

Wilmington Morning Star

North Carolina's Oldest Daily Newspaper
 Published Daily Except Sunday
 By The Wilmington Star-News
 At The Murchison Building
 R. B. Page, Owner and Publisher
 Telephone All Departments
 DIAL 3311

Entered as Second Class Matter at Wilmington, N. C., Postoffice Under Act of Congress of March 3, 1879.

SUBSCRIPTION RATES BY CARRIER
 Payable Weekly Or In Advance

Time	Star News	Combina-
1 Week	25	35
1 Month	1.10	1.50
3 Months	3.25	4.50
6 Months	6.50	9.10
1 Year	13.00	18.20

News rates entitle subscriber to Sunday issue of Star-News

BY MAIL
 Payable Strictly in Advance

Time	Star News	Combina-
1 Month	75	90
3 Months	2.00	2.75
6 Months	4.00	5.50
1 Year	8.00	10.00

News rates entitle subscriber to Sunday issue of Star-News

Card of Thanks charged for at the rate of 25 cents per line. Count five words to line.

THE ASSOCIATED PRESS
 is entitled to the exclusive use of all news stories appearing in The Wilmington Star.
 FRIDAY, MAY 1, 1942

With confidence in our armed forces—with the unbounding determination of our people—we will gain the inevitable triumph—so help us God.
 —Roosevelt's War Message

Star-News Program

To aid in every way the prosecution of the war to complete victory.
 Public Port Terminals.
 Perfected Truck and Berry Preserving and Marketing Facilities.
 Seaside Highway from Wrightsville Beach to Bald Head Island.
 Extension of City Limits.
 35-Foot Cape Fear River channel, wider Turning Basin, with ship lanes into industrial sites along Eastern bank south of Wilmington.
 Paved River Road to Southport, via Orton Plantation.
 Development of Pulp Wood Production through sustained-yield methods throughout Southeastern North Carolina.
 Unified Industrial and Resort Promotional Agency, supported by one county-wide tax.
 Shipyards and Drydocks.
 Negro Health Center for Southeastern North Carolina, developed around the Community Hospital.
 Adequate hospital facilities for white.
 Junior High School.
 Tobacco Warehouses for Export Buyers.
 Development of native grape growing throughout Southeastern North Carolina.
 Modern Tuberculosis Sanatorium.

TOP OF THE MORNING

I want that adoring divine
 Which only Thy grace can bestow;
 I want in those beautiful garments to shine
 Which distinguish Thy household below!
 —SELECTED.

Little Enough

There is nothing terrifying about the treasury's request that ten per cent of wages and salaries be deducted for the purchase of war stamps and bonds.
 Many persons complain that it just can't be done without taking food out of their children's mouths or making the landlord wait for his rent. Their position is not sound.
 All that the proposal involves, in nine cases out of ten, is a little tightening up on expenditures for non-essentials. Fewer cigarettes, less picture shows, more travel afoot instead of by car, are a few ways to cut expenses. Women could help by buying fewer cosmetics, by wearing cotton stockings (or none at all), by a dozen sundry methods by which customary luxuries done without.
 Ten per cent of one's earnings is small enough to dedicate to war costs.

Sheer Perversity

The greater the effort put forth to win public cooperation for the safe and sane traffic rules of this city, and the persistency with which they are violated by certain groups, the more we become convinced that the rules are broken in sheer perversity.
 Among these persistent violators—and they are about the worst of all—are messengers and delivery boys on bicycles. Here is one case in point.
 Yesterday during the noon pickup in motor traffic a delivery boy rode down Fifth street toward Market. When he reached this intersection he swung left into Market, on the near side of the fountain, and cut in front of an automobile at his own imminent peril and to the confusion of the auto driver.
 In the first place he entered Market street on a red light. In the second he made a left turn, and on the wrong side of the street at that.
 It is not reasonable to believe him ignorant of the rules. He violated them because he didn't give a hang.
 This is no exceptional case. With the mere

difference of locale, as great offenses are being committed at all hours of the day. Messengers and other youngsters on wheels may be observed crossing intersections on the wrong light, making left turns, traveling the wrong side of the street.

They constitute a grave accident hazard, which can be removed only through their own cooperation. The police cannot be everywhere at once. The force is too small adequately to protect most crowded intersections at all times. The responsibility, therefore, save as it rests upon the boys themselves, falls upon employers who ought to keep the importance of strict observance of the rules ever before their employes.

Burma's Defense Totters

There is still confusion on the true situation in Burma, but there is little doubt that the greatly reinforced Japanese with undoubted air superiority, have come close to the victory they have sought during weeks of bitter fighting. They appear to have reached the vital Burma road and are spreading their attack to wider frontiers all the time.
 Latest dispatches in hand when this was prepared indicated that the Allied defenses in all sectors of the Burma battlefield were crumbling. If this is true, if Burma falls, it will represent one more example of too little too late.

Britain had too few men, too few planes, for the task assigned them. China was able to get too few of its troops into action under General Stilwell in time to stem the tide. His air force could not clear the skies of Japanese bombers and fighters. Like every other section in the vast Pacific war, the danger was underestimated, the enemy's strength greater than originally believed.

There is one compensating element, in the fact that by engaging so large a force and staving off defeat so long, the mobilization of Allied forces in the Pacific has been advanced. Nevertheless there is small consolation, at present, in that fact.
 It will mean that the general counter-offensive by which the Japanese will be forced out of the war may be launched the sooner, but it still represents another defeat.

The scorched earth policy that has been applied to Burma's oil fields also helps a bit, but it, too, cannot remove the sting of defeat.
 President Roosevelt has said that China, the chief sufferer through Burma's collapse, shall have the tools it needs for greater participation in the ultimate defeat of the Japanese. The loss of the Burma road will make fulfillment of this pledge difficult, because the tedious, rugged trails available are hard to travel.

Because of the critical situation in the Pacific, any delay in equipping an ally, especially an ally capable of striking such heavy blows as the Chinese, is serious.
 It becomes the more apparent that the counter thrust must come quickly, or it, too, may be too late.

Rubber From Sugar

In general, public thought on synthetic rubber has centered upon petroleum, because of its availability in large quantities.

Now comes the announcement that rubber may also be manufactured from sugar cane—and at a lower cost than from petroleum. And in addition, it may also be had from peanuts and sweet potatoes. One estimate is that 50,000 acres of cane, 25,000 acres of sweet potatoes and a like number in peanuts would produce 90,000 tons of rubber.

Experiments are said to have revealed that rubber produced from these materials would cost from 25 to 30 cents a pound, which is said to be less than the cost of production from petroleum. The United States Sugar Company, which has conducted the tests, declares that sugar rubber is not as serviceable as the natural product for tires, but has recommended it as a substitute for other rubber goods that more of the natural rubber may be released for tires. Sugar rubber is said to have one advantage in that it is as transparent as glass.

It might appear to some that the manufacture of rubber from these vegetable growths could be started at once on a large scale and help to relieve the rubber shortage. But it must not be overlooked that great acreage would have to be planted and that plants would have to be equipped, a time-consuming process.

We still cling to the belief that American ingenuity will develop a wheel for motor vehicles which will do very well as a substitute for rubber.

Illustrious Home Again

As the announcement is made in London, obviously with consent of the censors, there is no good reason to soft-pedal the news that the British aircraft carrier Illustrious, which was in drydock at Norfolk for so many months undergoing repairs, is again in British waters, safely made fast at a north England wharf.
 The Illustrious was a victim of a dive-bombing attack in the Mediterranean, but escaped sinking. Brought across the ocean to Norfolk and restored to battle condition, it has again made the perilous voyage across the Atlantic at the height of the Nazi U-boat campaign, and probably will soon be the mothership of planes striking at Nazi European strongholds.
 The stay of the vessel in this country was not without its romantic side as six members of its crew acquired American brides under the influence of soft southern skies.

No Negotiated Peace

There is no official confirmation in London of increasing reports that Hitler is renewing his peace offensive. There may be more than rumor behind them. Or they may be part of Nazi propaganda designed to create a popular outcry for peace.

It could be either or neither of these with London's silence cloaking an actual proposal to end the war without more bloodshed, to the advantage of the Nazis.

But, whatever there is in or behind the reports, it is to be repeated, as has been said every time rumors of similar nature have been spread, that any negotiated peace with Hitler would leave the world no better off than before. Plainly, the world would be even worse off, with the chief gangster in sole control of conquered continental Europe, including Nazi occupied areas of Russia, and the peoples of the countries affected in literal slavery.

There is no way of making peace with a rattlesnake save by killing it.

Hitler must be defeated and all that he stands for or advocates crushed, if the world is ever to have a safe peace.

To negotiate with him now, after the suffering and slaughter he has caused, and with him and his forces nearing the end of their rope, would be a greater folly than was committed when the great powers failed to arm adequately in advance of his march into Poland.

Washington Daybook

WASHINGTON, Apr. 30.—The Capital in Wartime:

It probably has no significance whatever so far as major strategy in this war is concerned, but unofficial Washington is tossing a lot more verbal venom at the Japs these days than at any other of our enemies.

Typical is the story that came out of the District of Columbia dog-bite investigator's office the other day. All dog bites, like traffic accidents, are supposed to be reported. Also, all rodent bites are supposed to be reported; but since the latter are so few, the reports are made on dog-bite forms.

This one had to do with a rat bite. The victim came to that spot in the questionnaire where he was asked: "Owner of the dog." He simply scratched out "dog," wrote "rat" in its place and answered the question: "Admiral Tojo, Tokyo, Japan."

Just when you think that the war and its prominence in world affairs is causing Washington to outgrow its knee-pants, the nation's capital kicks off its booties and goes wading in a purely Main Street controversy.

For example, the District Physical Education association had as a guest speaker a Columbia Teachers college professor of health education. In the course of her address, the said CTC professor deplored that there "is lot of drinking going on in Washington."

An official of the district school system countered with: "I am disturbed to have any one from New York come down here and tell us we drink."

The last word in that argument probably hasn't been thought of yet. It's only in its infancy.
 The controversy that really has gotten under way—with readers belting the newspapers with letters to the editors, and Department of Agriculture officials being called upon to dodge the issue as best they can—is whether pressure cookers destroy or preserve to the nth degree the vitamins in vegetables.

Misdemeanors and traffic violations certainly are keeping pace with Washington's wartime expansion. The police courts are proud to report that this year they are going to do better than a \$1,000,000 business in the collected—almost \$200,000 more than the same year of 1941.

There has been a lot of talk (and I've contributed my share) about the staggering volume of new employes that are flocking to Washington daily, but hardly any one ever mentions the equally staggering labor supply that seems to be lurking about in the shadows of the Washington monument.

The other day, Civil Service opened applications for examinations for junior clerks. More than 29,000 persons applied—all within commuting distance of Washington or in the city itself.

Editorial Comment

FAREWELLS AT VICHY

In his address last night the President expressed for the first time publicly his concern lest the new Government of France "seek to force the brave French people to submission to Nazi despotism." We may be sure that ways will be found to bring his words to the ears of the French people, and that the warning he has given will not make it easier for Pierre Laval to betray the interests of his country. We may also be sure that our own people will endorse to the hilt the President's declaration that our armed forces will, if necessary, take every step that lies within their power "to prevent the use of French territory in any part of the world for military purposes by the Axis Powers."

When Ambassador Leahy leaves Vichy next Friday, perhaps never to return, he will carry with him the memory of final days which for him will always be poignant, and for all of us touching and dramatic. There can be no doubt that a real friendship grew up between Admiral Leahy and Marshal Petain, and we can think a little more kindly of the old Marshal because of it. History has forced on Petain the role of the compromiser who appealed in words to the soul of France but, by his deeds, little by little, betrayed her. But now we have Laval, whose betrayals are not reluctant. The Marshal shines perceptibly beside Laval.

We have Laval, indeed; Laval guarded front and back wherever he goes, so that his own people will not work their will with him; Laval explaining to Admiral Leahy, in the words of a Vichy dispatch, "that France did not want to break relations with the United States and would not initiate such action, but that France's political and economic situation made it necessary for her to improve relations with her European neighbors"; Laval breaking the law of France by publishing sixteen newspaper pages of accusations against the Riom defendants, with no corresponding record of their defense.

We do not know what words Laval used in his talk with Admiral Leahy. We do know that Admiral Leahy comes home because our

THE WASTE PAPER COLLECTOR



Yesteryears

10 YEARS AGO TODAY

Plans were drafted and submitted today by a former city and county official for consolidation of city and county government.

Governor Roosevelt was back in Georgia today for the last vacation he will take before his name is offered for the presidential nomination at the democratic national convention in June.

25 YEARS AGO TODAY

Bombs were dropped from an airplane Sunday night on Zierikzee, in the Dutch province of Zeeland. Three persons were killed. A terrible panic prevailed in the town, according to reports, intensified by the play of searchlights operated by the airmen.

50 YEARS AGO TODAY

Work is beginning on the Brunswick, Western and Southern Railroad line from Southport to Wilmington.

Is That So!

Display of a ham in a store window in hunger-pinched Italy caused a riot. Strange that so many Italians remembered what a real ham looked like.

The Axis which has wasted hundreds of thousands of bombs on the impregnable island of Malta might strengthen their tactics and try to torpedo it.

To the folks on the island of Malta, air-bombed more than 2,000 times, a hail storm must seem like nothing more than a bit of solidified dew.

The bell-shaped flow of the campanula is so named because the word, in Latin, means "little bell."

The Literary Guidepost

By JOHN SELBY
 "THE MIDNIGHT READER," by Philip Van Doren Stern; (Holt; \$2.75).

A good many things have come out of Philip Van Doren Stern's house in Brooklyn, and one of them was completed some years ago; one last summer and fall.

While he was working on the first set Vanka and Father Zagar, the priest who commissioned the murals, both had an experience with a man in black who knocked, ritualistic gestures before the altar, walked down the sanctuary lamp and burned candles. Vanka saw him again and again, but only very slight physically, and in spite of his fear he forced himself to work late every night.

And this is the sequel. Last fall I went to Millvale to see Vanka and Father Zagar and the finished church. And of course I asked the two friends about the ghost—whether it had returned and what about it. And neither man would talk about it. It seems so much at ghost had been attracted by the ghost story that the churchly powers had put the lid on the pot. Officially there is no Millvale ghost in his Pennsylvania farm, and then look deep into his keen eyes, you may see something there. In any case, the Millvale ghost is one of the few to be laid by official ukase.

own country could not let its own good name and its prestige with the French people be used as a screen by a French traitor.

Raymond Clapper Says:

Prices Advanced Often In China Since The War

By RAYMOND CLAPPER

WASHINGTON, April 30.—As I saw in China less than a month ago, inflation is not a fancy word that economists play with. It is a monster which reaches its huge, greedy hand into every family clothes closet. It is always among those present when the family sits down to eat and it gets the biggest spoon.

The danger against which President Roosevelt is now warning us has hit China with all of its cruel force. Prices have gone up an average of thirty times since China went to war.

Chinese inflation is so advanced that it is a question whether it can be checked now. The government is obliged to issue large volumes of paper money. It is printed in England and flown into China by airplane. A friend of mine rode recently on a bale of five million dollars in Chinese currency which was being flown to Chungking. Officials concerned with getting war supplies aboard planes to China struggle as between putting war supplies aboard and giving way to the demand for flying in bales of currency.

Prices quoted in Chinese dollars sound fantastic. A man's shirt costs \$140 to \$160 — and Americans there cashing United States money must pay \$7 or \$8 for a shirt worth \$2 or less in America. I saw canvas slippers priced at \$65 in Chinese currency, shoes at \$500.

Even though some coolie wages have risen considerably and you see chair bearers handling large rolls of bills, they can buy little at such prices.

Worse yet, several hundred thousand government employes, teach-

ers and others on fixed salaries, are left practically destitute and the Chinese government has had to give them food and clothing cards because they cannot buy anything with their salaries.

Prices are rising so rapidly that Chinese merchants tend to hoard their goods instead of selling them. You go into a shop and the owner really is better off if you don't buy anything. For, if he sells his goods, he has only paper money whose value is shrinking in his hands and he may not even be able to obtain new goods. In fact shortage of goods is a factor in Chinese inflation, perhaps a minor one.

Mainly China has been financing its war by printing banknotes. It was when President Roosevelt's adviser, Laughlin Currie, went to China a year or so ago that the Chinese government was persuaded to begin heavier taxation. Taxation in money was of no use because the value of money was going down.

But the Chinese government has begun taking in kind, collecting a portion of the crop, and that has some moderating effect. Particularly it is enabling the government to establish stores of rice and wheat which can be distributed as extra payment to government employes whose salaries are looted by the inflationary decline in the value of the currency.

In America we have two dangers. One is the actual shortage of goods. We expect soon to devote half of our productive capacity to war. In many lines, such as refrigerators, household electrical appliances, automobiles and other mechanical goods, the whole production capacity is being taken away. So shortage of goods becomes an increasing factor in our price danger.

The other danger is that our enormous war expenditures—now \$100,000,000 a day and likely to be double that by the end of the year—act as increases in the currency insofar as the money is borrowed. Hence every dollar that can be paid by taxation takes money out of circulation instead of adding to the volume.

These processes seem remote to the average person, but they are not remote at all. They bounce directly in his face when he goes to the store and places his money on the counter.

No one single measure will head off the danger, as President Roosevelt says. But among the most important are price control, heavier taxes, and voluntary economies in every family. Pegging of prices is the surface check. But in the long run the strength of price control will depend upon how severely we tax ourselves and restrict our consumption.

NEW YORK'S DRIVING LAW.

New York state has set a 40-mile-an-hour rate for motor vehicles as the legal speed limit and the new law stipulates that driving more than 40 miles an hour is "presumptive evidence of driving at a rate of speed which is not careful and prudent."—Charleston (S. C.) Evening Post.

Interpreting The War

New Major Disaster Looms For Allies In Burma Theatre

By KIRKE L. SIMPSON,
 (Wide World War Analyst).
 A new major disaster for the United Nations is looming in Burma, although its scope and consequences can not yet be gauged.

A Japanese armored spearhead has not only captured Lashio, severing the main British-Chinese communication line, but possibly has pushed north of that rail terminal to positions astride the Burma road itself.

If that is true a desperate race of British Imperials and Chinese troops must be on west of the break to escape entrapment and establish a new line to the north for defense of the route to India. That would mean both evacuation of Mandalay and surrender of the last oil fields still within British lines.

Grave fears are expressed in London and Chungking about the fate of both the British on the Irrawaddy front and the Chinese on the Sitang, west of Lashio. Should General Stilwell's Chinese troops fail to hold the eastern Burma fronts against a Japanese effort to turn westward down the railroad to Mandalay, the plight of defending forces still far south of Mandalay on both river fronts would be desperate.

There is an even graver threat to the Allied right flank, however, if it is true, as London intimates that the Japanese are forging northward from Lashio along the Burma road instead of westward toward Mandalay. This would menace the last communication route between the Irrawaddy front and China.

An off-shoot feeder for the Burma road runs west from Wanting, 100 miles or so north of Lashio, to Ghamo in the Irrawaddy valley. It affords communication between the British and the Chinese even with the Mandalay-Lashio railroad cut. It also affords, however, a chance for the enemy to stab around the Wanting-Bhamo bend far in rear of the British presumably already falling back northward up the Irrawaddy.

The presumable new defense front to hold both the road to India and the road to China must include that Wanting-Bhamo connection unless British and Chinese forces are to be completely separated from each other. That gives the London suggestion that the enemy is driving northward from Lashio especially ominous meaning.

Beak as the prospect in Burma seems to be, there are still certain relieving elements in the situation. One is that the strength and sustained striking power of the Japanese armored force that made the amazing dash to Lashio in four days is yet to be revealed.

It made the 170-mile forced march through difficult and all but roadless mountain country, apparently almost unopposed. It has now lost the surprise value which aided it. It also has been subject to cumulative human fatigue and mechanical wear and tear as well as battle casualties. That may be expected to limit its effective radius of further self-sustained action.

Another factor is the close proximity of the wet monsoon that deluges Burma and India for months beginning in mid-May. That forecast shows a lull on the Burma front. Short of complete entrapment of the British-Chinese forces west of the Lashio break-through, monsoon weather may still intervene in time to limit the scope of the Allied disaster.

As Others Say It

BRAVE FIGHTER.

Add to the list of brave fighters: Monty Stratton. A promising pitcher for the Chicago White Sox two or three years ago, he lost a leg through a hunting accident. Determined to stay in baseball, he got an artificial leg and continued on the Sox pay roll as a coach.

Now as manager of the Lubbock, Tex., team in the West Texas-Northern Mexico league, he says he will take his turn in the box. His main trouble is likely to be not so much the actual pitching as the fielding of his position. But his determination may overcome even this obstacle. Some of us think we have troubles.—Portsmouth (Va.) Star.

WASTE PAPER

That Maine editor who charged governmental and military agencies are using up too many typewriter envelopes and too much copy paper to convey tens of thousands of words—mostly to newspaper waste baskets—is probably a deluded Republican. But he's sort of hit the nail on the head. We are using a great big box of salvage envelopes and have gathered a six months supply the last few weeks. Some modest advertising campaigns—paid ones—would save money, and get printed.—Lexington Dispatch.

DOWN

As Pierre Laval sinks lower and lower into degradation the question is whether he'll drag France down with him or will the rope pop.—Charleston (S. C.) Evening Post.

TOO LATE

To keep the record straight, it was not at the 11th hour that Singapore set out to dig raid shelters in the surrounding hills. It was half past 12.—Detroit News.

INCIDENTALLY, A PASSENGER

In a collision at a nearby intersection last evening two tires and one passenger were reported hurt.—Detroit News.