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ESTABLISHED 1861

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Modest Merchant Fleet

Entering World War II with only 10,500,000 tons of merchant shipping, the United States emerged with approximately 60 million tons. Great Britain, whose 24 million tons made her the world's greatest maritime power seven years ago, lost more than 17 million tons during the war and yet came out of it with 20 million tons.

These figures may cause some surprise, particularly to those who had heard of a Roosevelt-Churchill agreement by which England was to concentrate on building warships, while this country turned its mass-production skill to construction of cargo craft. The contrast between our current 60 million tons and Britain's 20 million may also result in misunderstanding, unless it is kept clearly in mind that a vast proportion of the American fleet consists of emergency vessels, that, in world trade competition, would be almost as inefficient as those concrete ships that were left over from World War I.

There is a tendency to think of rich America and poor England in terms of shipping. It is all right to think of poor Norway, which lost 50 per cent of her fleet, net; poor Greece, whose net loss was 75 per cent; poor France, which lost two tons out of every three, poor Denmark and the Netherlands, which also sustained net shipping losses of 50 per cent. But in this respect England requires no pity.

Today England is building ships faster than we are. Her postwar merchant fleet soon will be at prewar level. Our plan is to retain only 20 million tons, even on war insurance reserve basis, and to dismantle or sell the remainder.

American ship lines are not asking to dominate world trade routes. It appears now that we propose to put into international competition only 395 ships of about 3,900,000 tons, which is six less craft (though almost 600,000 more tons) than we had in 1939. The remainder of what vessels we continue to operate will be in coastal and intercoastal trade, which is barred to foreign competition anyway.

So, despite the fact that today we have three times as great a tonnage as Great Britain, our goal is to oppose some 24 or 25 million British tons with only about four million American tons. We ask only that half our foreign trade be carried in American ships, which is a minimum that all other maritime nations have fixed in the past.

Q—Has celebration of Christmas ever been banned by law?

A—The Pilgrims forbade its celebration in 1644 because it had become a wild orgy in England.

Q—Who is Alcide de Gasperi?

A—Premier of Italy.

Q—What is the status of Maurice Chevalier, French actor accused during the occupation of collaboration?

A—The French National Committee of Theatrical Purge acquitted him of the charges.

Q—What is the coloring effect of betel nut "chewing gum"?

A—It blackens the teeth and dyes the mouth, lips and gums red. A tenth of the world's population chews betel nut.

Q—What is the dividing line between Russian-occupied and American-occupied Korea?

A—The 38th parallel.

The WASHINGTON MERRY-GO-ROUND

By DREW PEARSON (Capt. Robert Allen On Active Duty With U. S. Army)

WASHINGTON—Congressman Albert Engel of Muskegon, Mich., once was described by General Marshall as the "Gadfly" of the War Department. Never did he justify that name, however, as much as on a recent trip to India when he caught the army in the act of burning flying gloves, parachutes and flying jackets, chopping up flying instruments with an axe, and flying empty coca cola bottles over the hump, the most dangerous air route in the world.

Congressman Engel had a rough time getting this and other information over the head of Gen. George Richards, the War Department budget officer who accompanied the congressional committee on its tour.

Richardson did everything in his power to prevent Engel from talking with officers who knew about irregularities and were itching to spill what they knew. The general even went to the length of threatening to leave Engel behind at Karachi, India.

Richardson had laid out a carefully planned schedule of stops that amounted to a Cook's tour of officers' clubs, so the investigating committee wanted, but he didn't reckon with the parliamentarianism of the War Department.

The sub-committee stopped at Karachi for lunch and were told to get back on the plane at 1:15 to start for Abadan. On his way to the officers mess, Engel stopped to talk to some young air corps officers who had been flying transport planes over the hump. Immediately, chaplain Richardson rushed over and tried to break up the conversation.

"You'll have to cut right away in order to make the plane, congressman," he said.

Gadfly Engel But the congressman courteously brushed him off, got out a pencil and began taking notes. After the others had eaten, General Richardson again rushed over excitedly and tried to hurry Engel to the plane.

"Welcome here to get the facts, general," declared the congressman, "and I intend to stay here until I get them."

Richardson went off, but returned almost immediately to say that the plane was leaving. He warned Engel bluntly that he would be left behind if he didn't cease his questioning and get on the plane.

"Take your — — plane and go," snapped Engel angrily. If you want to leave without me, go right ahead."

General Richardson turned to a second lieutenant in the group and ordered in crisp tones: "I want you to report to your commanding officer everything you have told the congressman."

By this time, other members of the congressional party had returned to watch the fireworks and formed a ring around Richardson and Engel, who were glaring at each other fiercely. Unfazed by the general's brooding tactics, Engel insisted that all officers except those to whom he had been talking leave.

"That includes you, General Richards," he said. With this restraint removed, the visiting congressman addressed some astounding facts. About 75 lieutenants and captains, all flying officers who had borne the brunt of the hump flying, told him in part:

Helping British Trade (1) They had flown 750 tons (1,500,000 pounds) of Indian cotton across the "hump" for the British who sold it to the Chinese. The cotton was worth 15 cents a pound or about \$225,000. It cost us from \$1 to \$2 a pound to fly the cotton, some of which the committee saw while it was still in a warehouse waiting to be shipped.

(2) While U. S. forces were sorely in need of essential war goods, some amazing cargoes went over the hump. For instance, cargo after cargo of springs, mattresses, commodos, bedsteads, dressers, etc., were flown in for the use of top-ranking officers. This material had been shipped by air from Khartoum, Egypt, to Karachi, India (2,000 miles) and from Cairo, Egypt, to Karachi (3,000 miles).

One officer told the congressman that he had an Austin car shipped to him from Karachi to New Delhi. He later had it re-shipped to Karachi because he "did not like the paint job on the car." Also, a quantity of tile was flown from Bombay to Karachi to build a patio for the officer's club. The patio was built after V-J Day.

(3) A great deal of equipment was hauled from Africa to India, thousands of miles, only to be burned after it got there. One officer told the congressman that he personally witnessed the burning of a gross of flying gloves worth \$2 a pair, 75 parachutes and a great many A-2 flying jackets. The same officer saw a "Lieutenant Renshaw," acting on orders, smash aircraft parts and instruments with an axe. An air corps major named Griffith, a shipping supply officer, was sent to Karachi from headquarters to get rid of the supplies within a week.

(4) A load of empty coca cola bottles was flown out from China to India. A printing press weighing 8,000 pounds was shipped from Karachi to Agra and thence to Gaya, where it was left unused. An officer at Gaya said it was "the only way he knew to get rid of it." The committee was told.

(5) Among other things destroyed, the sub-committee learned, were 10 beacon lights worth \$3,800 each; 20 Pratt and Whitney engine cylinders worth \$700 each and 10 magnetos for airplane engines.

Truman's Christmas Present

There isn't any doubt as to which present Harry Truman prizes the most among the vast collection of gifts received this Christmas.

It is a beautiful oil painting of his 92-year-old mother by the portrait artist Jerry Farnsworth.

The painting was presented by Truman's life-long friend, Frank S. Land of Kansas City, who is a member of the Order of DeMolay.

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The Eye of the Needle



Report On the War By General George C. Marshall

Biennial Report of the Chief of Staff of the U. S. Army 1943 to 1945, to the Secretary of War. Published by NEA Service, Inc. in co-operation with the War Department.

This is the 32nd of 42 installments of material selected from General Marshall's report on the winning of World War II.

END OF JAPANESE SEAPOWER

THE message from MacArthur arrived at Quebec at night, and Admiral Leahy, Admiral King, General Arnold, and I were being entertained at a formal dinner by Canadian officers. It was read by the appropriate staff officers who suggested an immediate affirmative answer. The message, with their recommendations, was rushed to us and we left the table for a conference. Having the utmost confidence in General MacArthur, Admiral Nimitz, and Admiral Halsey, it was not a difficult decision to make. Within 90 minutes after the signal had been received in Quebec, General MacArthur and Admiral Nimitz had received their instructions to execute the Leyte operation on the target date 20 October, abandoning the three previously approved intermediary landings. General MacArthur's acknowledgment of his new instructions reached me while en route from the dinner to my quarters in Quebec.

That day the 1st Marine Division of General Geiger's III Marine Amphibious Corps, with a combat team of the 81st Infantry Division in reserve, landed in Peleliu in the Palau group. Two days later the 81st Division landed on Angaur, an island south of Peleliu.

The War Department on 16 September relayed to General MacArthur a report from General Stilwell to the effect that the Japanese offensive in central China would soon result in capture of the eastern China airfields from which Maj. Gen. Claire L. Chennault's Fourteenth Air Force had planned to support operations in the northern Philippines. MacArthur replied that Admiral Halsey's carrier task force had so severely reduced hostile air capabilities in the Philippines, Formosa, and the Ryukyus that it would be possible to move directly from Leyte to Lingayen Gulf without the support of Chennault's air force. Admiral Halsey's carrier planes had destroyed almost 2000 Japanese aircraft in the probing attacks during September.

On 22 September another combat team of the 81st Division moved to Peleliu, where heavy resistance was being met. Capture of this island was completed by 30 September except for a few isolated enemy groups which held out in caves for another two months. On 21 September, patrols of the 81st Division landed on Ulithi, meeting no opposition. The main body landed two days later.

Islands Are Stepping Stones

The landing on Peleliu coincided with General MacArthur's move to seize Morotai north of Halmahera with the 31st and 32d Divisions. Despite uniformly stubborn resistance the Japanese had lost a series of islands which were important stepping stones for the return to the Philippines and the ultimate conquest of Japan.

The advance of our forces westward across the Pacific had been accompanied by the steadily expanding strategic operations of the Eleventh Army Air Force in Alaska, the Seventh Air Force in the Central Pacific, and the Fifth and Thirteenth Air Forces in the Southwest Pacific. In the operations fleet carriers had played a vital part. During the campaigns through the Southwest Pacific and the western mandated islands, General Kenney's aircraft and those of the Pacific Ocean Areas swung their powerful attacks back and forth in mutual support of the various operations. At the same time the westward advance had resulted in an ability to strike from the air at the foundations of the Japanese war potential—their shipping, petroleum, and aircraft industries.

On 19 October two assault forces, the 3d commanded by Admiral Wilkinson and the 7th commanded by Rear Admiral Daniel E. Barbey, approached the east coast of Leyte with the Sixth Army under General Krueger aboard. It was an armada of combat and assault vessels that stretched across the vast Pacific horizon. In the covering naval forces were the battleships California, Mississippi, Maryland, Pennsylvania, Tennessee, and West Virginia with their screen of cruisers and destroyers. The troops and material with which we were to seize Leyte were loaded in 53 assault transports, 54 assault cargo ships, 151 landing ships (tank), 12 landing craft (infantry), 16 rocket ships, and over 400 other assorted amphibious craft. The air cover was provided by planes from 18 escort carriers.

Japanese Fleet Crippled

Out to sea Admiral Halsey's mighty carrier task force, which helped prepare the way for the landings by air bombardment, now stood watch for possible Japanese naval opposition to the landings. That day a Japanese search plane discovered this great amphibious force and reported its presence to Admiral Kurita's Singapore fleet, which then constituted 60 per cent of Japan's major naval units. This report precipitated one of the decisive battles of history. The X and XXIV Corps of the Sixth Army went ashore on schedule the following day after the Navy had paved its way with drum-fire bombardment. Three days later General MacArthur directed the ground forces to secure their beach areas and await the outcome of the naval battle which was now impending. The Japanese made the decision to commit their fleet in the battle to prevent America's return to the Philippines. Admiral King has described the great naval action which followed in his recent report. Every American who reads it must be filled with tremendous pride in the achievements of our fighting Navy.

By the 26th it was apparent that the Third and Seventh Fleets had virtually eliminated Japan as a sea power. Her fleet had suffered a crippling blow. (NEXT: Leyte)

Victory in 1945 Sets Sports on Road to Biggest Boom in All Time

The end of World War II ushered in what is expected to be the most prosperous sports era of all time.

Hardly had the firing died down on the far-flung battlefields before the sports boom was under way. Records were broken and by year's end the athletic world was well on the road back to the sports-as-usual program. Not that all sports suffered during the war years. As a matter of fact, it was business pretty much as usual with baseball, racing, football and boxing and a few other sports. Club owners and promoters made more money than ever during the war, but it is expected to be a mere trickle compared to what is in store for the future.

Money sports, mostly minor ones, were blacked-out completely during the war and others were curtailed. But those that survived suffered only in the caliber of competition. There were

travel and other restrictions, but it didn't affect the gate receipts or attendance. There was, however, a noticeable dropping off in the caliber of competition from 1944, with the majority of star athletes in the armed services. They started coming back soon after V-E-Day and the quality of play picked up somewhat, although it still was far behind the prewar standards.

Still Best in World The way the fans flocked to patronize the various sports, however, left no doubt that America, as always, wanted its sports. It may not have been quality stuff, but it still was quantity and still was the best in the world. And it was good enough to draw out the war dollars in an unprecedented stream. Owners and participants alike looked back on 1945 as very successful, all factors considered. Sports never did get out of the big-business category during the

EDSON'S WASHINGTON COLUMN

BY PETER EDSON NEA Washington Correspondent

WASHINGTON, D. C.—A first breakdown on that much-kicked-around figure of two billion dollars as the cost of the atomic bomb project has just been put into the records of Sen. Brien McMahon's committee on atomic energy. The figures come from Maj. Gen. Leslie R. Groves, in command of the project.

Supplemented by additional figures now made public by the Manhattan District Engineer's office, it is possible to get accurate estimates of where the money went and what it will cost to keep this thing going. The total capital investment, spent and committed for plants and facilities as of June 30, 1945, was \$1,595,000,000. Total operating costs up to the time the bombs were dropped in August were \$405,000,000. That's where the two billion figure comes from.

But in addition, \$600,000,000 of War Department appropriations were earmarked for operation of the project in the fiscal year ending June 30, 1946. End of the war naturally cuts back this cost.

In breaking down the capital investment, these major items stand out: Manufacturing facilities alone cost \$1,242,000,000. Research cost \$186,000,000. Housing cost \$162,500,000. Workmen's compensation and medical care cost \$45,000,000 in round numbers, to make the \$1,595,000,000 total.

COST of the several plants breaks down like this: Diffusion plant at Oak Ridge, Tenn., \$500,000,000. Electro-magnetic plant at Oak Ridge, \$317,000,000. In addition, \$75,000,000 has been authorized for enlargement of the diffusion plant. If to this is added the \$25,000,000 cost of the plutonium pilot plant and research program, together with the \$110,000,000 cost of the housing and community development for workers, the total of the Oak Ridge investment is brought to \$1,110,000,000, making it one of the most valuable bits of improved property in the U. S.

The Hanford, Wash., plutonium plant cost is put at \$350,000,000. Cost of the housing project for Hanford workers, at near-by Richland, was only \$48,000,000.

GENERAL GROVES puts current operation costs at these figures: To operate the diffusion plant at Oak Ridge, \$6,000,000 per month, a figure which will increase when enlargement of the plant is completed. To operate the electro-magnetic plant, \$12,000,000 per month, a figure which will decrease. To operate the Hanford plutonium plant, \$3,500,000 per month. This totals \$21,500,000 per month or \$258,000,000 a year to keep all facilities going. General Groves has estimated that at the end of two years, costs may be 40 to 60 per cent of present figures. Today's employment of 45,000 in operations might be cut to 35,000. It is still big business if confined as a military expenditure.

Surprises in Lights Due in Future

PHILADELPHIA (AP)—The experts say there's a surprise in store for the American housewife when she turns on the lights in her post-war "dream house."

Here's what happens when you click the light switches in the newest "home of vision," built in Philadelphia to illustrate what lighting will be 20 years from now: The dining room is suffused by a "ribbon of light" from special fluorescent tubes. Dark corners are lit by built-in lighting fixtures. The leisure room has "black lights" lamps concealed in the cornices along with the fluorescent lamps. Silver-colored wallpaper treated with fluorescent paint appears subdued under the fluorescent lighting, but "leaps to life" when irradiated by the invisible ultraviolet black rays. Pillows and playing cards also are activated by the blacklight radiations.

The kitchen is fluorescent-lighted, with local fixtures concealed at strategic points such as above the sink. The laundry boasts a special fluorescent lighting unit which pops out of the laundry wall with the ironing board to make work light. And the lights come in assorted sizes and shapes to complement the furnishings.

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More minors were forced to suspend. But before spring, when victory in Europe became only a question of time, things began returning to normal. The major after arranging their schedules to face transportation facilities as much as possible, opened. And in May the race tracks were allowed to reopen.

Long before the war in the Pacific ended in August, sports was well along the road leading to the expected boom.

Although such things as the annual All-Star game had to be cancelled, the major leagues en-

THIS CURIOUS WORLD



Kwiz Korner advertisement featuring a quiz question: 'WHO VISITED JAPAN IN 1853 TO COERCE THE GOVERNMENT OF JAPAN INTO CIVILIZATION?' with a list of names including Commodore Perry. Includes a cartoon illustration of a man and a woman.

ANSWER: Commodore Matthew Perry. (NEXT: How is the Alnico used in medicine?)