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FRIDAY, MAY 22, 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.
- Perfecting 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

Conscience in the soul is the root of all true courage. If a man would be brave, let him learn to obey his conscience.

—James F. Clarke

Let's Be At It

It is encouraging to hear Sir Stafford Cripps, the British Prime Minister's spokesman, tell the House of Commons that a continental invasion of Europe is definitely in the war program of the United Nations.

This is the first official declaration to that effect. It should go far to staunch the flood of criticism, both in England and in this country, of Mr. Churchill's policy of waiting.

And it assuredly is as well that Sir Stafford gave the Commons no hint of when an invasion may be launched. To have done so, provided Sir Stafford knows, would have been to "tip off" the enemy and to a large extent dispel the jitters of high Nazi officials, including Hitler himself. But the time may be set in the minds of observant persons as coinciding with the arrival of enough United States troops to assure success.

In the meantime, as Sir Stafford correctly says, the continued bombing of German military targets is Britain's "best contribution to the common war effort." The Royal Air Force, with its added American strength, is striking an effective blow at Nazi war production, the consequences of which will be more and more visible on the Russian front as that great battle develops.

If the R.A.F. raises its bombing power to a thousand raiding planes in continuous flight over Nazi-held territory, Hitler's war production will be tremendously reduced and his armies' striking power in Russia relatively restricted. Already Rostok and Mannheim are virtually in ruins, and there is reason to think that other industrial centers on the continent, from which Hitler has been drawing his principal supplies of weapons and munitions, are little better off. The more this demolition is increased the weaker will be Hitler's all-out effort against the Reds.

If he can be prevented from capturing Caucasian oil fields, his war machine must soon be halted, for his present sources of supply are fast being exhausted. The Rumanian fields, his chief reliance, are not adequate to meet his need. Their total production is no more than Ohio's, and Ohio stands fourteenth among American petroleum-producing states. But the blow that can drive Hitler into sub-

mission must be struck not from the air alone but from the ground as well. And it is obvious that it must be delivered by American forces, at least as long as the British have the final say in drafting the European war program. It behooves the United States, then, to speed its armies in overwhelming numbers on the voyage northern to Ireland. If the job is to be ours, let's be at it.

Other Training Needed

The National Youth Administration is performing constructive service by training young men for skilled work in shipyards and war industries. Welding and machine shops are turning out workers in large numbers capable of performing exacting tasks in a variety of plants engaged in war production. At NYA training centers, in addition to courses in manual trades, training is provided in hygiene, close attention is devoted to the health of trainees, and opportunity to become adept in sports is offered. Many advantages which trainees, largely drawn from underprivileged classes, had missed before entering the centers, are provided.

But it is becoming apparent that one essential course is being overlooked. This was pointed out by U. A. White, director of the Wilmington center, during an address before the Kiwanis club at its last meeting. Boys, he said, who had enjoyed little or no acquaintance with folding money in the past, are now receiving big wages—for them and many an older man—and lack all foundation training in how to use it. He cited one case of a lad who showed him a check for more than \$100 for a single week's work. Other boys, he said, exhibited checks ranging from \$85 down to about \$65. And all of them had come from homes in which a \$5 bill was seldom seen.

The NYA can train mountain boys to become good machinists and welders, but it has no means of helping them cultivate a proper appreciation of the money they earn. Along with a large section of the public, in which this situation has justly been viewed with alarm, Mr. White declared he trembles at the thought of what will become of these young workers if they fail to learn now to husband their unaccustomed wealth, against the day the war is concluded and their emergency work curtailed.

If they have not learned the lesson of thrift but know only the folly of spending money freely, and have contracted extravagant habits, their lot will be pitiful indeed.

Mr. White had no suggestion to offer for remedying this situation. But the warning he sounded deserves more than a gasp of horror. It should have the studious attention of the agencies which have provided them a means of earning big wages but have neglected to train them in saving.

Maritime Day

The battle of shipping, which is as vital as the battle of industrial production, is to enter a new stage today with the launching of 30 Victory ships in the country's shipyards. Wilmington's participation in this phase of the Maritime Day program will come at 4:40 o'clock when the "William Moultrie" will slide down the ways, for the twelfth launching at the North Carolina Shipbuilding company's plant.

Preceding the launching there will be brief addresses by Rep. J. Bayard Clark and S. Duvall Schell, executive director of the Maritime Commission, and in the evening the Propeller club will be host at dinner in the Cape Fear Country Club.

These ceremonies, impressive as they will be, are but a small factor in the Maritime Commission's program, however. Behind them, and of infinitely greater importance, are the men working on the ships, the executives who plan and direct their work, and the nation's war program which includes ships as a weapon of victory.

Henceforth this great program contemplates the completion of two ships a day. America's shipyards have proved that this goal can now be reached. The battle of shipping, then, is in a fair way to succeed.

But something more than construction of ships is needed. Their destruction by enemy U-boats must be prevented. This can best be done by cutting off all submarine supply bases in this hemisphere.

It is encouraging to know that strong sentiment is developing in Washington for the seizure of Martinique and other French possessions on this side of the Atlantic where there is no reason to doubt Nazi U-boats have been serviced since submarine warfare extended to this seaboard.

Gas Ration Violations

Greensboro rationing officials report receiving word that operators of some service stations in that city are selling gasoline in unlimited quantities without regard for ration card classification. They appeal to the citizens to obey the rules governing sales and to fortify their plea, cite the punishment set up for disobedience.

They hope that consumers and dealers will not force them to invoke the law, that the spirit of patriotism will prevail, but apparently will not hesitate to apply the penalties against offenders if present practices continue.

The rationing of gasoline has been declared a necessary war measure and no one with a fair realization of the need for supporting the war program in every detail will hesitate to comply with it even if compliance involves some personal sacrifice to consumers and loss of business for dealers. Any person who willfully violates the rule richly deserves the severest punishment provided.

There has been no official announcement of

rationing violations in Wilmington. If any should come to light the offenders will deserve no more consideration than the rationing officials in Greensboro are to give violators there if the present warning-appeal fails of its purpose.

Airport Expansion

More land is needed for the airport in order to lengthen the north-south runways to 5,000 feet. Although the request is presented to the county commission by the WPA administrator for North Carolina, it stems from the Army Air Force. Because of this source, it is apparent that the War department has Wilmington in mind for an even larger bomber force than is now stationed here, or for larger planes for the patrol of these shores which are under constant threat of enemy attack.

In these circumstances there is but one course open. That is to see that whatever land is needed for expansion of the field is made available without delay and every aid given the Air Force authorities in their program.

With the stakes so high it is to be presumed that private owners whose land may be needed will be as anxious to help as the county authorities who have done so much to convert the field into an Army air base.

Washington Daybook

By JACK STINNETT

WASHINGTON, May 21 — Answering the mail orders:

K. T. C., Minneapolis, Minn.—You are right. One of the biggest bottlenecks in wartime legislation now is: who shall administer what laws? But please consider the plight of the new man who is trying to report the picture accurately. No cabinet member or other government official would admit for a minute that he is angling for control of the newly created agencies. The behind-the-scenes scraps over control of administration of alien property; gasoline rationing; manpower; and certain foreign policies in economic warfare are classics—and that is mentioning only a few. But these are fights that don't come into the open. To try to unravel them is only to pass along a lot of hearsay and rumor. There is a story current now that all that is holding up legislation on compensation to dependents of men drafted into the Army is whether the War Department or Federal Security Administration will have charge of it.

Mrs. T. N., San Antonio, Texas—Housewives and other purchasers at retail stores should report immediately to local OPA officials any violation of the price ceilings—but be sure you are armed with the facts. If the posted March high on any item is more than you paid for that item from that particular retailer and you have proof of it, such as a sales slip or paid bill, you still have to be certain that you paid the top price in March. In other words, the mere fact that you bought an article for 50 cents in March is no proof that the retailer didn't charge 55 cents for it part of the month.

A. N. S., Raleigh, N. C.—I am assured by the powers that be—but off the record—that there is no immediate prospect of confiscation of private cars or tires. I would say that only in the case that everything else fails would the government resort to any such drastic measures. The real car, gasoline, and tire saving measures are just beginning to get under way. It will be some time yet before national surveys can prove that these are success or failure. There is a growing demand here that car owners be urged NOT to store their cars. Even if properly prepared for storage (and servicing for storage and in storage are problems for expert mechanics and garage men), cars stored only add to the transportation problem. Better share your car with your neighbors.

D. R. Canton, O.—There is no government order that schools keep open during the summer or that colleges reduce their four-year terms. These are merely suggestions of the Office of Education. The office does not want schools to maintain a summer session where it will be a financial drain on the community and recommends only that normally closed schools be kept open this summer as defense centers when other suitable meeting places are not readily available.

Editorial Comment

TWO SHIPS A DAY
 New York Times

It is not likely that the bottleneck of shipping which now hampers all our war effort will be cleared in the near future. Although we are building ships faster than ever before in history, we are not building them fast enough. Nevertheless, it is reassuring to be told by the Maritime Commission that when thirty new ships slide down the ways next Friday our output will be two ships a day and may reach three by Fall. The White House estimate that we are now within reaching distance of the President's seemingly impossible quota of 8,000,000 tons a year shows that the problem can be solved.

Events have proved that even an annual 8,000,000 tons will not lay down that bridge of ships we must have to carry the war victoriously to our enemies. Both the quota and the speed of production must be raised. Along with our shipyard miracles the destruction of our maritime tonnage by enemy submarines has been heavy. The Navy Department has announced that 191 United Nations merchant vessels have been sunk in the Atlantic area since the Pearl Harbor attack, whereas this year the United States alone has put 120 cargo ships into service. This figure, of course, does not include British ship production, which is also rapidly increasing. Nevertheless, munitions for which there are no carriers are beginning to pile up on our docks, and the situation with regard to coastal tankers is deplorable.

No one can say that Admiral Land has not done a good job in difficult circumstances. In most cases he has been loyally supported by ship builders and workers alike, for only a few of the yards are still lagging. But in spite of the yards' totals, we must have more ship production. Optimistic forecasts should not prevent full inquiry as to whether Admiral Land is not overburdened in his dual role of construction chief and maritime administrator. He himself has testified that in some of the yards labor problems are interfering with production. Nothing must be allowed to interfere with production. In this total war cargo ships are weapons as essential as guns, tanks and planes

"GAY PAREE"



As Others Say It

NATURE FIXES THINGS
 Nature has a way of fixing things. For example, in anticipation of the sugar shortage she induced the bees to increase production of honey by 2,000,000 pounds last year.—Greenville (S.C.) News.

DEVOTION NEEDED
 No senator or representative should be elected on either ticket this November who is not for putting the winning of the war above everything else. On that there should not be, and there is not, any division of opinion. But it was never more important than it is right now that we should have senators and representatives who are steadfast in their devotion to constitutional government and to the American way of life as we have known it from the beginning.—Hartford (Conn.) Courant.

OK BY US
 It's good enough for us if it is good enough for the Uncle Sam of the cartoons, who never had cuffs on his pants.—Durham Sun.

WET PAINT
 A German aircraft was shot down by German anti-aircraft fire aimed at British bombers on their way to the Rhineland.

In the early morning hours a couple of Dutch painters from a neighboring town were ordered to cover up the German markings on the wrecked airplane with those of the RAF.

The painters did their work with obvious reluctance, but thought of a clever way to spoil the German game. They left a prominently displayed notice: "Wet paint."—Tit-Bits.

NOT SO SIGNIFICANT
 Tokio has read sentence of death and destruction on Washington and London. Nothing new, or even ominous, in that. London Bridge is Falling Down is a nursery song of quite respectable antiquity and Macaulay's New Zealander, gazing upon its ruins, had many predecessors. But there she stands.—Louisville (Ky.) Courier-Journal.

Raymond Clapper Says: Pros, Cons On Relaxing Limits On Bond Buying

BY RAYMOND CLAPPER

WASHINGTON, May 21. — The Treasury could sell more war bonds if the limits were relaxed on the amounts any one person or institution may purchase.

John L. Lewis offered on behalf of the United Mine Workers to buy \$5,000,000 in war bonds but Treasury restrictions prevented it.

There is some argument for relaxing the rules but thus far Secretary Morgenthau has felt the argument was stronger for maintaining them. Actually Treasury officials are finding ways to get around the restrictions in many cases of labor unions that are anxious to buy large amounts of war bonds.

No one person may buy more than \$5,000 in "E" bonds in a given year, nor more than \$50,000 in "F" and "G" bonds. The intent was to spread the bonds out among as many purchasers as possible. They bear high interest—2 1/2 per cent to 2 9/16 per cent against about 1 1/2 per cent for ordinary government bonds which may be purchased in unlimited quantities.

Because of the high yield of the war bonds, large institutions would buy enormous quantities instead of putting their funds into the lower yield regular government bonds. The war bonds were set up with a special interest inducement to attract the small restricted purchases. Some argue that the \$50,000 limit might be doubled without jeopardizing the situation but no change of policy is indicated.

That is what John Lewis ran into when the Treasury declined to sell \$5,000,000 to the United Mine Workers. However other labor unions also wanted to invest huge sums and ways were found to fit into Treasury regulations.

For instance, the meat cutters union, A. F. of L., bought \$150,000 in war bonds by splitting up the purchasing between three separate union funds. They bought \$50,000 in the name of the union's general fund, another \$50,000 in the name of the union retirement fund and a third bloc for the death benefit fund. In addition other large blocs were bought in the name of local unions.

All that the Treasury asks is that these separate funds are guaranteed intact under the union constitution or under legal action by the union officers so that at some later date the funds cannot be consolidated into a single fund, and thus violate the Treasury restriction on holdings. The meat cutters union made out the checks but the bonds were assigned in the name of the special legal funds. The Teamsters Union of A. F. of L. has done the same thing.

One of the Treasury's most difficult problems has been to turn down proposed purchases for holders of bonds of colleges and other non-profit organizations. It was proposed that contributors buy the bonds that was ruled as violating the restriction since it would lodge more than the legal amount of war bonds in the hands of a single beneficiary.

Undoubtedly millions of bonds could be sold if those restrictions were relaxed. But if they were let down, then mutual life insurance companies would be eligible and they are among the heaviest purchasers of bonds in the country. The Treasury does not wish to throw billions of dollars of the high yield war bonds into the hands of these gigantic investment funds.

It was proposed to Lewis that he break up his offer to buy \$5,000,000 in war bonds by allowing district and local unions to hold them in small chunks. The United Mine Workers Union does not have legally separate retirement, hospitalization and death benefit funds under Treasury regulations. But the United Mine Workers offer is still hanging fire without action.

Meantime the payroll spreading plan for war bonds is spreading and Treasury officials say nearly all unions are sponsoring at least a ten per cent deduction program. The United Automobile Workers are campaigning for a twenty per cent deduction among their members.

War bond sales fell off during March and April because heavy income tax payments cut into the ready cash of most persons. But May is picking up and the quota of \$600,000,000 is expected to be passed.

Factographs

The Mount of Olives was venerated by the Jews. It was called the Mountain Light, because at one time there was lighted on it a beacon fire to signalize the appearance of each new moon.

The glider plane has no engine, uses no wheels. Gosh, if someone would only invent a glidermobile!

Interpreting The War

Russians Still Hold Initiative In Bitter Battle For Kharkov

By KIRKE L. SIMPSON
 Wide World War Analyst

Whatever strategic concept Marshal Timoshenko may have had in hurling his armies against the Kharkov pivot of the Nazi southern front on May 8, the essential fact as the spreading battle enters its third week is that he still holds the initiative.

Hitler has lost another precious two weeks' time if nothing else. To emphasize that loss, the expanding battle in the Ukraine rolls into its third week just one month short of the summer solstice, June 22. That anniversary has more than astronomical meaning for Russia and the world this year. It will be also the beginning of the second year of the Russo-German war. Hitler announced his war on Russia at 5:30 a. m., Berlin Time, June 22, 1941.

Whether Der Fuhrer thought it fitting to celebrate the longest day of the year by undertaking his greatest military adventure, or the timing of his attack was dictated by more practical considerations is of no consequence. What does matter is that he started too late.

Five months later, November 22, the Nazi invasion of Russia reached its highwater mark with the capture of Rostov. Just a week more and the great German retreat had begun at Rostov, a retreat that has been reversed wherever in the last six months except on Kerch isthmus.

What might have happened had Germany been able to strike six weeks earlier last year can only be imagined. What did happen definitely broke the spell of mythical invincibility Hitler had so artfully woven to bemuse much of the world. It also largely timed Japan's "day of infamy" at Pearl Harbor nine days after the Nazi retreat from Rostov started, the first German rearward trek of this war.

The Balkan campaign cost Hitler that vital six-week time loss in Russia a year ago. The Timoshenko offensive in the Ukraine has already cost him a two-week time loss this year in exploiting and expanding his successor on Kerch isthmus. To what extent it has also sapped his reserves in tanks, planes and men or compelled further prolonged delay in the launching of the vast new offensive to "annihilate" Russia is yet to be disclosed.

The time element is all important. Instead, Russian attacks are reported to be spreading now from north of Kharkov around Byelorod to the Taganrog sea flank, 400 miles southward. Timoshenko appears bent on widening his front of action by holding attacks to protect his Krasnodar position, or on sucking his foes into major action along his whole front prematurely and before they recover through south of Kharkov.

London observers suggest the from the shock of his breakthrough, Nazis may be preparing a vast air-borne attack across Kerch strait to gain a foothold in the Caucasus in the rear of the Rostov-Don front. It is a conceivable operation; but the Crimea does not offer transportation facilities to sustain a major invasion. It is a formidable barrier than the narrow waterway itself.

It is on the mainland, from Taganrog to Kharkov and around the Dnieper crossings, that the crux of the fight must come, and there is still no indication of Nazi ability to regain the long lost initiative.

Is That So!

Zedok Dumbkopf has turned horticulturist and is now trying to develop a strawberry which is already sugared and covered with cream.

And then there's the forward-looking fellow who wants to trade his most tireless motor-car for a gliderplane in good condition.

News that shirts may be shorter in volume to everyone out the horse better who lost his long time ago.

Grandpappy Jenkins was sure there was something else besides his sugar ration and calories to worry about. Now he remembers the second income installment falls due in June.

A Toronto newspaper says the cucumber is 95 per cent water. That's funny—they don't taste a bit like a night club highball.