to livestock during the current feeding season, an additional 100,000,000 to 150,000,000 bushels will be brought in from Canada.

SOLDIERS' VOTE: Urge Uniformity

While congress wrangled over whether the federal government or the individual states should control soldier voting in 1944, the war and navy departments recommended that applications for absentee ballots be distributed by the services and local officials accept such applications any time before election.



WASHINGTON, D. C. WASHINGTON AND WAR'S END

Washington officials who watch the trend of the war admit now privately that "things will happen very fast" in the next few months.

Some experts go as far as to name the length of time—in days—which this big operation will require, before the end.

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BACK TO PEACETIME INDUSTRY

Donald Nelson is engaged in a behind-the-scenes race with Elder Statesman Bernie Baruch to work out plans for the reconversion of American industry and see who can get it done first.

An American Railroad Maintains a Unique Museum Which Links the Present With the Historic Past of the Regions It Serves

By ELMO SCOTT WATSON
Released by Western Newspaper Union.

IT'S only a yellowing piece of paper upon which is scrawled a single sentence, yet there's a lot of American history, past and present, bound up in that brief message.

For the first time these United States, from the Atlantic to the Pacific, were bound together by twin bands of steel, never to be broken.

That is the Past in this scrap of paper. As for the Present—well, at the very moment you are reading Dodge's telegram there is flowing over this first transcontinental railroad, as well as the others which have been built in the last three-quarters of a century, an endless stream of men and munitions, bound for the far-flung battle lines of the greatest war in human history.

But Dodge's telegram is not the only document in the collections of this museum which links the past and the present in graphic manner.

Or talk to Mrs. Ruth Hamilton, the kindly gray-haired lady who is the curator of the museum, and she will tell you how the Past frequently walks through its doors in the person of some one of the thousands of persons who visit the place annually.

Then there was the day when two big-hatted westerners showed unusual interest in one grim relic in the museum—the shackles used on "Big Nose George," a famous outlaw, when he was brought back from Montana for an attempted hold-up of a Union Pacific train.

In fact, the collections in the Union Pacific museum constitute a veritable graphic history of the old West. The era of the fur trade is symbolized in two relics of one of its greatest figures—the watch and scissors used by Old Jim Bridger.

Note: Before Nelson got busy on reconversion, Baruch had been asked by the White House to study plans for converting industry back to a peace basis.

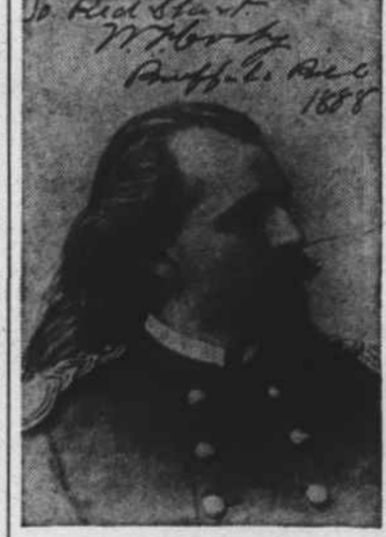


The "Wedding of the Rails" at Promontory Point, Utah, May 10, 1869, marking the completion of the first transcontinental railroad. The Central Pacific engine is on the left, the Union Pacific on the right. (From an original photograph by C. R. Savage in the Union Pacific museum.)

ern plains by the millions—a bleached, whitened skull of one of the great shaggy beasts. And, of course, there is many a memento of the man who won his fame as a slayer of bison—"Buffalo Bill" Cody—and the notables, both American and European, whom he guided on their hunting parties.

Over there is a memory of the epic migration of pioneers over the old Oregon Trail, a huge ox-yoke which once encircled the necks of the patient animals that dragged the covered wagons up through the Platte River valley, across the barren plains of southern Wyoming and through South Pass toward their goal beyond the Rockies—the very route over which speed the streamliners of today.

Here, too, are mementos of the day of the cattleman and the cowboy—one of them a rare old book showing the trails from Texas to Ellsworth, Kan., one of the roaring "cow towns" on the Kansas Pacific in the seventies. Then there's a collection of branding irons which once burned the insignia of famous "cow outfits" on the hides of Texas longhorns—and Mrs. Hamilton will tell you that these branding irons were of special interest to one party of visitors a short time ago. They



Rare photograph of Col. W. F. Cody, "Buffalo Bill," photographed by him to Chief Red Shirt of the Sioux, who was one of the Indian notables in his Wild West show. This is one of the few pictures ever taken of Cody wearing the uniform of the Nebraska national guard in which he was an officer and is here reproduced for the first time. (Original in the Union Pacific museum.)

came from Argentina where similar irons are used today to mark the cattle that roam the pampas of that country by the hundreds of thousands, and the designs of their branding irons are not unlike the Spanish designs which were used by the vaqueros in the early days of California.

is studded with the names of prominent easterners—Asa Whitney, Oliver Ames, George Francis Train, Thomas C. Durant and Massachusetts-born Grenville M. Dodge, who surveyed the route for the first transcontinental railroad and then was chief engineer for its building.

It may surprise you to see how many relics of Abraham Lincoln there are here, too. But it is not inappropriate that they should be, for it was the Great Emancipator who, on July 1, 1862, signed the Pacific railway bill, passed by congress, which provided for a land grant and subsidy from the government to aid in the construction of a railroad westward from the Missouri river to California and for another road eastward across California to connect with it.

Fortunately for posterity, photography had become a well-established art by the time the Union Pacific began building west and to that region flocked many of the daring early-day "camera men" who had won their spurs as photographers on the battlefields of the Civil war.

It was Savage who made some of the best pictures at the historic ceremony at Promontory Point, Utah, on May 10, 1869, when there took place the "Wedding of the Rails"—the driving of the golden and silver spikes which symbolized the joining of the Central Pacific and the Union Pacific lines and the completion of the first transcontinental railroad.

Too many museums are places of static exhibits where the whole atmosphere is that of the dead and moldering past. To visit this unique museum in Omaha (unique in that no other railroad, so far as is known, has set aside space in its headquarters to preserve materials connected with its own history and the history of the country it serves) is to have a feeling of seeing history on the march, with the past blending into the present in the continuing story of a nation still being built.

His name, in case you don't happen to remember that dynamic personality who went to the national capital a year or so ago and showed Washington officialdom how to do a big job quickly and efficiently, is "Big Bill" Jeffers.

AGRICULTURE: Hogs Pour In

Shipment of 476,500 hogs within a 3-day span recently in comparison with 278,400 for the same period a year ago, reflected crowded conditions, in 12 leading middlewestern markets, with only choice 200 to 300 pound pigs attracting \$13.75 per hundredweight.

Many hogs were left unsold as daily trading closed, and fearful that animals might contract pneumonia with snow and colder weather, some packers urged farmers to curtail shipments, while embargoes were imposed at other centers.

RUSSIA: Tangle in Poland

Russian armies forged deeper into pre-war Poland in flaming action on the eastern front, overrunning territory the Reds claimed as their own, but the Polish government-in-exile insisted must remain part of the country.

As the Russ surged forward into pre-war Poland, Gen. Nicholas Vatin threw out a spearhead to the southwest, aiming toward the entrapment of 500,000 Nazis from the rear in the big Dnieper river bend.

WAR PROFITS: Want Strict Control

Recommendations to change the present government procedure of recapturing excessive profits on war material by rewriting old contracts, were bitterly opposed by Senators Walsh (Mass.), LaFollette (Wis.), Lucas (Ill.) and Connally (Texas).

Senators LaFollette and Walsh

ent repricing all contracts for standard commercial articles, and products not actually a part of goods delivered.