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## WEEKLY NEWS ANALYSIS

### Germany Fight to Hold Vital Industrial Districts in West; F. D. R. Draws Pattern for Peace

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(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.)



Able to perform the work of 12 coolies, this elephant loads gas drums on American transport command plane flying supplies to troops in Burma.

## EUROPE: Vital Areas

With Allied armies poised against both the vital Ruhr and Saar valleys, the Germans fought with their backs against the wall in a desperate effort to hold on to these industrial districts so important to their ability to continue the war.

Already heavily battered by aerial bombardment, the Ruhr and Saar faced the prospect of destructive artillery drum-fire, destined to lay their smoke-blackened cities and coal and iron-mining districts in gaunt ruins.

Offering only sporadic resistance to the rolling columns of U. S. and British troops west of the Rhine, the Germans beat a steady retreat back to the river, evidently intending to put up a strong stand behind the 1,300 to 3,270 foot wide waterway rather than in the rolling plains before it, where superior Allied armor could chew up their diminishing strength.

During the Nazis' withdrawal, fleets of Allied bombers roared over rear areas, not only smashing at road and rail lines in an effort to hamper troop movements, but also hitting at armored formations concentrated behind the Rhine for a last ditch defense of the Ruhr. Full extent of the magnitude of the Allied aerial bombardment can be gathered from reports that British-based U. S. planes alone dropped 51,000 tons on Germany in February.

While falling back to the Rhine on the U. S. 9th and 1st and the British 2nd army fronts in the north, the Germans utilized the rugged Eifel and Hunsrück mountain country at the northern rim of the Saar in an effort to slow up the U. S. 3rd army's smash to the south. In every way, the Germans, familiar from A to Z with the country, were making every attempt to use the terrain to meet the Allied threat with a minimum of manpower.

Slightly larger than the state of Delaware, the besieged Ruhr cradled 75 per cent of the enemy's war industry in 1942, with its great coal deposits, estimated at 90 per cent of Germany's reserves and half of continental Europe's, forming the basis for its manufacturing. Besides armaments, the Ruhr's 5,000,000 people produced steel, chemicals, pig iron, textiles, synthetic oil, high octane gas, rayon, drugs, plastics, dyes, bricks, glass and pottery.

Smaller than Rhode Island, the Saar also relied upon massive coal beds and iron deposits for the basis of its thriving industry, which produced steel, machinery, cement, plate glass, shoes, paper and textiles besides war goods.

Poeketed before by the Germans during the latter's great sweeps through Russia earlier in the war, wily Red generals were taking no chances on being snipped off all over again on the eastern front.

Although their forces had reached the Oder and Neisse rivers due east of Berlin on a broad front, the Red generals sought to minimize the possibilities of a German attack on their flanks far to the rear of the forward positions.

Holding up their fire on the central front until securing their flanks, the Reds exerted strong pressure against the Germans strung out along the Baltic coast immediately above the right wing of Zhukov's 1st White Russian army. To the south on the left wing of Konev's 1st Ukrainian army, the Reds guarded against the danger of a Nazi thrust from Upper Silesia, where the latter had set up strong lines to defend the industrial district and approaches to Czechoslovakia's Axis-worked war plants.

## PACIFIC: Share Spotlight

Carrier pilots, marines and army men all shared the spotlight in the developing attacks aimed at smashing Jap outposts of the home islands to smoothen the road to Tokyo.

Unchallenged by the once-vaunted Nipponese imperial fleet, Vice Admiral Marc Mitscher's famed Task Force 58 continued to roam in the enemy's home waters, with his carrier planes, following up daring attacks on Tokyo, smashing at the Ryukyu islands flanking the sea route to the east.

Having overrun the southern half of Iwo Jima, battle-hardened marines pressed the remnants of 20,000



With face deleted according to censorship rules, Jap prisoner receives smoke from U. S. marines on Iwo Jima.

defenders into the northern part of the island, using flame throwers along with light arms to root the enemy from well-designed natural entrenchments.

In the Philippines, army men, having cleared Manila, fanned out to the north, east and south to clear resistance from the rest of Luzon, with heavy fighting still ahead.

## WORLD PEACE: Pattern for U. S.

Once quoted as saying that scholarly Woodrow Wilson failed to secure U. S. entree into the League of Nations because he was not a politician, Master Politician Franklin D. Roosevelt fired the first gun in the campaign to obtain approval for this country's participation in a postwar organization to preserve peace in an address to the nation and congress on the historic Yalta conference.

To assure the effectiveness of a postwar peace program, the President said U. S. collaboration must be two-fold:

First, this country must join in a world organization to suppress aggression, if necessary, by force.

Second, the U. S. must provide relief to alleviate suffering in the liberated states, and furnish credits for the reconstruction of their economy so that they might be able to resume full production and stand on their own.

"There can be no middle ground," declared the President. "We shall have to take the responsibility for world collaboration or we shall have to bear the responsibility for another world conflict. . . ."

## Aid French

In an agreement that might set the pattern for future arrangements, the U. S. granted the French a 2 1/2 billion dollar lend-lease credit to be paid within 30 years.

Under the agreement providing for shipment of over 1 1/2 billion dollars of raw materials, food, petroleum products and light manufacturing equipment, repayment would be in 30 annual installments at 2 1/2 per cent interest, while deliveries of almost 1 billion dollars of locomotives, freight cars, machinery for mines, industrial equipment, ships and barges would be made with a 20 per cent down payment and 30-year amortization of the remainder.

To maintain the present French army and double its strength of eight divisions, the U. S. agreed to continue lend-lease military supplies. In return, the French promised increased reciprocal aid.

## MEAT: Scarcity Felt

Recent tightening up of meat rationing reflected frequent warning of government officials in recent weeks that short supplies could be expected until late summer or fall when livestock marketings should increase.

With the present meat situation aggravated by the sharp drop in hog slaughtering in the face of heavy military requirements, March allocations to civilians will fall about 6 per cent below February and 14 per cent below January.

In an effort to spread the civilian supply of all meat, point values were raised on a wide range of cheaper beef and pork cuts, with reductions for choice beefsteaks and roasts failing to offset the increases because of the relative scarcity of such items. Affected by the latest point revision were a wide variety of sausages and canned meats previously uncontrolled.

## COAL MINERS: Start Bargaining

Having previously filed a 30-day notice of the intent to strike in case of a snag in negotiations for a new contract, United Mine Workers Chief-tain John L. Lewis sat down with coal operators to bargain for a new pact as government officials warned of an impending coal shortage even without a walkout.

Although he did not ask for a basic wage increase, Lewis demanded a royalty of 10 cents for every ton of coal to build up a \$58,000,000 medical and rehabilitation fund; time and a half beyond a seven-hour day and 35 hours a week, and a 10 cent differential for the second shift and 15 cents for the third.

With requirements continuing at peak levels and the mines' manpower problems becoming more acute with the loss of an estimated 30,000 men from an already shrunken force, a 50,000,000-ton shortage of coal is in prospect unless the European war ends this year, it was said. Industrial reserves were below standard in many regions, with New England electric utilities, for example, possessing only an 89 days' supply compared with 102 last year.

## Find Shell in Seaman

Convalescing at the naval hospital in San Francisco, Calif., from a compound fracture of the leg and chest injuries incurred on a battleship off Leyte, Seaman Dewey Dupree, 20, of Poelousas, La., told doctors that he felt there was something inside of him.

Thinking they had missed a piece of shrapnel, doctors ordered an X-ray, found a highly sensitive unexploded 20-mm. shell embedded in Seaman Dupree's body.

In operating to remove the projectile, the doctors had to exercise the greatest care, since the shell could have exploded on contact even with a surgical instrument.

## JET PLANES: U. S. Development

Using an engine based on the design of Commodore Frank Whittle of the RAF, two American aircraft companies have produced a jet propelled fighter capable of flying over 500 miles per hour.

Called the "Shooting Star," the new plane is supposed to be much more maneuverable than German jets because of the development of special devices for controlling wind resistance. Sleek in appearance, with the cockpit set before the wings, the new jet can carry heavy loads of ammunition, photographic equipment and bombs and fuel.

Principle of the new jet engine is simple: Wing ducts permit passage of air into a combustion chamber, where kerosene flame causes it to expand. Because of this expansion, the gases beat against one side of the chamber, forcing a forward motion.

## ALLIED ARSENAL: U. S. Earns Title

Possessed of almost unlimited resources, a vast pool of skilled and unskilled labor and efficient management, America has well earned the title of the arsenal of democracy during World War II. In supplying U. S. and Allied forces since 1940, U. S. industrial production included:

246,845 airplanes; 56,697 naval vessels; 4,631 merchant ships; 75,204 tanks; 14,787 armored cars; 110,945 trucks over 2 1/2 tons, and 658,523 trucks under 2 1/2 tons.

2,422,099 machine guns; 5,942,385 rifles; 5,163,826 carbines; 130,017 tank and self-propelled guns; 48,952 army and anti-aircraft guns; 55,252 pieces of all types of field artillery; 4,130,000 tons of aircraft bombs; 59,646,000 grenades, and 37,198,000 rounds of small arms ammunition.

Because U. S. airmen and ground troops in Europe will have to be completely reequipped for the fight against Japan, war production will have to continue at a high level after Germany's fall, it was said.



## Lint From a Blue Serge Suit:

Confidential gov't statistics reveal that Hitler is losing the war, but winning his biological aims. He has been able to stunt the growth of ten million non-German children of the next generation. . . . Marilyn Cantor, one of Eddie's five daughters, will soon make her debut as a night club singer. . . . A new Byrnes edict, they hear, may be the discouragement of dog shows.

That overworked simile, "As persistent as an insurance man," is debunked by the news that ninety-two per cent of all private American dwellings have no insurance against burglary. . . . When you hear anyone say that a man is a member of the RCF it means "Rocking Chair Fleet." . . . The big laugh these days is walking through Yorkville and seeing all the Italian spaghetti places which replaced the beer halls where the Bund boys plotted their puteshes.

Some Americans are urging a world-wide free press. It's a good idea. But there are still many obstacles to be overcome before the American press can be as free as the Constitution says it should be. . . . Sudden Thaw: The American war optimists aren't among the Americans taking part in the bitter struggle at Iwo.

The end of the ciggie shortage will be a relief. Not because it will give us smokes—but because it will stop the epidemic of unfunny gags. Those quips are harder to bear than the shortage. . . . Of all things, the other day a solon attacked those who censor newspapermen. He was one who attempted to muzzle us! . . . Law and order can stop rabble-rousers. About a year ago Boston hate spreaders were running wild. A new police chief was appointed, he cracked down on the trouble-makers—and they scurried back to their holes. . . . The Red Cross reports that our men (held prisoner in Germany) are being neglected terribly since German officialdom has broken down. That our men are freezing because of lack of proper apparel. . . . Over here, instead of putting Nazi prisoners in the North (in Wintertime) we bunch them in Florida to trim palm trees! That's dumbocracy!

Unity Dep't: Sumner Welles is making literary history. Two of his tomes are among the first ten best-sellers. . . . Memo to those who believe war workers can be recruited via voluntary methods: A reliable daily reported that the voluntary methods were tried in one Massachusetts town two weeks ago—and they flopped. . . . So did the drive for war workers in Philadelphia.

You think our radio soap operas tug at the heart? You should hear the show called "The Robinson Family," a tear-duct dilly which BBC shortwaves to our shores. . . . "Jodie Mann" is a name said to have been coined by Louis Armstrong. It is spreading among GIs. It refers to a guy who steals your girl while you're in uniform. . . . A cop on a coast moyle lot, now over 70, has been sitting at the gate for years complaining of the inactivity. He recently had a heart attack. The doc recommended: "Complete rest." . . . Of all things! A dep't store on Wilshire Ave., Los Angeles, offers women's kerchiefs for \$125 each!

Next to rationing Sinatra has become the pet subject for radio wheezes. One recent week four successive NBC shows twitted him. . . . Those jabbing blue pencils at newscasters who express opinions should remember Oscar Wilde's common sense: "One can give a really unbiased opinion only about things that do not interest one, which is no doubt the reason an unbiased opinion is always valueless." . . . Are drama critics losing their power? A play that opened a few days ago rated raves from two aisle-sitters—and it shuttered after two performances.

The Newspaper Story of the Week: A Chicago newspaper considered a campaign to name the city's new airport after America's highest ranking General. . . . The publisher, one of the New Deal's bitterest foes, was pleased with the idea and started to promote the plan. . . . Until someone pointed out that the new airdrome would then also be named after the New Deal's best Chicago booster—"Marshall Field!"

## Better Farm Travel Promised in Huge Federal-State Postwar Road Program

### Cooperation of Local Agencies Is Needed to Assure Share in Projects.

By WALTER SHEARD  
WNU Washington Correspondent.

WASHINGTON, D. C.—Township trustees and highway supervisors, county highway superintendents, boards of county commissioners and other officials of local governmental units interested in secondary and feeder road construction and improvement have an unprecedented opportunity to take advantage of the largest grant-in-aid of federal funds in the history of the Public Roads administration.

This grant of federal aid for highway and road construction, to be matched by the states on a 50-50 basis, totals \$1,500,000,000 and provides for a \$500,000,000 expenditure of federal funds annually for the first three postwar fiscal years. That means, if the several states take advantage of all the funds, an expenditure of three billion dollars on highways will be made in the three-year period.

This expenditure is to be divided \$225,000,000 annually for the regular federal aid highways; \$125,000,000 annually for urban projects on the federal aid highway system and \$150,000,000 for secondary and feeder roads.

And it is this latter appropriation with which we are particularly concerned, for if all subdivisions of the state governments take advantage of this congressional appropriation for the three-year period it will mean an expenditure of \$900,000,000 on these all-important farm-to-market roads which constitute 88.8 per cent of all our public highway mileage.

The importance of participation by local governmental officials is pointed out for the reason that in most of the states it will be necessary to enact enabling legislation in order that local road officials and state highway departments may get together on a comprehensive plan which will take in these farm-to-market roads.

The federal bureau of public roads deals only with state highway departments, so the cooperation of state and local highway departments is essential if this money is to go to local road construction.

### Legislatures Meet.

In every state in the union with the exception of Kentucky, Louisiana, Mississippi and Virginia the state legislatures are, or have been, in session this year. The chances are that where necessary this enabling legislation is already before the state legislatures.

In some states, for instance in North Carolina, West Virginia, Virginia, Delaware and Maryland, all county roads have been taken over by the state highway departments. In other states, such as the New England states, there is a working agreement that the state highway departments build the county roads.

The point is, however, that this is not a paternalistic gift to the local communities; the federal air is extended on the basis of need and the extent of the cooperation between local road officials and their state highway departments.

In a good many states a system of secondary roads has never been designated by the state highway departments, and this designation is one of the requirements so that the money spent can be under the supervision of the highway departments of the states.

Insofar as the farm-to-market roads are concerned the \$450,000,000 of federal funds for the three-year period will be apportioned to the states, one-third on the basis of area, one-third on the basis of rural population and one-third on the basis of rural post road mileage.

The importance of the development of these secondary and feeder roads to the basic economy of the rural districts of the nation is immediately seen when it is pointed out that there are 3,636,000 miles of these roads and only about 5 per cent of that mileage is paved. About 38 per cent is surfaced with such material as topsoil, shale, untreated gravel and crushed rock and the remaining 57 per cent has no surfacing of any kind. In other words the millions of farmers living on this 97 per cent of the mileage of farm-to-market roads are still in the mud.

Benefits Widespread. While there are no clearly defined boundaries of the areas of population groups especially served by any one of the three classes of roads, that is federal-aid highways, urban roads and streets and the farm-to-market roads, all areas and all populations derive some benefit from the three groups of highways.

It is apparent, however, that people living outside of any municipality and people living in municipalities of less than 10,000 population are especially interested in these farm-to-market or secondary roads.

and varies greatly with the different counties.

While cost of these farm-to-market roads vary in different sections of the country, indications are that the county and township officials want as much mileage surfaced as possible from the funds available at costs running from approximately \$3,500 to \$6,000 per mile. Intermediate types of surfacing would run upward to approximately \$12,000 per mile with the higher type pavements costing upwards of \$20,000 per mile.

State Funds Available. Due to the fact that there has been little road building during the war, state highway construction funds have swelled into fantastic proportions despite the fact that revenues from automobile licenses and gasoline taxes have been reduced due to curtailment in auto travel.

The Public Roads administration estimates that unexpended balances in state road funds by the end of this year will total around \$418,000,000. To this will be added current receipts from levies upon the auto owner so that the PRA estimates the states will have approximately \$475,000,000 to \$500,000,000 available for new highway construction. If they match the authorized appropriation as set up in the new federal aid highway act their total must reach at least \$500,000,000 annually.

Of the federal funds, \$100,000,000 is already available for surveys, plans and construction, but the remainder of the program must wait until the first postwar fiscal year which ends June 30 following proclamation by the President of the end of the existing emergency, or a concurrent resolution by the Congress that emergency has been sufficiently eased to permit highway work.

It is pointed out that there have been federal aid appropriations for secondary and feeder roads in the past, but unfortunately there has never been full and complete advantage taken of the money appropriated, and, as a result, in a number of states the intent of the appropriation has not been fully realized. For this reason, federal officials along with those interested in road construction, both public and in private industry stress the importance of close cooperation between local and state officials in selecting a secondary road system which will qualify with the PRA, care being exercised not include roads of minor importance.

Some important features of the 1944 act include costs of rights-of-way in construction costs provided the federal share shall not exceed one-third; 10 per cent of total authorization may be used unmated by the states for elimination of hazards in highway-rail grade crossings with the government paying 90 per cent and the railroads 10 per cent of the cost; 1 1/2 per cent of the total authorization may be used for long-range highway plans.

Federal Share. According to officials of the American Association of State Highway officials, the states feel that the federal government has an obligation in making these grants for use by the states in highway construction. They also feel that the federal government should pay a higher percentage of the costs than the "50-50" basis which is now and has been in effect.

Samuel C. Hadden of Indiana, president of the American association, pointed this out in his testimony before the house committee. He said that in 1942, for instance, the federal government collected taxes on motor vehicles and parts and on motor fuels in excess of \$677,000,000, while in the same year it returned to the states in the form of federal highway aid less than one-fourth of that amount.

"For some years," Mr. Hadden said, "it has been the declared policy of the federal government that the state governments should not practice diversion of motor vehicle tax revenues from highway to other purposes.

"This disparity between precept and example has not escaped the attention of our citizens generally, or of our state and local public officials. Frankly, it is the belief of the great majority of our citizens that the federal government should take its own prescription in this matter, especially since the precept is considered sound and the example unsound."

As a matter of fact, 14 states have within recent years amended their constitutions to prohibit diversion of taxes collected from gasoline and automobile licenses to other than highway construction and maintenance.

