Construction Miracle: China's Yunnan Burma Railroad

BY ROYAL ARCH GUNNISON
Special to The Chronicle

KUNMING, China, Nov. 5 (by air mail)—Another "miracle of construction" is being pulled off here in China. The first was the famed Burma road. This one is the Yunnan-Burma railway, which is now under full construction across 300 miles of one of the most unhealthy parts of Southeast Asia.

As the Panama canal's construction was a triumph of medical strategists, so will the completion of the Yunnan-Burma railway be a victory over malaria and the potential of plague and cholera. Nearly one million people have worked in some capacity on the Burma road, and countless thousands died on the job. And that was through territory not particularly unhealthy.

What, then, of the new railroad—a road which must be rushed to completion at the earliest date possible to give China another route over which war supplies can be brought to the fighting zones?

This is the problem that faced the Chinese when they found the country through which the road must pass contains villages where 80 per cent of the population had died from malaria and the other 20 per cent flailed the "flying death." American medical men, aided by Chinese experts, are beginning to bliz the malarial mosquito out of its natural habitat.

Dr. Victor Haas of the United States Public Health Service, is the man on the job. He has been "loaned" for the duration of construction, which, according to American engineers out here, should take 13 to 15 months more to complete. Dr. Haas has as his assistants 16 American health men, sanitary engineers, doctors, and plague experts. In turn the Chinese government's contribution, through Dr. Tsun Yen Pu, director general of the Yunnan-Burma railway, is 15 doctors, 200 subordinates, 500 nurses to help the doctors, and 2000 coolies to dig drains, build bedouin stations, and construct sanitary areas around the main railroad construction camp.

Although all the workers (and coolie women work on the railroads and roads in China) are not yet at work, it is estimated more than 200,000 will be needed to do the job. The road is not being built according to old American railroad technique. Instead small sections are springing up all along the line. Each little section will stretch out until all the bridges, tunnels, and the roadbed are built. Like "Toppy" it will just grow. Then the track—brought up from Rangoon, Burma, to Lashia, which is also the beginning of the Burma road—will be laid straight out to Kunming. It all goes according to schedule, and the construction gangs are protected from mosquitoes and Japanese bombers, the last spike and the first train should simultaneously reach Kunming one year from Christmas.

All the equipment for this road comes from the United States under provisions of the lease-lend program—$15,000,000 of it. The medical assistance cost is split between China and the United States, $138,000 in all. Added to this are $400,000 in medical supplies which come from lease-lend.

To protect the workers from malaria, various ingenious schemes are being used. For instance, Dr. Haas has asked the Burma road people, who are now reorganized to give the trucks and the road better and more efficient treatment, to let him have all the lubricating oil that is drained from the trucks when oil is changed. This oil-changing feature, incidentally, is relatively new along the Burma road. The drivers used to drive the trucks until they ran out of gas or oil, or both, and then wondered what was the matter. Now repair stations are being set up and it is from these that Dr. Haas is going to try to get the oil to spread over water areas where the malaria mosquitoes breed.

The wartime and long range value of this new Yunnan-Burma railroad will be incalculable to China. In the first place, it will give China another facet from which to draw the many wartime and peacetime necessities. Once into Kunming, the mushroom transport and industrial center of South China, the material can be sprayed to the spots in need throughout Southern and Central China. The same is now taking place with the Burma road.

Secondly, the new railroad takes the place of the Hanle-Kunming railroad, a spectacular engineering feat performed by the French in the early 1900s from Indo-China to Kunming.
Interpreting The War News

By DEWITT MACKENZIE
Associated Press War Analyst for The Star

CHUNGKING, Jan. 8 (AP)—Enemy airfields to force the invaders farther back into Burma, away from the lifeline. Yankee transport planes regularly wing their way into China with those essentials which provide the flank to set off the powder.

It takes a stout heart and a skilled hand to negotiate that skyline. A good deal of it runs across solid mountain ranges where a forced landing would mean anything you can think of that's nasty.

Much of the time, especially at this season, billowing clouds cover the mountains with an occasional villainous peak of rock jutting up through.

Scaling The Hump

Finally there comes the hump, or highest part of the range, and over this planes must be lifted at a height of maybe 18,000 feet.

I have been in some odd places in various parts of the world but going over that hump without oxygen was something new.

As your breath gets thin and short, you wonder whether you really have let the sort of life you should—if you see what I mean.

Not all the effort comes in flying, though. The warplanes and transports must be maintained and you find still more of Uncle Sam's boys scattered along the route to keep the planes in the air. This job of maintenance, of course, plays a big part in holding the route open.

So American skill and nerve keep the lifeline open and thus perform an essential operation for the Allied cause.

There is just one fly in the ointment and this is that the value of the service could be multiplied if a few more transport planes were available.

N. C. D. More Transports

One hundred more transports, as I understand it, would make a mighty difference to China's supply problem.

You would understand that if you could be here and see how far these brave people are making their supplies go. And, mind you, it is essentials and not luxuries which come over that skyline.

How many items could you pack into a single transport plane, do you think? Not many, and not a huge amount on 100 transports, and yet the vital war operations of one of the big four of the Allied nations depend on meager supplies which are coming by air.

To anyone on the ground it is obvious that provision of these 100 transport planes would be a grand investment.

The subject is one which is so important that I shall return it in a subsequent dispatch.

Many In Virginia

Capital Ignore

O.P. A. Gas Ban

OND, Va., Jan. 8 (AP).
Interpreting The War News

By DEWITT MACKENZIE
Associated Press War Analyst for The Star

(Editor's Note—In tomorrow's article, Dewitt Mackenzie, recently returned from a study of the Indian situation, continued his discussion of the Hindu-Moslem differences. The following is the eighth in a series of ten articles by the noted war analyst.)

The Indian political crisis bristles with more dangerous points than a porcupine with quills, but the greatest of these is the Hindu-Moslem division, which through the generations has been marked by a bitterness that frequently has produced bloodshed in communal rioting.

Religious differences are the chief basis of this feud, which perhaps isn't so surprising when one casts an eye about the world and notes other countries where there have been, and still are, similar difficulties. Out of these animosities has grown (both sides a distrust which has constantly intruded and made compromise hard of achievement.

This deep division between the main parties reached the point where the Hindus and the Moslems charged each other with seeking to rule India. The British have pointed out this situation as evidence that self-government on a unified basis was difficult. The Indians charged that the government was exploiting these differences in order to continue imperialistic rule. Nobody explained why the warring factions, if they knew their quarrel was being exploited, didn't bury the hatchet and thereby strike a blow of their common aversion.

Hindus In Majority

May be it will simplify this confused Hindu-Moslem mixup if we take a glance at it from this angle: The population of India is estimated at about 325,000,000. There are some 275,000,000 Hindus and 90,000,000 Moslems. That is to say, the Hindus outnumber the Moslems by three to one.

Now the Hindus are Nationalists. They want a national government which will take the whole of India. The Moslems object to a national government on the ground that, since the Hindus have a majority of three to one, the Moslems would be a constant minority without a look-in.

The vehicles which are carrying this heavy argument are three organizations whose names have become fairly familiar to the American public. The Hindus are grouped mainly in the powerful All-India Congress which is dominated by Mahatma Gandhi, and in the Hindu Mahasabha, which comprises more orthodox Hindus. The Congress claims to be national and to include members of all religions, though its opponents assert that it is chiefly Hindu.

The Moslems are represented by the powerful all India Moslem League. This is under the leadership of Jinnah, a brilliant lawyer who is one of India's outstanding personalities.

In Jinnah's forceful leadership the league has developed an explosive idea to safeguard the Moslem minority against that Hindu majority of three to one. They call it Pakistan and it was one of the rocks on which the Cripps negotiations over Indian self-government were wrecked last summer.

Favors Two States

The Pakistan (land of the pure) program rejects entirely the Hindu Congresses for a nation government and aims at the division of India into two wholly autonomous states. One of these would be Moslem and the other Hindu, and each would go its way. Pakistan is the name of the proposed Moslem state, which would include the areas in northwest and northeast India where there are Moslem minorities. The Hindu state would take in the rest of India.

The exact territory covered by Pakistan is yet to be worked out but roughly it is this: The northwest India. Then there is a corridor through the United Provinces after which there is another Moslem block comprising Ongal—together with India's greatest port, Calcutta—and the province of Assam.

Jinnah is 66 years old but looks 20 years younger with his slim, dapper figure and unlined face. Iron gray hair adds to the distinction of his appearance, which is marked.

"I would welcome any more which would dissolve the political deadlock," he said. "But what move could be made to secure a satisfactory settlement?"

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WASHINGTON MERRY-GO-ROUND

Career Men Conduct Underhand Purge of Pro-Welles Diplomats

By Drew Pearson (Mac R. S. Allen Now in the Army)

(Copyright, 1942, by United Feature Syndicate, Inc.)

WASHINGTON - It is a carefully guarded secret inside the state department, but, the forced coming of Sumner Welles of the Army, and the purge of other liberal diplomats, especially those who sided with Loyalty Against Franco or showed too much sympathy with General de Gaulle.

They are being transferred, or resigned, are being requested. Some, who have been tapped, and anyone who shows continued devotion to Sumner Welles or his Liberal policies is warned by the clique which has the ear of Secretary Hull.

Since the days of Frank H. Kellogg, when the Career Clique deliberately fanned out of the state department - in Kellogg's day, the lobbying by which certain privileged diplomats were promoting themselves to favor - it was the policy of the state department. Sooner or later, he found himself confronted by his enemies with a trumped-up sex crime, with faked affidavits, the publication of which would have ruined him. He was forced to resign.

Today, stories of divorce, domestic infidelity and sex rumors have been spread regarding certain progressive members of the state department whom it is sought to purge. Once these stories circulate slowly through the gossip "underground, the target of the gossip is "by his superiors that his usefulness is at an end. But they are wrong in their calculations.

"The state department has been hit by a wave of drastic overhauling. One cabinet member, who has constant discussions with the state department regarding the problem, has told the president that it was almost impossible for him to do business with the department today. All this comes at a time when we are hoping to win the peace after the war."

Synthetic Tire Tests

Big Bill Jeffers is in Washington to-day, but his eyes are fixed on San Antonio and Phoenix, Ariz.

In or near these cities the government is conducting road tests with the new synthetic truck tires under the rubbie administrator's program. Areas in the Southwest were selected because the roads are hot, and this provides conditions of the greatest strain. To increase the strain, the trucks are purposely overloaded.

First reports indicate that the synthetic tires lose the 3,000 miles. But due to constant change in the formulas and the manufacturing process, the latest synthetic truck tires stand up for 12,000 to 14,000 miles, compared with 18,000 for natural tires undergoing the same tests.

These new truck tires, and all heavy duty tires, are only 70 per cent as heavy as the rest being natural rubber. Synthetic rubber cannot stand up alone in heavy duty tires. Passenger tires will be almost entirely synthetic and will not stand it anywhere near as well.

Army Red Tape

Here is the letter of type that makes Army men mad. "To Commanding Officer, ... Engrs., Atlantic Beach, Fla.

The following enlisted man, your organization, has violated uniform regulations: Koval, A.; Private First Class, 2261814 ... Engrs.

Soldier had pocket unbuttoned. Place: 115 Pablo street, Jacksonville, Beach, time 2125 (9-25 p.m.)"

You will take the necessary steps to correct this situation. By order of colonel Leclune:

Fred L. Grooman, CGO, 144th Inf., Adjutant."
WASHINGTON MERRY-GO-ROUND

Pearson Calls Steinhardt, U. S. Envoy to Turkey, Diplomatic Mess

BY DREW PEARSON (Mal. R. S. Allen Now In the Army)

(Copyright, 1943, by United Feature Syndicate, Inc.)

This is another in Drew Pearson's series of illuminating articles on the most spot-lighted agency in Washing-ton: the State Department.

WASHINGTON — Cordell Hull has picked some of the lemons in U. S. diplomatic life that the ambassador himself makes quite clear when he meets newspapermen. "I'm just an American business man," he says with modest self-deprecation. But when he is among state department people, the tune is likely to be, "Of course, I'm practically a career man who has been having in the service for 10 years."

Thanks to a $5,000 campaign contribution and his uncle, Steinhardt's diplomatic star got hitched to the Roosevelt bandwagon during the elections of 1932, and has stayed hitched ever since. His uncle, Sam Untermyer, had known Secretary Hull when he grew up in New York politics, and nephew Larry Steinhardt was promptly made U. S. Minister to Sweden.

A lot of people welcomed the appointment at the time. A lot of people remarked that new blood was being brought into the diplomatic service. Steinhardt was a young New York lawyer with a warm smile and was expected to go places. On the surface he has. He has been promoted from Minnesota to Ambassador to Peru, then Ambassador to Russia, then Ambassador to Turkey—his career being punctuated with fat contributions to the Democratic campaign chest.

But beneath this ambassadorial facade, Steinhardt has fallen into all the petty ways of professional diplomats. He has tried hard. He has worked long hours. He has secured rewards of publicity. He has held high offices of the state department, but it seems he has been able to do what other diplomats cannot do—live on his $9,000 salary. But when it comes to running a streamlined embassy or contributing to the peace and well-being of the world, Steinhardt has chiefly succeeded in getting in other people's hair.

Typical of his operations was a 2,000-word coded cable sent from Moscow, Oct. 5, 1940, received by the state department at 2:50 a.m. telling why he was not going to admit Polish and Baltic refugees of his own religious faith into the United States. He could have condensed the cable to 100 words.

Or, again, when he ordered typhus service out of the United States and suspected it was being held up in Cairo, Steinhardt frantically wired U. S. Ambassador Alexander Kirk in Egypt to expedite the shipment. When the unexpected Kirk did not reply immediately, Steinhardt informed him he would call a press conference and tell the newspapers why the U. S. embassy staff in Turkey "was threatened with disease and typhus plague."

Ambassador Kirk refused to be stampeded.

Through some whim of fate, Steinhardt usually lands in a key country at the time when its policy vitally affects the world. He was ambassador to Russia during the difficult period from 1939 to 1941 when the Stalin-Hitler alignment was the time Russia was invaded. This was a tough assignment. Nobody could have done much to improve Russian-American relations at that time, and eventually the manner in which the Russians trailed the U. S. ambassador around Moscow got very much on his nerves, and he was then.

In the end they hinted that a new ambassador might be welcome.

So Steinhardt went to Turkey. There he had a great opportunity. Neutral Turkey was the key to victory in the Balkans. At one time he could have swung the war in a direction which would have become popular with the Turkish government. Steinhardt has not done much swaying.

He has kept himself in the headlines. When an especially costly lend-lease shipment such as an oil rig arrived, he has had himself photographed personally presenting it to the minister of foreign affairs. Or he has helped see to it that the wives of Turkish diplomats get lease-lend hair nets and nylon stockings. He even wrote far as to offer to the Turkish government some radio equipment which was militarily restricted by the U. S. Signal Corps and which in the end could not be presented after all. His excuse, when asked about it afterward, was: "Well, it brought some good publicity."

Meanwhile, he protested to the state department when the office of war information distributed to the Turkish press pictures of Nazi saboteurs, court-martialed. The Turkish government, he told other U. S. officials, did not like these pictures because they might upset Turkish-German relations.

On the other hand, Steinhardt went to the Turkish foreign office to protest against the Turkish newspaper Tayfun for a picture of the Turkish court-martialed saboteurs, court-martialed. "The Turkish government," he told other U. S. officials, did not like these pictures because they might upset Turkish-German relations.

Meanwhile, Steinhardt is under violent criticism for failing to do anything about the Jews, Armenians and Greeks, who are suffering some of the worst economic persecution in Turkish history. However, Steinhardt points out that he is representing the United States and not other peoples.

Meanwhile, the Russians, who don't like Steinhardt, suspect him of sitting in this key spot for the purpose of turning traditional Turkish suspicion against Russia. In fact, the Russians suspect the state department of keeping Steinhardt in Turkey for this very purpose. All of the propaganda and threats and coming could be forgiven if it weren't for this one great drawback to his presence in Turkey.
Lehman Is Elected Head Of United Nations Relief

ATLANTIC CITY, N. J.—(AP)—Delegates from 44 nations yesterday unanimously elected former Gov. Heribert H. Lehman of New York as director general of the United Nations relief and rehabilitation administration.

Lehman was nominated by Dr. Tungfu P. Esiang, Chinese delegate. Anders Frithagen, Norwegian delegate, said in seconding the nomination that he knew of "few, if any, men we would rather trust with this great task of rehabilitation."

In his new post, the former governor will direct the program of supplying food, clothing, medicine and other means of rehabilitation to occupied countries as soon as they are freed of Axis domination. He also is U. S. director of foreign relief and rehabilitation.

Lehman's election was preceded by the acceptance speeches of his three vice-chairmen—Sir Owen Dixon of Australia, P. A. Kerstens of the Netherlands and Rafael de la Colina of Mexico.

Dixon expressed hope that UNRRA would follow immediately in the wake of liberating armies in Asia and Oceania.

Kerstens declared that if UNRRA failed in its task it would have greater destruction behind it than the armies, in the form of destruction of hope of the people in the occupied countries.

Dean Acheson, assistant Secretary of State, who was elected yesterday as permanent chairman of the UNRRA council, told a press conference that a major problem facing UNRRA was just how far its scope should extend.

Some countries—France, the Netherlands and Norway, for example—have cash balances with which to work, Acheson said, and therefore could begin to rebuild major losses such as power plants and railroads, should UNRRA rule such projects, while countries like Poland, Czechoslovakia and Yugo-Slavia would not be in such a favored position.
SMILING THROUGH—Generalsissimo Chiang Kai-shek (right) with his American adviser, Owen Lattimore (center) and Claire L. Chennault.

PRECEDE
Russell Whelan knows the history of every file in the American Volunteer Group. He can tell you how many dog fights each took part in, and how many Japs went down on each. He can tell you how the pilots flew for China, how they fell asleep in the scrap they got into, and how, occasionally, they died.

CHAPTER TWO
The strangest venture of the Second World war—the venture of the American Volunteer Group which sent 290 American boys to China long before Dec. 7, 1941—was the upset of a series of critical events in Asia.

The story begins with Chiang Kai-shek, the great lieutenant of the little doctor, Sun Yat-sen, who had guided the revolution of 1911 that overthrew the Manchu throne and gave the Chinese their chance for freedom and the pursuit of happiness.

Ironically, Chiang had learned the art of the soldier in the Tokyo Military Academy, and served for a time in the 19th Field Artillery of the Imperial Japanese army. In 1939, at age 20, he returned to China to work for its liberation from the Manchu rule. After the revolution came the long years of civil war, with Chiang emerging in 1937 as the leader of the Kuomintang party and the general of the well-trained army. His dreams of modernization of his country.

When China began to emerge from the clout of the centuries, it was Politics that ruled, before it was too late. In 1931 they attacked and occupied the Chinese provinces of Manchuria.

In 1932 they attacked Shanghai, and after two months of bitter fighting occupied most of the Chinese areas there. After collapsing their conquest of Manchuria and driving against rich Java of much of its wealth, they moved into Central Asia.

In 1943, when they began to put down all pacificist opposition in Japan and the Japanese military machine struck at the heart of China.

The shots fired, upon the Chinese at the Marco Polo Bridge, outside Peiping on July 7, 1937, were shots that would have been heard around the world. They were symbols of the end of a dynasty, and not only for China. But they were unheard in a Europe and an American continent in the shallow paradise of peace at any price.

In 1939, as we have seen, the return of Chiang’s air force was an attack on Japanese invasibility. The question was how to defend against it. China had neither the money nor the materials and craft to build a navy capable of challenging the ambitions of Tokyo. It had the manpower for a large army to make the task impossible. It was the lack of an adequate industry to equip this army that Chiang felt, however, that a strong air force was a practical possibility. Accordingly, after the invasion of Manchuria, he asked the British government to install a military aviation system for China. The British declined, on the ground that such a move might be frowned on in Tokyo.

China then turned to the United States government, which, after considerable delay, agreed to send an “independent” mission to China.

Jessel, who had recently retired from the U. S. Army as a Major General, was a disciple of the late General ‘Billy’ Mitchell, the great prophet of air power who suffered so long without the honors that development of the Second World War would finally bring upon his name. With Jessel came nine experienced U. S. Army pilots, among them Christy Mathews, one of the famous old fighters of the New York Giants and Harvey Greenlaw, who later was to become second in command of the American Volunteer Group.

At Hangchow Jessel found a corps of disinterested men, a small and hardy airfield, and an assortment of Russian and British airplanes so old and badly cared for that they offered a greater threat to China than to a potential invader. He learned that the Chinese regarded military aviation as a profession reserved for the elite of money, family, or political power, but that they wanted men who could help and understand. They are a free race, he said, for the idea to build in Hangchow a “Babylons Field” for China. Jessel promptly fired eighty-five of the pilots in the Chinese Air Force, demanded every officer, pilot, and rated the pay of all fliers at $50 Chinese, to $100 Chinese per month to improve morale and protect against “sycophants.” The Chinese term for it.

Six weeks later the Central Chinese Aviation Academy was established with steel hangars and facilities for two hundred men. A year later it had two hundred and fifty modern fighting ships and three hundred and fifty Chinese pilots trained the attacking planes of the U. S. Army. The Chinese, of course, didn’t want all this. They had to ask for $50,000,000 Japanese pressure to get the Chiang Kai-shek to send six to Tokyo’s demand to December 17, 1934, and for a time thereafter China’s air power came under the direction of various officials of fortune, Russian, British, Italian, and American, many of these last enlisted through the favors of Dr. Margaret “Auntie” Chung, the Chinese woman-surgeon of San Francisco, and the “President of the Amezeagat Clu...”

Chung was imprisoned in the Jahren Castle by the Japanese, but was eventually freed by the Chinese military authorities. She fought against Route Number one, and was later appointed to the artistic staff of the National University of Art in Tokyo.
CHUNGKING, Jan. 8—(Dee.-Chian) China's whole economic structure is reflected not only in its war effort but also in the lives of its people. The cost of living has soared in some categories, but is fairly stable. Along with this, there is a decline which has sent Chinese money tumbling. The government has frozen the Chinese dollar at its present level to prevent its falling, and has set up a new currency called the "yen." It is worth about one-ninth of its normal rate, making it worth approximately five cents in American money.

Industries throughout the country are handicapped or hamstrung. The lack of raw materials and replacements for machinery are among the biggest obstacles to China's war effort. All this naturally is intricately linked with China's lack of physical communications with the outside world. Her economic and political position is dependent in a major degree on the supplies she receives from abroad, and her lifeline is the slender thread of air transport which is being kept open between India and Chungking by Uncle Sam's airmen.

A Tragedy Or Farce?

Should this tenacious line be defeated, it would represent tragedy for China. Conversely, any increase in the supplies now being received over the air would be a Godsend, China's well being increased and decreased in direct ratio to its help. This background is one of the statements given to me by China's great statesman, T. V. Soong, who has served his country in many capacities and is now foreign minister. You know him also as China's long-time expert who, until recently, was in Washington. He is a graduate of Harvard and a man of wide education and culture.

I gave you just a word of Soong's statement in Thursday's dispatch, and that was that 100 more transport planes on the air would vastly improve China's position. He added, "This increase in planes would "transmorse the economic picture."

Now, Soong not only is an expert but he is cautious in his language. So when he says that 100 more transport planes would "transmorse the economic picture," we must recognize that he regards this transaction as of great importance.

Ask Essential Supplies

It is doubly significant that his suggestion is quite outside the circle of military requests which China has made. Soong isn't asking for warplanes or tanks or arms of any sort. He wants to increase the essential supplies, which are not only as a blood transfusion to Chinese industry but mean much to public morale.

However, the bulk of supplies would be required for military purposes and industries. It is amazing how many goods, both in manufacturing plants and on the battlefront can be held up by the lack of some comparatively small cargoes which must come from the outside world on the wings of Uncle Sam's transports.

A deep, planes might conceivably carry what is needed to pave the way for the capture of an important enemy position or to get all the wheels of a great factory running.

Having got a closer view of China's position, I must say that if I had 100 transport planes to dispose of I would turn them over to the Skylark Express as fast as I could. It would seem clear to me also that such a gesture would tend to alleviate the feeling here that China is being left out in the cold by her Allies.

Treasury Status

WASHINGTON, Jan. 9, 09—The position of the Treasury January 8.

Receipts, 929,342,894 69; expenditures, 262,364,324 43; total debt, 412,292,084 61.55. Incorporation for previous day, 43,595,033 57.
United Nations Conference At
White House Is Memorable Scene

WASHINGTON, Tuesday—Today in the East room of the White House we witnessed a very memorable occasion. The representatives of 44 nations sat around a long table with the President of the United States. Behind them were their flags, brilliantly lit by the lights of the crystal chandeliers and the photographers’ and newsreel lamps.

I watched each man go up to represent his country and thought how interesting it was that, before the end of the war, we have the vision this time to realize that there is much work to do and preparation by the people of the United Nations is necessary.

Some of us had slipped into the East room to look at the pageant of colors before any delegates arrived. One of the White House guards remarked, “This is wonderful. I only hope that we will stay together this time after the war and not repeat what we did before.”

I think the mere fact that this meeting is being held, is a promise that we shall not repeat our past mistakes. It also shows clearly that the governments of the nations know that this must be a joint undertaking. There, in that room, 80 per cent of the population of the world was represented but I could not help thinking that the people who are really going to make the United Nations Relief and Rehabilitation Agreement a success or a failure will have to be brought into the picture.

Every nation which has not suffered to the point of destitution during the war, must set itself to work now to save up huge stocks of food, clothing and machinery for the future. This means that immense stocks of material will have to be done by people as individuals in every nation, but particularly by those nations where bombs have never fallen.

Almost always it is women who are the members of the families who have to start to make these savings possible. They have to remind their men of the extra care that has to be taken of this and that.

In this country we have never been very careful of our machines. The life of many a machine could be lengthened on the farm, in the home and in the factory. The time has come for us to think a bit, because this saving cannot begin when the war ends. It must begin immediately, because the results of the savings must be in the hands of UNRRA as each new area is liberated by our united military effort. This is really a call and challenge to the women in the fortunate countries, from their unfortunate sisters who have suffered so much in the past few years. In this country we can only answer for ourselves, but I hope our answer will be generous.

Panhellenic Luncheon
Meeting Is Tomorrow
United Nation Group Intends Aiding Those Now Stricken

Pact Signed At White House By 44 Nations

WASHINGTON, Nov. 9 (AP)—President Roosevelt climax the signing of a United Nations relief pact today with the declaration that it, coupled with the recent Moscow documents, shows that the "we mean business in this war" in a political and humanitarian sense just as surely as we mean business in a military sense.

"It is one more strong link joining the United Nations in facing problems of mutual need and interest," he said at the conclusion of the White House ceremony, in which representatives of 43 countries joined with the United States in creating the United Nations Relief and Rehabilitation Administration to carry on a world-wide program of relief, clothing, and revive war-damaged nations.

The President spoke in the historic east room. He faced representatives of the other United Nations and those associated with them as the French National Committee of Liberation, who had affixed their signatures to the document pledging the United Nations to lend to the Axis powers the food and clothing necessary to feed and clothe the millions oppressed by the Axis and, in spirit, suggested to the future "a world of democracy and security and peace."

To Discuss Policies

Representatives of the 44 nations will plan the future of their countries will journey to Gen.-Crit. Gen. J. J. McCloy for consultation on policies and practical means of accomplishing their stupendous relief task.

"The suffering of the little men and women who have been forced to live under the Axis heel," the President told his distinguished audience and several hundred officials, "can be relieved only if we utilize the production of all the world to balance the want of all the world."

"In UNRRA we have devised a mechanism, based on the process of true democracy, which can go far toward accomplishing this end," he said, "in an objective in the next few months of desperate days and months of emergency which will follow the overthrow of the Axis."

The President said that responsibility for alleviating the suffering and misery of the German and Japanese campaigns of plunder and destruction "must be assumed not by any individual nation, but by all the united and associated nations acting together."

"No one country," he added, "can or should—attempt to bear the burden of meeting the vast relief needs—either in money or in supplies."

Many Areas Stripped

Describing the work confronting UNRRA, he said the organization will have to operate in first areas of food shortages. (Continued on Page 3 Col. 3.)
War May Not End
U. S. Rationing

Atlantic City—(UP) — The United Nations are planning a healthy diet of 2,000 calories a day for the freed people of Europe as the Allied armies advance, even though it may mean continued rationing in the United States and other countries. United Nations Relief and Rehabilitation Director Herbert H. Lehman revealed yesterday.

"I am sure that whatever sacrifice the people of this country are called on to make," Lehman said, "they will accept willingly recognizing the great objectives of winning the war and maintaining peace."

Lehman's indication of continued rationing came by implication. At his first news conference held after having been unanimously named to be the world's greatest "vitamin diplomat"—far exceeding the scope of the work done by former President Herbert Hoover, who rose to fame as World War I relief administrator, he said that the 2,000 calorie figure had been generally agreed on as the minimum needed to maintain life and health. A similar figure had been adopted by the Inter-allied committee on post-war requirements, created in 1941, whose work has since been taken over by UNRRA.

(Food distribution administration spokesmen at Washington said the number of calories in the average American wartime diet ranges from 3,000 to 3,300 daily.)

New League of Nations?

Diplomats are watching the Atlantic City food and rehabilitation conference opening today more carefully than any other international event in this country. They figure that the pattern it adopts will set the stage for whatever type of world peace organization the U. S. A. may join after the war.

Also they are worried. For the preliminary moves look to small states, nations, diplomats as if the worst features of the League of Nations were being sown all over again.

In fact a virtual League of Nations on food and rehabilitation seems to be in the works. Here is what is happening:

Yesterday, one day before the 44 United Nations and Associated Nations meet at Atlantic City, the Big Four—U. S., U. S. R., Britain, China—met in Washington and signed an agreement regarding the organization to be created at Atlantic City. In other words, before the 44 nations met, the Big Four decided for them the general structure they would have to okay.

This structure provides for a sort of

THE GUARDS AND THE GHOST

One thousand five hundred men at Caterham Guards Depot are talking about a "ghost" in the Quartermaster's stores. It is said that the "ghost" made soap bubble around on the shelves, produced a shower of nails, caused a piker to fall and spill cleaning material over a spotless floor.

Five guardsmen 200 yards away heard bumping noises coming from the store.

They thought the bumbs were a kind of message.

"So," said one, "we whispered, are you guardsmen? answer with two knocks if you are." Two knocks came back.

Later, a soldier was standing still in the store huts and two large bolts clicked together and he saw a washer roll off the shelf.

That night eight men went into the stores. "While we were standing there about nine o'clock the phone began to ring. When we answered there was no one at the other end."

An officer, recalling Banquo's ghost in "Macbeth" has named the later phenomenon "Birdo's Ghost."—Reuter.