

# THE ALAMANCE GLEANER

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## WEEKLY NEWS ANALYSIS

### Western Front Aflame as Nazis Strive to Hold Allied Advance; Congress Shapes Postwar Aid

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(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.)



As war comes to their soil, German civilians pack belongings and move from battered villages in war zone to safety.

## EUROPE:

### Battles Rage

In some of the bloodiest fighting since D-Day, the whole western front from Holland down to Switzerland was aflame, with Allied forces slugging through stubborn enemy defenses and then holding their own against German counter-attacks.

Especially bitter fighting occurred on Lieut. Gen. George S. Patton's Third army front, where U. S. tanks spearheaded a drive on Germany's famed coal and industrial Saar basin, and the enemy lashed back with strong armored forces. As Patton's men edged forward, the enemy fell back on the rugged and wooded slopes of the Vosges mountains, where they were expected to make a stand before retiring to the Siegfried line to their rear.

Stiff German resistance and repeated armored counter-attacks also slowed progress of Lieut. Gen. Courtney Hodges' First army to the north of Patton's Third. In this sector, enemy strength concentrated about Trier and Stolberg in an effort to throttle Hodges' drives to the great Rhineland industrial cities of Cologne and Coblenz.

In Holland, an estimated 100,000 Germans fought against entrapment by Allied ground forces driving up the eastern border of the country toward the Zuider Zee, and paratroopers dropped in their rear.

Effect of the Allies' drive not only was to threaten the pocketing of these six divisions in western Holland, but also to put them into position to drive around the Siegfried line ending to the south of this sector and burst out into the Ruhr valley.

Clawing through the battered "Gothic line" under the cover of the rolling barrage of their massed artillery, Allied forces looked out onto the rich Po valley in northern Italy, as German armored formations sought to stem their rolling advance in this great agricultural and industrial region.

### Russ Break-Through

Heaviest fighting on the eastern front centered in the north, where the Germans claimed more than 600,000 Russian troops were attacking to clear out the Baltic states of Estonia, Latvia and Lithuania.

Despite the Germans' hard defense of their lines, built up in the swampy lake country of Estonia and Latvia, the Reds punched out sizeable gains.

The old Polish capital of Warsaw was a fiery inferno as the Reds pumped shells into the German defenses of the city, and Red troops surging across the Vistula river came to grips with enemy units.

### Armistice Terms

Calling on the nation to "stick to reality and try to build up . . . existence with the opportunities that are left to us," Finnish Acting Prime Minister Ernst von Born disclosed Russian armistice terms to a heavy-hearted people.

Including restoration of the 1940 Russo-Finnish border; cession of Petsamo to the Reds; leasing of the Porkkala peninsula on the Gulf of Finland for a Russian naval base, and reparations payments of \$300,000,000, the armistice terms were described as "the hardest . . . in our history" by Von Born.

Restoration of the 1940 border meant Finland's surrender of its most highly developed industrial region containing 10 per cent of its population, and cession of Petsamo meant the country's surrender of rich nickel mines.

## GREAT BRITAIN:

### Building Needs

That rebuilding will provide the base for Great Britain's postwar economy was indicated by the government's recent announcement that 1,250,000 workers would be needed in the construction industry to repair bomb damage.

Contributing to the tremendous damage wrought by the war have been the deadly German robots, some of which have individually wrecked as many as 1,500 houses, with the average being 400. About 200,000 square yards of board, 500,000 window frames and 400,000 doors have been ordered to help repair buildings damaged by the flying bombs.

At the present time, 380,000 people are engaged in the construction industry, it was revealed, with many thousands of these women.

### Postwar Wages

That British labor will put up a battle to retain its wartime wage increases in the postwar world was indicated by the strike of 14,000 auto workers in Birmingham, England, over assignment of employees to the assembly of a reputed peacetime product at lower wages than those being paid in the munitions department.

Under the stimulus of wartime conditions, with manufacturers bidding for labor, British wages shot up from about \$15 a week to \$25 for men, and from about \$6.50 weekly to \$13 for women.

Because of the competition between themselves and foreign countries, however, British industrialists are expected to resist present high wages unless production costs are chopped through an increase in labor efficiency or greater use of machinery.

## AMERICAN LEGION:

### Wants Strong U. S.

American cooperation with other nations to keep the peace, forceful occupation of Germany and Italy to bring the lessons of war home to their populations, and compulsory military training for youth, were among the resolutions adopted by the American Legion at its 28th annual convention in Chicago.

Also advocated was retention of necessary bases, maintenance of the



Legion hi-jinks sees Claude Duzick posed as Mae West, escorted by Nap Gordonson.

navy at full strength; preservation of free enterprise within the U. S.; stoppage of all immigration until unemployment should fall to around 1,000,000, and deportation of all subversive aliens to their native countries.

Active in Legion affairs in his home state, where he was credited with bringing Legion membership up to 85,000, Edward N. Scheiberling of Albany, N. Y., was elected national commander. Mrs. Charles B. Gilbert of Norwich, Conn., mother of two sons in service, was elected president of the Legion Auxiliary.

## RAIL TRAFFIC:

### Safety Problem

Answering Sen. Burton K. Wheeler's charges that railroads have failed to heed congress' direction for the installation of safety equipment which might prevent fatal train wrecks, company officials declared that many wartime accidents could be attributed to inexperienced help. Because human failings more often than not have been shown to be the cause of many accidents, a large number of the roads have broad educational programs, it was said.

In addition to a reliance on new help and inability to obtain materials for safety devices because of priority restrictions, rail officials said, the vast increase in wartime freight and passenger traffic has multiplied the chances of mishaps.

Pointing out that congress empowered the Interstate Commerce commission to order the railroads to install safety equipment 24 years ago, Senator Wheeler said the government may be compelled to force such action if the ICC failed to press for action.



## Memos of a Newspaperman:

Time echoed the oddity-in-the-news about the soldier overseas who was hit by a shell fragment which contained the number on his own dog-tag . . . The newspapers fell for it, too, a week earlier when a Canadian Press dispatch said an RCAF batman was named as the one it actually happened to in Normandy . . . The report stated that his name was George McMillan of Nova Scotia. The number on the fragment was 26750—the number on his identity card . . . The Herald Tribune carried it, too, a week after it published an article (Aug. 13th) in its magazine section titled: "Lucky Shot" by Gen. Patton's wife. She said it happened in the last war!

Lou Holtz and some others were reminiscing about Ziegfeld and how the master-showman always "had class" even when he couldn't afford it.

There was the time, frixample, when Ziegfeld was in Hollywood after squandering another fortune on a failure in New York. He wired his old friend Ed Wynn . . . "I know I owe you \$65,000," it said, "but I need \$7,500 desperately. Will you help me out again?"

Wynn instructed his bankers to rush Ziegfeld the \$7,500 . . . Ziegfeld used it to return to N. Y. in a private Pullman!

Max Herzberg, who collected a bookful of anecdotes which he christened: "Insults," considers this his favorite . . . Once Disraeli and Gladstone collided verbally in the House and as Gladstone came out after adjournment he was still shaking with rage . . . He glimpsed Disraeli chatting with other members and he shouted: "Sir, you will come to your end either on the gallows or by some terrible plague!" Disraeli adjusted his monocle and softly intoned: "I should say, Mr. Gladstone, that depends upon whether I embrace your principles or your mistress."

The G-Men follow through on every tip, of course . . . You never can tell . . . Several of them were assigned to a real hot one last week . . . A woman, reported the informant, had many signs in her bathroom reading: "Good morning, Mein Fuehrer." "Heil Hitler!" and "What have you done today to improve the Master Race?" . . . FBI agents, disguised as plumbers, investigated and confirmed the tip . . . "You bet I put them up!" she boasted. "But I'm not a Nazi!" . . . It took hours before they broke her down . . . She was fed up with her husband's dictatorial attitude, and he had stopped speaking to her . . . She hoped to insult him by comparing him with Hitler!

Add capsule criticisms that will live: Don Herold's: "The dogs in Uncle Tom's Cabin are poorly supported by the cast." . . . Robert Benchley: "Perfectly Scandalous" was one of those plays in which all of the actors unfortunately enunciated very clearly." . . . Anon: "The trouble with Katharine Hepburn in 'The Lake' is that she didn't throw herself into it enough."

Notes of an Innocent Bystander:

The Magazines: Newsweek's good word-wedding. Its drama critic, describing a singer portraying a hammy actress, wrote: "She plays the role of a Mae Westalphan prima donna." . . . The same mag reminds Russian-baiters that the Soviet casualties are almost five times greater than the U. S. and British combined. . . . "Seventeen," a new mag for the junior-miss set, has a refreshing slant. . . . Earl Wilson is represented in Everybody's Digest, a mag with zing. . . . Pic rolls out the silver lining for scientists who insist civilization can attain Utopia. Meanwhile we'll be content with the closest thing to it—America. . . . American Mercury's circulation is climbing steadily and for good reason. It makes sense. . . . John Roy Carlson, the "Under Cover" author, does another excellent job in The Woman magazine. . . . In a few weeks the same mag offers his "Daughters of Dissension and Defeat," which undresses the various phony "Mother Patriotic Clubs."

Navy See'y Forrestal got a huge howl at the Waldorf dinner in his honor with this: "There are two wars. We are winning the first one and we are going to win the second. But there are too many experts! That reminds me of the expert engineer who knew what it was all about. You know what an expert is. He's a mechanic away from home!"

## Hotel Caters Exclusively to Servicemen and Their Families

One of the most unusual hotels in the nation is located in Washington, D. C., where, despite nightly sellouts, accommodations are provided far below OPA ceiling prices!

It is the United Nations Service Center, formerly the Capitol Park hotel, now under the exclusive management of the Recreation Services of the War Hospitality committee. The only hotel in the United States taken over completely for this purpose, it is perhaps the largest Canteen in the world for servicemen of all the United Nations, and is operated as a voluntary community project along modern health and sanitation lines.

The United Nations Service center has everything—from its own newspaper, *Flags Abreast*, to a free nursery for children of traveling servicemen. Washington, D. C., is such a hub for the armed services that the Canteen, despite the hotel's size, was forced to take over an adjoining school house, converting it into room for 345 more beds, a total of 570 available sleeping accommodations nightly.

The huge center was officially opened October 27, 1943, and there has been a virtual sell-out of accommodations since. It is the only Canteen that accepts the wives and families of servicemen, as well as those in uniform. No reservations are accepted—first come, first served. This is true of both officers and enlisted men.

Just recently, the 1,000,000th visiting serviceman was honored. He was Petty Officer 3/c Stanley Wicklund, of Boston, Mass., stationed at the naval air base, Patuxent River, Md.

### Has Own 'Police Force.'

Actually it looks like the headquarters of the general staff, except that 74 former employees of the Capitol Park hotel are still working there as members of the Canteen staff. Everything that occurs at the Canteen must be approved by the military district of Washington and the Potomac River naval command. A 24-hour duty is maintained by the Shore Patrol—the Canteen's own police force!

Though much of the Canteen's varied accommodations are free, some services are rendered on a cost basis, which astounds the average



Typical guests at the Center are Petty Officer 3/c Stanley Wicklund of Boston, and his wife. When Wicklund came in the door he was told that he was the one-millionth serviceman to register at the hotel. The Wicklunds are shown resting in a corner of the nursery, where they have put seven-month-old Bobby to bed.

Washington civilian. This is true of laundry service, clothes dryers, washing machines, valet shops, barber shops and the impressive cafeterias.

The cafeterias are tremendous projects in themselves. There are two—one each for officers and enlisted men. Miss Rochelle Z. Kendall of Dallas, Texas, is the Canteen's food expert and nutritionist. Pointing out that the most modern and sanitary methods of food catering had been employed there, she said: "Every governmental stress on basic, nutritious foods has been observed by us, as has the general governmental theme of utmost sanitation during this wartime crisis. We have, for example, employed single-service paper eating and drinking utensils almost exclusively, in place of obsolete and sanitarily inadequate dishwashing equipment, thus avoiding the possible danger of transmission of disease from mouth-to-mouth via poorly washed common eating and drinking utensils. More than 50,000 paper cups weekly are used."

### Nursery Is 'God-Send to Mothers.'

The free nursery at the Canteen, according to Mrs. Luther Gulick, the

nursery chairman, is a "God-send to mothers and children traveling through Washington."

Employing two registered nurses on an eight-hour shift each, and one child educator or psychologist, the nursery operates 24 hours a day. There are 60 volunteers in this department alone, all having passed an intensive course in child care before acceptance. Since its opening, 2,568 children have been cared for, with the average between 9 and 12 months of age. The youngest guest of the nursery was a 16-day-old infant!

But most unusual is the nursery's "Baby Ferry Command." This is a group of uniformed AWWS women who roam the city's Union station a block away, and route weary mothers and children to the Canteen. Should a child or mother be ill, both army and navy dispensaries in the city are on call for emergencies.

Apparently nothing has been left to chance in this greatest of all Canteens. It is a mighty institution that has grown out of this war, and is a living testimonial of the home front's contribution to the war effort in general, and to the serviceman and his family in particular.

## Land-Lubbers Become Seamen In Six Months

"All right fellows. Line up on either side of the walk and open up your gear for inspection. No knives, guns, cameras or radios permitted aboard the boat."

That's the first order "boots" entering the U. S. Maritime Service training station at Sheepshead Bay in Brooklyn, N. Y., hear when they "land" at the world's largest merchant marine training station. Taken in tow by an MA (Master at arms), within 24 hours the new recruits are processed through the station and their equipment issued.

From three to six months later these same "boots" emerge as thoroughly trained merchant seamen, ready to take their place as radio operators, deck or engine seamen, cooks, or assistant purser-hospital corpsmen aboard one of Uncle Sam's modern merchant vessels. Recruits from Nebraska, Indiana, Alabama, Michigan—all across the country report in six days a week at U. S. Maritime Service training stations to learn to sail aboard a wartime cargo vessel to "Deliver the Goods."

For his first few days at Sheepshead Bay, the new trainee is under the supervision of the indoctrination officer. His orientation includes reasons for and proper method of saluting, proper stowing of gear and instructions in rules and regulations of the station. A section instructor assigned to each 50-man section then takes over and continues with the newly formed section through the first four weeks of preliminary or "boot" training.

In "boot" training, the new trainee receives instruction in 20 subjects ranging from gunnery to mental hygiene. He attends classes eight hours a day, five days a week.

During his "boot" period, the new recruit uses a wide variety of training aids. He sees motion pictures, practical demonstrations of fire equipment, breathing devices, breeches buoys and line-throwing guns. Wall charts on a variety of



Outdoor steering trainers are used to teach apprentice seamen the proper method of standing a wheel watch, relieving the helmsman, and following a course. The trainers are circular metal platforms floating in concrete basins. They are equipped with a ship's wheel, binnacle, and compass. As the trainee turns the wheel in accordance with directions of the instructor, the platform rotates.

topics are kept in view on classroom "bulkheads."

Completing four weeks of boot training, the new recruits move into work week. A variety of duty including "kp" is assigned each individual to teach discipline and to attend to necessary station tasks.

Next the apprentice is ready to move into the course of advanced instruction for which his preference and tested capabilities qualify him.

Deck trainees, at the end of their training, receive three final weeks of practical duty aboard one of the U. S. Maritime Service training ships which operate on Long Island sound and Chesapeake bay. Ashore they use ingenious equipment to learn. In one of the large indoor buildings a mockup of a complete ship's bridge is constructed so that men may see the equipment and understand the inter-relation.

Engine trainees receive instruction in a wide variety of technical subjects in addition to continuing courses in boats, gunnery, physical training and swimming. In the station powerhouse which provides steam for cooking and heating, a Liberty ship engine is installed.

Men for the cooks and bakers

schools are selected after a series of special examinations. In addition to standard seamanship courses these men learn butchering, cooking and baking. They are provided with two Liberty ship galleys and two Victory ship galleys exact to the final pot and pan.

Fifty men are admitted to the Maritime Service hospital corps school each week, selected by competitive examination. Trained to double as pursers and hospital corpsmen aboard merchant vessels, this is one of the hardest courses of instruction. The men are not doctors but skilled and competent medical men able to treat ordinary ailments of seamen and, most important, how to utilize most modern medical methods and drugs to keep alive and comfortable a dangerously ill man until the services of a medical officer become available.

Founded by a provision of the Merchant Marine Act of 1936, the U. S. Maritime Service came into being as the training organization for men to man America's merchant marine. In addition to the Maritime Service which trains both apprentice seamen and men for officers who have had 14 months sea time, the Merchant Marine Cadet Corps trains young cadet-midshipmen for duty in the merchant marine. The parent organization, the War Shipping Administration, comes under the jurisdiction of the U. S. Maritime Commission.

Under recent age limit changes youths 16 to 17½ can enroll for merchant seaman training by the U. S. Maritime Service, provided they have their parents' consent. Men between 26 to 35½ can volunteer for all branches of Maritime Service training, provided they secure a referral card from the U. S. Employment Service. Men up to 50 years of age can volunteer for cooks and bakers training only.

Expenses of recruits are paid to one of the four major training stations of the Maritime Service. In addition to a 10,000-man station at Sheepshead Bay are schools at Hoffmann Island, N. Y., St. Petersburg, Fla., and Avalon, Calif.

Pay during training is \$50 per month with increases for the more advanced schools. Uniforms and quarters are furnished trainees. Upon completing training, the men are assigned aboard a merchant vessel to begin "Delivering the Goods" all over the world.