

THE STATE PORT PILOT
Southport, N. C.

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Wednesday, June 10, 1942

Open Letter To Senator Bailey
(Copy To Congressman Clark)

In making an appeal to you for consideration for the people of my county, I suppose that I show poor taste when I open my remarks with a reminder of the more than special consideration shown you and your candidacy by our voters no longer ago than the Democratic Primary on May 30.

On that day our voters paid you the signal honor of giving you the biggest majority of any man on the ticket, and although your total vote was only 1450, it was 121 votes greater than our second most popular candidate.

We realize that under normal conditions not too much can be expected for a county where the voting strength is this light. But we know that we need not remind you that these are not normal times.

What we have in mind, Senator, is a statement credited to you in the Sunday issue of The Wilmington Star-News in which you and Congressman Clark were conferring with the thought of seeing what could be done about securing facilities in Wilmington for the construction of wooden barges for inland waterway traffic.

Now, with no thought of detracting one cubic from the stature of our neighboring city—even if we could—we do want to point out that Wilmington has now reached the point of super-saturation, so far as her further ability to assimilate defense industries is concerned. At Southport, and at other points in Brunswick county, we are still waiting for the first fruits of defense industry.

And so it is with the kindest feeling in the world, Senator Bailey, that I invite you to investigate the possibilities of barge construction at Southport, or at some other point in our county. When you do you will find: 1. That this is no strange business for the men in our section; 2. That certain facilities already exist for construction of barges of the type under discussion; 3. That you will find raw materials, skilled labor and transportation facilities that will permit you to present to your colleagues a proposal for a project in your state that will be able to produce in the finest tradition of our war-time effort.

Fire In The Forest

Writing in the American Weekly, Secretary of Agriculture Wickard points out that fire in the forest is a definite menace to the war effort. "This year," he says, "the wolf of forest fire has more power to do harm in the United States than ever before."

"For many years fires have burned over an average of around 30,000,000 acres of forest land annually. Year after year experienced foresters have placed the estimate of property damage at \$40,000,000. Few if any years have gone by without some lives being lost to forest fire. And the toll of death and suffering among wild animals, birds and fish; of destruction of the soil, and of constant erosion has, of course, been incalculable.

"This year, in addition to the capacity to exact a similar toll, forest fire could slow down the nation's production for war; it could interrupt the flow of aircraft, tanks, shells, ships and other fighting equipment for the United Nations and their fighting men."

A vast amount of timber products goes into fighting arms. A modern battleship, for instance, requires 500,000 board feet of wood. Steel cargo ships require as much as 700,000 board feet. A bombing plane cased for shipment requires 15,000 board feet, which is about as much as is used in a six-room house. Any number of war materials are made in part from wood pulp.

So our forests, in addition to being a priceless natural resource, are of vital importance to the war effort. And those forests, when the height of the dry season is reached, become virtually explosives.

ive. Power lines, railroad tracks, highways, and water supplies often run through our woodlands. One match could start a disastrous fire which would be felt in the far corners of the world, in diminishing supplies to our troops.

Be rigorously careful in the woods. Scrupulously abide by every regulation. Don't complain when forest areas are closed to travel—that is often a necessary precaution. The defense of America's magnificent resources of timber is part of National Defense.

Battle Of Production

"The battle of production has been won," wrote Paul Mallon recently. "American industry went over the top in April, out of the preparatory organizing phase, and into the great American stride of mass production which no one can equal anywhere. From now on the production line on our charts will go nearly straight up."

That is an incredible achievement, and it takes incredible statistics to describe it. In April, our war production was at the rate of \$40,000,000,000 a year. The June rate will be about 25 per cent greater. And by the end of this year, the economists confidently predict we will be producing at the rate of \$70,000,000,000 a year.

In time to come, many a learned book will be written telling just how private industry did this job—a job which is unprecedented in world history. Two years ago we were totally unprepared for war. Today we are out-producing nations which devoted most of their resources to getting ready for war, for a decade or more. In Mein Kampf, Hitler says time and time again that the democracies are weak, spineless, unwilling and unable to fight. The Japanese also pinned abundant faith on that supposition. This country, along with the other United Nations, is showing Hitler how tremendously wrong he was.

American industry has done far more than turn its plants from the production of the necessities and luxuries of peace to the production of the instruments of war. It has boldly pioneered new techniques. It has thrown old production prejudices to the four winds. It has worked on the basis that nothing is impossible. The skeptics said, for instance, that the assembly-line principle could never be successfully applied to the manufacture of fighting airplanes. Ford, Boeing, Consolidated and other plants have proved otherwise—in Seattle, San Diego, Willow Run and elsewhere some of the finest military airplanes the world has ever seen are being made almost as swiftly as automobiles were made in the old days. Skeptics were certain forecasts of tank production were fantastically high. Chrysler and other makers, to the contrary, are today well ahead of the forecasts and are going farther steadily.

All over the country plants, little as well as big, are setting new production records in a hundred war-material fields. Delays still occasionally occur because of lack of materials, labor difficulties, etc. But those delays grow fewer.

There is only one dark spot—merchant ship output. The ship-builders have done an excellent job in the face of staggering technical difficulties, but the fact remains that United Nations' losses are somewhat ahead of replacements. For some time delivery of steel plate was behind schedule. However, existing yards are steadily upping their output, and some gigantic new yards, on both the Atlantic and Pacific Seaboards, will shortly go into operation. In this as in other war fields, some revolutionary changes are taking place in production methods. In the last war, it took close to a year to make the 8,800-ton Liberty ships we used then. A Portland, Oregon, yard recently produced a 10,800-ton freighter of the standard type we are building now in 60 days. And it is believed certain that still faster production will soon become commonplace.

The warship building program is reported ahead of schedule. Special emphasis is laid on the production of the destroyers which are needed for convoy duties, and for protecting ships-of-the-line in naval squadrons. And the U. S. submarine fleet is growing satisfactorily.

Not until the war is over and the information is of no use to the enemy will it be possible to tell the whole story of America's production effort. What can be said now is that no nation or group of nations ever did so much in so short a period of time. At the end of the last year, Von Ludendorff wrote, in bitter admiration, that the United States understood how to wage war. The cold production figures show that the United States understands it better still today.

THE HOME FRONT

The modern soldier stands at the apex of a pyramid, a human pyramid. He is placed there by the arms and hands and backs and shoulders of the many who stand beneath him, the many who supply him with food and clothing and weapons and ammunition. Probably everyone has seen some version of the human pyramid, it's part of the routine of circus gymnasts. Soldiers sometimes form pyramids to surmount high walls and it is in this manner—but on a vastly greater scale—that we shall top the wall of victory.

We have been reading a great deal recently of the tremendous air raids with which our British allies smash and smash again at the strength of our enemies. In connection with one of them, the first great raid on Cologne, the British pointed out that while 6,000 men—pilots and bombardiers and navigators and machine gunners—manned the 1,000 bombers sent over Germany, an army of fully 10,000 additional soldiers had made the raid possible. These were men who never left the ground—mechanics and meteorologists and staff officers and all the others who make up the complex organization necessary before a single squadron may take off to fight.

Now this striking fact is as true of any other combat force as it is of the Royal Air Force, behind every fighting man stand others who serve his need.

Everybody Has A Part
Nor is that the end. The end, the bottom, the broad base, is made up of everybody at home. A bomber flies because ore has been dug from the earth and refined into aluminum, because skilled men have taken this aluminum and fabricated it into wing and fuselage, because other skilled men have made guns and bombs out of steel and still other skills have produced powerful engines and uncannily accurate instruments. A bomber flies because its crew has been fed by the labor of the farm and its crew clad in the produce of the field fashioned into clothing by the labor of the factory. The stock of the soldier's rifle traces back to lumberjacks in hardwood forests, its steel barrel to the virgin iron of the Mesabi and the junkman's scrap heap. And in between are innumerable hands, each giving something and passing it along until finally the finished weapon reaches the hands of the fighter who stands at the pyramid's apex.

It is because we must maintain this human pyramid of total war, because we must support our fighting men on far-flung fronts with all we have, that we have inaugurated the manpower mobilization program. If we are to have more and better weapons for our more and better soldiers and sailors—and that's what it takes to win—then we must see that everybody does a job of some sort and does the job for which he or she is best fitted.

We're making progress. A few days ago War Manpower Commission Chairman Paul V. McNutt released figures of the United States Employment Service showing that a growing army of physically handicapped men and women is taking a place in war production. "Performance records of handicapped men and women who have been hired in war industries," said Mr. McNutt, "show clearly that in many occupations they produce as efficiently as the physically normal worker."

Can't Waste Manpower
We cannot afford to waste manpower nor can a nation fighting for the freedom of all permit discrimination against any group because of race or color or creed. The President's Committee on Fair Employment Practice, which has been hearing complaints that Negroes weren't being trained to meet the shortage of shipyard workers in the Southeast, has called on educational authorities in Tennessee, Mississippi, Alabama, Georgia, South Carolina and Florida to set up training courses for colored workers "in all major shipyard occupations."

Face Shortage Of Materials
Because we are pouring everything we have into the war effort we are faced with shortages in vital materials, shortages which, according to WPB's Division of Materials, will grow more serious as the war progresses. This has meant and will continue to mean less and less for the civilian, widespread substitution, and an increasing necessity for getting scrap metals and other materials back to the processing plants.

That last necessity, more than ever before, indicates a sparetime job for each of us. WPB stresses the urgent need for civilian collection of scrap, especially metals and old rubber. Only by scraping the bottom of the barrel shall we have enough for victory. This was true some months ago—today it is a matter of pressing, immediate, continual need. Unless we get in the scrap, furnaces will grow cold, and cold furnaces can lose wars.

Song To Be Of Destruction
The U. S. A. is going to have

less melody so that our aviators may sing a song of destruction over Germany and Japan. A recent WPB order stops manufacture of almost all musical instruments in order that more guns may be fired, more bombs dropped. The 15,000 tons of war materials which went into pianos, saxophones and other musical instruments in 1940 would have supplied the iron for 11,500 6-ton Army trucks, steel for 83 medium tanks, brass for 49,000,000 rounds of .30 calibre ammunition, copper for 500 155-MM. field pieces, aluminum for 40,000 aircraft flares.

We're going to get along without any new carving sets, pen and pocket knives and manicuring scissors. WPB decided they were not necessary in war-time, ordered their production stopped after June 30. WPB also cut, and sharply, manufacture of tableware and other cutlery.

Here's what the saving means in terms of metals and materials badly needed in the fight for freedom—6,000 tons of iron and steel, 2,000 tons of stainless steel, 600 tons of copper alloy and smaller amounts of nickels, chrome, rubber and plastics.

Now Allies Help Us
The U. S. A. has put more materials and finished products into the United Nations pool than any other of the democracies, because we have had more to give. We've sent and are sending vast quantities of weapons and supplies to our allies in the form of lend-lease shipments.

Now, however, the adventure in cooperation is working both ways—we're getting help from these allies as well as giving it. Lend-Lease Administrator Edward R. Stettinius, Jr., the other day disclosed that the British are feeding our troops in Northern Ireland, furnishing them with supplies and building their camps and that Great Britain also has turned over much military equipment to us, including a complete gun factory.

Russia has sent us valuable data on building tanks and technical experts on explosives—Australia is servicing our forces in the Far East. American warships are being repaired in British ports just as British warships are repaired in American shipyards, and American airplanes are supplied at Australian airbases. It's one for all and all for one in the fight to lick the Axis.

800 Plants Join War Drive
More than 800 plants now are operating under the War Production Drive program. . . . WPB has a special committee investigating the possibilities of cargo planes for swift, long-range transportation. . . . All typewriter production will end early next autumn when enough typewriters will have been made to take care of Army and Navy needs for two full years. . . . The Office of Price Administration reminds you that if you're still looking for a war ration book or a sugar purchase certificate the place to apply for it is at your local War Price and Rationing Board—not the school house where the original registration took place. . . . OPA urges Eastern motorists not to try to use up all their gasoline quota but to try to stay under it, if possible. . . . And once more advises home owners on the Atlantic Seaboard and in the Pacific Northwest whose furnaces burn oil to convert to coal, if they can. . . . WPB has ruled you can't get new telephone service unless you are in war or essential civilian work and can prove that without the telephone installation you can't do your job properly. . . . Rubber is in the news again in these ways—styrene, one of the chemical compounds used in artificial rubber, has been brought under rigid WPB control. A plastic substitute for rubber hose has been developed for use with air raid stirrup pumps—Sale of rubber lifesaving suits has been restricted to cargo ships and tankers. . . . Canned citrus fruits and citrus juices have been taken out from beneath the price ceiling and cat and dog foods have been placed under it.

WASHINGTON LETTER

WASHINGTON, June 10.—Not even the possible bombing of the American mainland as an aftermath of the enemy assaults on Alaska can distract the public attention from the impact of war regulations on their everyday lives. Perhaps actual bombardment of our coast cities may bring about a change, but the mere threat apparently is not diminishing the resistance to the proposed broadening of government rationing edicts. Responsible government officials are profoundly disturbed that more attention is accorded the question of adequate substitutes for rubber than the graver problems of an aggressive war. The gasoline and tire rationing problem is so deeply stained with political coloring that it is difficult to determine the true facts. A series of hearings are underway here this week before a Senate committee for the purpose of clearing away the fog. Conflicting statements have been issued by governmental agencies as to the need for rationing these products. Legislators coming from oil producing states, particularly in the West and South, claim that a

NOT EXACTLY NEWS

Almost everyone in town has heard W. E. Keziah admit that he's a pretty good hand at getting along with all kinds of dumb animals "especially horses and girls." He may be a whiz with the nags and the gals, but on Saturday night he learned that his charms do not affect the savage breast of an alligator as one gnashed him on the wrist. . . . Rembert Hewett, who went overseas as an army private in World War No. 1, is back in service, this time as an apprentice seaman in the U. S. Navy.

One of the most talked-about pictures of the year is coming Monday and Tuesday at the Amuzu. It is Charlie Chaplin's "The Great Dictator," and it ought to be worth seeing—if for no other reason than that Paulette Goddard is in it. . . . The world's champ returns to the wrestling ring in Wilmington Friday night when Jim Londos, the Golden Greek, grapples with Bibber Mc-

county fans on hand for that one.

We hear tell that there's to be another foot palace in town shortly. . . . Nothing definite yet regarding the future of the pavilion at Long Beach for the summer months. . . . Several Southport folks are making arrangements to use cottages just as they have in the past. . . . We'll have to wait until the local talent recuperates before we'll know whether there'll be a town softball team this summer or not. . . . But while we are on the subject, it might be well to admit that the outfit from Oak Island really is a potent ten.

A lot of folks who thought they couldn't get along without a morning and afternoon dope are finding out now that they can. . . . The new theatre building took on a new coat of paint this week.

nation-wide gasoline rationing regulation will force oil refineries to shut down or pour gasoline into the ground. Federal rationing officials, on the other hand, insist that restrained use of gasoline by the general public is also designed as a tire conservation method. It is generally admitted that rationing along the Atlantic seaboard has been brought about largely by the sinking of oil tankers by enemy submarines.

The attempt of the rationing officials to impose restrictions on all states irrespective of the availability of gasoline has struck political snags. Many lawmakers seeking re-election frankly concede that the resentful public may take their revenge out on incumbents although the rationing is controlled by the administrative wing of the government. Not to be overlooked in the political aspects of the situation is the pressure from state governments whose revenues are vitally affected by gasoline rationing. Hundreds of millions are collected in taxes by these commonwealths for the support of schools and other state functions. It will be noted that many states leading the fight against nation-wide rationing have a large tourists' business. For instance, Michigan revenues from this trade amounts to about \$400,000,000 annually and Florida has a similar stake to say nothing of California's tremendous volume.

The ancient controversy of the state versus the central government came to a head again this week when the powerful House Appropriations Committee recommended that jurisdiction over the administration of unemployment benefits be transferred from the

Federal Social Security Board to the commonwealth's agencies. It is the first definite move by the states to prevent the extension of Federation. While the House action is just a beginning of an organized movement to prevent the pushing of Uncle Sam's arm into what are essentially state affairs, it may have far-reaching effects. Because of the national emergency the state officials are not asking for the return of employment offices to their control, but they want them restored after the war. The more prosperous and densely populated commonwealths have built up huge reserves and do not want the Federal government to take over the funds or their functions. Advocates of central government theories are working hard to have the Senate wipe out the House action. State officials are carrying on their war to ward off the Social Security Board influence.

With the prospects of bombing stepped up by Japanese attacks on Alaska, the government's part in providing fire insurance becomes increasingly important. The War Damage Corporation, recently established, has completed arrangements for the fire insurance industry to act as fiduciary agents in writing policies of protection against enemy attack. Blanket protection now in force will expire by law June 30. A person desiring such protection may make application through his local fire insurance agent or broker. The necessary manual of rates, rules and regulations and application blanks will be distributed on or about June 20. Policies will be issued for a 12-month period to cover physical loss of real and personal property which may result from enemy attack or action

of our own forces in resisting enemy attack. Blackout, sabotage, capture, seizure, pillage, looting, use and occupancy, rent, running value, or other indirect loss or consequential damage will not be covered.

N. C. Bird Book Will Be Issued
RALEIGH.—An official authentic and comprehensive book on birds of North Carolina—the first to be issued since 1919—is ready for delivery in June. Commissioner of Agriculture W. Kerr Scott, announced today.

Authors of the book, "Birds of North Carolina," are C. S. Bramley, H. H. Brimley and T. Gilbert Pearson, nationally-known ornithologists. The publication, sponsored by the State Department of Agriculture, will cover 440 pages, including 20 full-page color plates, 12 full-page black and white plates and 140 text figures of individual species.

More definite improvement will be noticeable shortly in consumer demand for farm products, reports the Bureau of Agricultural Economics of the U. S. Department of Agriculture.

Although the Cleveland County terraing unit is working at full time, demands for its services are greater than can be cared for reports Assistant Farm Agent E. M. Stamey. Teacher: "I went. That's wrong, isn't it?" Pupil: "Yes ma'am." Teacher: "Why is it wrong?" Pupil: "Because you ain't went yet."

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