

# THE ALAMANANCE GLEANER

Vol. LXXI

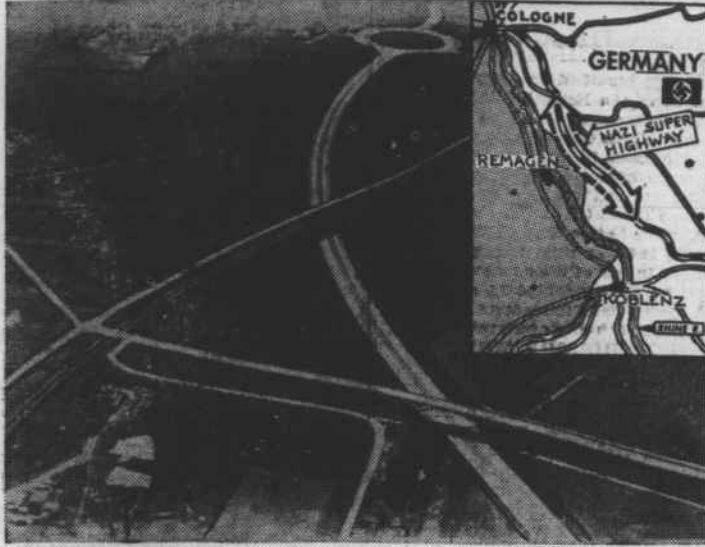
GRAHAM, N. C., THURSDAY, MARCH 29, 1945

No. 8

## WEEKLY NEWS ANALYSIS

### Report German Peace Bids as Allies Press Attacks on Reich; Act to Assure Civilian Supply

Released by Western Newspaper Union.  
(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.)



Indicating the modern network of roads over which the Germans have been moving military supplies east of the Rhine, this aerial photo shows the Adolf Hitler superhighway near U. S. 1st army bridgehead. Map outlines extensive road system in territory.

### EUROPE: Rebuff Nazis

Amid a flurry of talk that high German groups had sounded the U. S. and Britain out on peace possibilities, Allied armies maintained their heavy pressure against Nazi lines in both the east and west.

According to one report, Gen. Dwight Eisenhower rebuffed Field Marshal von Rundstedt's approach for an armistice, under which the latter offered to pull German armies beyond the Rhine, where they have been forced, and disarm them.

Published in Sweden's Svenska Dagbladet, the other report dealt with German overtures to a British official for an armistice for preserving the Reich as a bulwark against the "Bolshevik menace." To include the retention of the Nazis in office and the evacuation of occupied territory, the offer also was flatly rejected, it was said.

Even as the reports came through, Germany rocked under the tremor of continued heavy aerial assaults, aimed at Nazi industrial installations, communication lines feeding

### Town Buster' Latest Bomb

To Britain's famed "blockbuster" and "earthquake" bombs has been added another, the 11-ton "town buster," developed to penetrate to the underground factories the Germans established to avoid surface bombardment.

Carried by Britain's four-engined Lancasters, the "town buster" measures 25½ feet in length and almost four feet in diameter. Upon releasing the heavy load, the huge planes have bounced up as high as 500 feet from relief of the weight.

Packing a tremendous wallop in itself, the "town buster" supplements the six-ton "earthquake" bomb, which sank the German battleship, Tirpitz, and penetrated 15-foot-thick concrete roofs of U-boat pens.

their armies and troop concentrations massed to meet Allied attacks in both east and west.

In the east, Russia grouped the bulk of her manpower for the grand assault on Berlin, heavily defended by an extended network of pillboxes, tank traps and infantry obstacles, which could be flooded.

As the Russians built up their forces beyond the Oder for the smash on the German capital, other Red forces were on the move in both Upper Silesia and Hungary, in an effort to pry open the roads to the rich industrial districts of Czechoslovakia and Austria, feeding the Nazi wehrmacht.

In the west, German war production was seriously threatened as U. S. and British armies closed on both the Ruhr and Saar valleys. Not only was the Ruhr menaced by the U. S. 9th and British 2nd armies from the west, but Lt. Gen. Courtney Hodges' U. S. 1st moved up from its Remagen bridgehead to threaten it from the south.

The U. S. 3rd and 7th armies also were applying a vise on the Saar valley, with the 3rd pressing in from the north and east, and the 7th squeezing ahead from the south. Taking full advantage of their extensive road system and short supply lines, the Germans fought viciously to hold both all-important regions.

### FOOD: Probe Supply

Following hard upon War Mobilizer Byrnes' formation of a special group to review all demands for non-military exports to protect essential civilian supplies in this country, senate war investigating committee announced the conduct of an inquiry into the food situation currently marked by the growing scarcity of meat.

Revelation of the senate committee's probe followed demands of mid-western senators for rectification of government food policies, which, they declared, discouraged fattening of cattle because of failure to bring prices and feed costs in line with production, and failed to place agriculture on a par with war industry.

Just before the congressional storm broke, Byrnes proclaimed the organization of a special group to determine that Europe's demands for relief and rehabilitation would not interfere with U. S. civilian needs, and even to review past commitments in the same light.

Following Byrnes' action, capital circles buzzed with talk that the War Food administration, for one, had approached him for help in allocating the shrinking food supply during 1945, with prospects of from 20 to 25 per cent less meat, 10 to 15 per cent less vegetable oils and fats, and 10 per cent less sugar.

Meanwhile, it was revealed, lend-lease purchases in recent weeks have been severely reduced because of the growing meat shortage. Although the government has been receiving larger allocations than formerly, it was pointed out, still the drop in slaughtering has reduced the volume available over last year, and practically only military demands are being satisfied.

As a result, lend-lease meat tonnage has been slashed almost 80 per cent in the last two months, with pork purchases in one week down about 84 per cent from last year, canned meats 86 per cent, and other products from 93 to 97 per cent.

**PACIFIC:  
Air Lashings**  
With long range U. S. bombers based within flying distance of Japan as a result of the recent conquest of outlying islands in bloody but valuable fighting, the enemy's great industrial cities have more and more been feeling the lash of heavy bombardment.

Carried on even as General MacArthur's forces in the Philippines tightened their grip on the sprawling archipelago guarding the inner China sea lane, and as begrimed marines finished off a stubborn foe on Iwo Jima, the B-29 raids on such Jap centers as Tokyo, Nagoya and Osaka are designed to cut down factory production and impair the flow of supply to the enemy's armies.

Meanwhile, General MacArthur's forces moved toward the climactic battle with the bulk of the enemy cornered on northeastern Luzon, and additional American landings to the south secured the sea passage through the Philippines to Manila.

### YALTA: Test Agreement

First put to the test in Poland, the Big Three's Yalta agreement to act jointly in the settlement of troubled political affairs of countries was tabbed for a second trial in the case of Romania, where the Radescu government reportedly had been forced out by Moscow and replaced by a communist-dominated regime.

At the time the Radescu government left office, with Radescu himself seeking sanctuary in the British embassy in Bucharest because of fear of communist assassination, the Russians contended that the regime had failed to take proper action against pro-fascist elements still present in the country and threatening the Red army's supply lines.

Called at the instance of the U. S., the Big Three parley on Romania could look to its settlement of the Polish problem as a precedent, with democratic elements being brought into a new regime along with the communists to furnish a more representative pattern of government.

### FARM LABOR: At Low

With total farm employment estimated at 8,400,000 persons, USDA reported, 6,894,000 are family members, of whom a great number are women or elder folk. Because of the presence of the latter, it was said, total operating efficiency has been cut somewhat since the advancing years have impaired the efforts of many of the older people.

As the spring planting season approached, with excessive moisture retarding work in many sections, farmers were promised some manpower relief by the employment of 30,000 German war prisoners during the year. Despite the worker shortage, farmers are being asked to match 1944's record production.

When President Roosevelt was Governor of New York a film salesman named Moe Schenck (he worked out of Albany) was introduced to him. . . . The other day Moe was in the White House to see one of the secretaries about a film. . . . As he came out of the office FDR came along.

"Well!" well'd Mr. Roosevelt.

"How are you, Moe, you old sunvagon—what are you doing in Washington?"

Moe explained his mission briefly and started to go. FDR said: "Good luck, Moe. Don't be such a stranger. Come see me sometime."

"Mr. President," Moe intoned, "I'm a very busy man."

At a social event which Thomas Edison attended reluctantly at his wife's urging—the inventor finally escaped his admirers to sit in a corner. A friend noticed that he kept looking at his watch and, drawing closer, he heard Edison sigh deeply and murmur: "If there were only a dog here."

The home of Beethoven in Bonn has been converted into a memorial museum. In one of the rooms, roped off from curious hands, is the piano upon which Beethoven composed most of his famous music. A very snooty girl visited the shrine with a party of American tourists. She looked at the piano with awe and asked the guard if she might play just a few notes on it. She sat down and played a few bars of the Moonlight Sonata. As she left she remarked to the attendant: "I suppose all the great pianists who have come here at one time or another have played on it."

The guard replied: "No, miss, not at all. Paderewski was here several years ago, but said he wasn't worthy to touch it."

At a dinner party Bea Lillie (Lady Peel in private life) was wearing the family pearls. A feline meowed: "What lovely pearls, Bea. Are they genuine? Of course, you can always tell by biting them. Here, let me see."

"Gladly," said Lady Peel, proffering her jewels. "But remember, Duchess, you can't tell real pearls with false teeth."

One of the important Washington newspapers once reported (on its front page) a mild indisposition of President Roosevelt with: "President Kept to His Rooms by Coad."

FDR heard of it and requested several copies, which he shows to visiting diplomatic bigwigs in their moments of relaxation.

This is how one of the world's classics was written: Nathaniel Hawthorne worked as a bookkeeper. One day he was fired and came home depressed. But his wife wasn't. She told him that she had secretly saved money from household expenses so that he could one day afford to write the book he was planning.

That is how Hawthorne wrote "The Scarlet Letter."



### Little Known Stories About Well-Known People:

His contemporaries thought Teddy Roosevelt was conceited. They told this one on him. That Teddy died and went to heaven where he discovered the famed choir had been disbanded. He told St. Peter it should be reorganized and that he, Teddy, would conduct.

"Very well," said The Old Fellow. "How many tenors should we have?"

Teddy suggested ten million tenors, as many baritones, etc.

"How many bass singers?" asked St. Peter, pencil poised.

"Oh," said Teddy, "I'll sing bass."

FDR's guessting at the former Czarist Palace in Yalta brings to mind the yarn told about Teddy Roosevelt's world tour. . . . While in Stockholm he lived at the royal palace. When "Mr. Big-Stick" was asked by a newsman how he liked the sensation of living in a palace, Teddy snapped: "I don't like them. You can't ring a bell and complain about the room!"

One of the staff offered his resignation to the executive editor of the old New York World. He explained that he was going to start his own little country newspaper. "I'd like some advice from you," said the reporter, "on how you think I ought to run it."

"You've come to the wrong person," said the exec. "Ask one of our indignant subscribers."

When President Roosevelt was Governor of New York a film salesman named Moe Schenck (he worked out of Albany) was introduced to him. . . . The other day Moe was in the White House to see one of the secretaries about a film. . . . As he came out of the office FDR came along.

"Well!" well'd Mr. Roosevelt.

"How are you, Moe, you old sunvagon—what are you doing in Washington?"

Moe explained his mission briefly and started to go. FDR said: "Good luck, Moe. Don't be such a stranger. Come see me sometime."

"Mr. President," Moe intoned, "I'm a very busy man."

At a social event which Thomas Edison attended reluctantly at his wife's urging—the inventor finally escaped his admirers to sit in a corner. A friend noticed that he kept looking at his watch and, drawing closer, he heard Edison sigh deeply and murmur: "If there were only a dog here."

The home of Beethoven in Bonn has been converted into a memorial museum. In one of the rooms, roped off from curious hands, is the piano upon which Beethoven composed most of his famous music. A very snooty girl visited the shrine with a party of American tourists. She looked at the piano with awe and asked the guard if she might play just a few notes on it. She sat down and played a few bars of the Moonlight Sonata. As she left she remarked to the attendant: "I suppose all the great pianists who have come here at one time or another have played on it."

The guard replied: "No, miss, not at all. Paderewski was here several years ago, but said he wasn't worthy to touch it."

At a dinner party Bea Lillie (Lady Peel in private life) was wearing the family pearls. A feline meowed: "What lovely pearls, Bea. Are they genuine? Of course, you can always tell by biting them. Here, let me see."

"Gladly," said Lady Peel, proffering her jewels. "But remember, Duchess, you can't tell real pearls with false teeth."

One of the important Washington newspapers once reported (on its front page) a mild indisposition of President Roosevelt with: "President Kept to His Rooms by Coad."

FDR heard of it and requested several copies, which he shows to visiting diplomatic bigwigs in their moments of relaxation.

This is how one of the world's classics was written: Nathaniel Hawthorne worked as a bookkeeper. One day he was fired and came home depressed. But his wife wasn't. She told him that she had secretly saved money from household expenses so that he could one day afford to write the book he was planning.

That is how Hawthorne wrote "The Scarlet Letter."

## Merchant Marine Academy Develops Fighting Officers

### Combat Training Is Part of Extensive Cadet Requirement

THE nation's newest service academy sends its undergraduates to sea as part of their normal course of training. During war, they go to sea just the same; consequently, they're participants in sea warfare. They've withstood torpedoes, bombings, strafing, coast artillery and fire from enemy raiders. They've performed heroic acts under fire which would do credit to battle-experienced veterans.

Cadet-midshipmen in the United States merchant marine cadet corps have participated in every landing and invasion operation of the war and have reflected creditably upon the cadet corps while serving aboard merchant vessels. Seven have won distinguished service medals; more than 600 have been forced to abandon ship as a result of enemy action; more than 150 have been killed in action; many have been credited with saving lives of shipmates and others have spent as many as 40 days in lifeboats.

The United States merchant marine cadet corps includes the U. S. merchant marine academy, Kings Point, L. I.; a basic school at San Mateo, Calif.; one at Pass Christian, Miss.; and a revolving group of 2,600 to 3,000 cadet-midshipmen serving at sea at all times. Upon admission to the cadet corps, a cadet-midshipman is assigned to one of the basic schools for training of about four months, after which he goes to sea for a minimum of six months. This sometimes lasts as long as 12 months, because the cadet-midshipman's ship may be in the Indian ocean when his six months is completed, and he, of course, must serve until his ship returns to the United States.

### Has Sea Training First.

After sea duty, a cadet-midshipman is assigned to Kings Point for advanced training during which he assimilates knowledge acquired in classrooms and laboratories with that which results from sea training to qualify himself to become a deck or engine officer in America's ever-expanding merchant fleet.

Upon graduation a cadet-midshipman is licensed as third mate or third assistant engineer and is appointed an ensign in the U. S. maritime service and in the U. S. naval reserve. Many of the 5,000 graduates to date have gone into active duty with the navy.

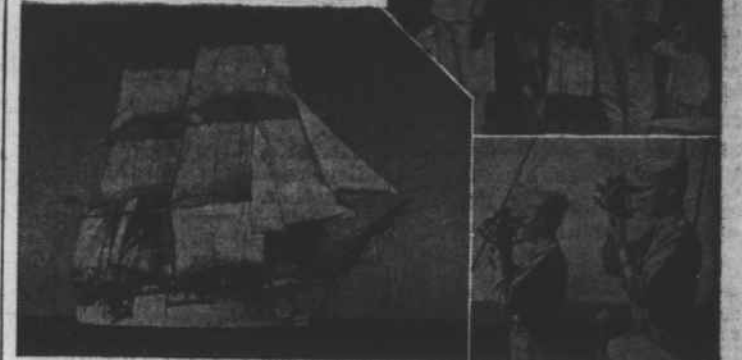
The U. S. merchant marine cadet corps, authorized by the merchant marine act of 1936, is to be a permanent institution, serving the nation just as do West Point, Annapolis and the coast guard academy.

The academy at Kings Point is situated on Long Island Sound, two miles from Great Neck, on what was previously the site of several swanky estates. There are 30-odd new and modern buildings on the 65-acre campus which also includes parade grounds, an athletic field and an obstacle course which is quite tough. At the academy's private dock, there are half a dozen vessels



Man overboard rescue practice at Pass Christian, Miss.

which afford the best possible means of learning that multitude of subjects and details embraced in the term, "seamanship." Laboratories are equipped with actual Liberty ship engines and boilers, Diesels, radio and other signal equipment, refrigeration units, and machinery and equipment of all types encountered aboard ship. Administrative officers of the cadet corps make the training thorough and far



Upper: Graduating regimental commander, Willard B. Kitchens and other cadet officers salute as taps is blown in honor of former cadet-midshipmen lost or missing in action. Left: Training vessel, Emery Rice, under full sail. Right: Cadet-midshipmen taking observations for longitude during training cruise.

from easy in order to live up to the creed, " . . . Got to make sure that no boy's ghost will ever say, 'If your training program had only done its job . . .'"

Because of the sea duty requirements, every cadet-midshipman at Kings Point actually is a veteran of sea warfare and many wear war-zone ribbons indicating service around the world.

Among several cadet-midshipmen who participated in the invasion of France were Louie B. Wood Jr., of Atlanta, Ga., and John F. Steedley Jr. of Tallahassee, Fla., who witnessed all the fire and action of American warships and planes and



Cadet-midshipman laying aloft the main mast.

German E-boats and coast artillery during the first three or four days of the historic landings.

"Our ships moved into the English channel on D-Day, carrying trucks, jeeps, small arms and about 400 soldiers, and we, of course, were exposed to the German bombers, E-boats and coast artillery. We didn't worry about the Nazis too much, though, when we looked up and saw our own fliers in action and watched American and British

Antiaircraft gunners on merchant vessels and warships alike went into action immediately, and skippers of the various vessels ordered maneuvers to dodge the torpedoes from the enemy planes. The accuracy of the fire from American guns excelled that of the Jap aviators, however, and every one of the 23 planes was shot down.

One ship in the landing force was lost—when a flaming Jap plane struck on its deck and set it afire. This was Dudley's vessel from which all marines and cargo had been disembarked.

Dudley was assigned to another ship loaded with provisions bound for Tulagi, and a few days after the Guadalcanal episode, Dudley again heard the order, "Abandon ship!" as this vessel was torpedoed and sunk on August 21.

Dudley and 12 members of the crew spent the ensuing 14 days in a lifeboat with the most meager supplies of food and water.

"On the 14th day, we sighted land, and naturally exerted every ounce of our fast-waning energy to pull ashore," Dudley reported. "We landed on a coral reef, and every man fell face forward, exhausted. The sharp edges of the coral inflicted severe cuts about the body of every one of us, but we just didn't seem to have the strength to move again, so we lay there on the reefs, almost unconscious, for several hours. The natives found us and brought us water."

Dudley spent the next two months in army and navy hospital before returning to Kings Point, where he graduated on February 3, 1943, received his license as third mate, and went back to sea as an officer helping deliver the goods.

Saved Shipmate's Life.  
An example of valor and disregard of his own safety was shown by cadet-midshipman William M. Thomas Jr. of Alameda, Calif., who was awarded the Distinguished Service medal by President Roosevelt for his heroism in dramatically saving the life of a shipmate.

our vicinity. One had our number on it and struck the ship squarely in No. five hold, killing seven soldiers of the stevedore crew and a merchant seaman."

Steedley was busy helping to man an antiaircraft gun on the bridge, and Wood was assisting to extinguish a fire on deck. When the fire was out, Wood went below to help remove the dead men from the hold.

"The concussion had ripped large holes in both sides and the bottom of the ship, and she settled fast, the stern resting on the bottom in seven fathoms of water," he recounts.

The order to abandon ship was given after as much gear as possible had been removed to nearby vessels.

Next day, it was thought that there might be a chance to save the ship, and an emergency volunteer crew was sought to go aboard. Both Wood and Steedley volunteered, but after a few hours all hope of saving the vessel was abandoned. The two cadet-midshipmen were returned to England and were back in New York on July 7, one month after participating in the greatest invasion in history. Their ship had been lost, but the precious cargo of soldiers, jeeps and guns had been put ashore in France. They're at Kings Point now.

Dudley Example of Sea Heroes.  
Almost two years earlier, on the other side of the world, another cadet-midshipman had played a dramatic part in a landing operation. He is Robert H. Dudley of Yonkers, N. Y., who was assigned to a transport in the task force which took the first contingent of U. S. marines to Guadalcanal. Dudley was placed in charge of landing boats from his vessel, and the disembarking was proceeding successfully when 23 Japanese torpedo planes attacked the ships.

Antiaircraft gunners on merchant vessels and warships alike went into action immediately, and skippers of the various vessels ordered maneuvers to dodge the torpedoes from the enemy planes. The accuracy of the fire from American guns excelled that of the Jap aviators, however, and every one of the 23 planes was shot down.

One ship in the landing force was lost—when a flaming Jap plane struck on its deck and set it afire. This was Dudley's vessel from which all marines and cargo had been disembarked.

Dudley was assigned to another ship loaded with provisions bound for Tulagi, and a few days after the Guadalcanal episode, Dudley again heard the order, "Abandon ship!" as this vessel was torpedoed and sunk on August 21.

Dudley and 12 members of the crew spent the ensuing 14 days in a lifeboat with the most meager supplies of food and water.

"On the 14th day, we sighted land, and naturally exerted every ounce of our fast-waning energy to pull ashore," Dudley reported. "We landed on a coral reef, and every man fell face forward, exhausted. The sharp edges of the coral inflicted severe cuts about the body of every one of us, but we just didn't seem to have the strength to move again, so we lay there on the reefs, almost unconscious, for several hours. The natives found us and brought us water."

Dudley spent the next two months in army and navy hospital before returning to Kings Point, where he graduated on February 3, 1943, received his license as third mate, and went back to sea as an officer helping deliver the goods.

Saved Shipmate's Life.  
An example of valor and disregard of his own safety was shown by cadet-midshipman William M. Thomas Jr. of Alameda, Calif., who was awarded the Distinguished Service medal by President Roosevelt for his heroism in dramatically saving the life of a shipmate.