

TODAY and TOMORROW

BY WALTER LIPPMANN

Through Rose-Colored Glasses

A STATEMENT about shipping issued at the White House for publication in the Sunday newspapers says in conclusion that: "The progress made thus far is easing our shipping problem, but there will be a shortage of ships until sinkings throughout the world are brought under better control and the shipbuilding program gets into full production. "The American people can be assured that the shipyards will do the job assigned to them."

Neither in what it says nor what it leaves unsaid is this, I submit, a realistic report on the shipping problem. The grim truth is that ships are being sunk faster than they are being built; that almost certainly the German submarines are coming into action faster than we are sinking them; that while the need for shipping is increasing in order to supply our outposts, and our main war fronts in the Pacific, in the Middle East, in Russia and in Great Britain, the supply of available ships is diminishing. If any one, then, allows himself to become "assured" or to believe that the shipping problem is being "eased," that it is not critically serious, and of decisive importance on the outcome and length of the war, he is not facing the facts.

What People Think About This, That

By HUGH HUMPHREY.

Four persons, picked at random from the streets of Wilmington were asked this question yesterday: "What do you think of the proposed plan to increase income taxes?" and the following were the answers:

Newton Kelly, clerk — "As long as we're sending men across the oceans in the armed services, the taxpayers have to bear the burden of the cost. I can't go over to fight with them because of my dependents. I'm willing to do my share to win this war by paying for it. I think that anyone who kicks about the taxes now is no true American."

R. L. Smith, clerk — "I hate to think of more taxes as a lot of us have received no salary increases to meet the increased cost of living. But, if we have to do it to win this war, let's pitch in and get it over with."

A. B. Resse, welder — "There's no help for it, if we have to pay more taxes to win this war, we'll just have to do it and that's that."

John Mathews, machinist — "I only hope that Congress will make the means of paying the taxes as easy as possible. I don't mind paying if they can figure out a way to do it so that my family won't suffer."

Nevertheless, the fact remains that the shipping problem cannot be solved merely by building ships and it is a very dangerous error to think that we can build more ships than the Axis can sink. As things are going now the equivalent or more than the whole year's output of the American shipyards will be at the bottom of the sea even if the program is fully realized. With the ships that are being sunk faster than they can be built there go down the precious cargoes and the even more precious lives of the crews. We have, therefore, no ground whatever for any such complacent feeling as the White House statement could lead the people to have, and it is our imperative duty to cast aside all complacency over the shipping problem. We are not solving it, and we are not even "easing" it. The problem is getting the better of us, and no matter how favorable the news from Europe seems for the moment to be, if we do not master the shipping problem we cannot play our part in the war, we cannot hasten or even participate effectively in the decision.

The really critical point now is in the use and in the protection of ships. These two are much more closely related than might at first appear. It is plain that by taking extraordinary measures, it would be possible to dig up for direct military use more ships than now seem to be available. This was done in 1918, and it can be done again.

Now in so far as these mobilized ships are used to carry the war to the enemy—by reinforcing the British air offensive and the Russian front, by making possible Commando raids and the occupation of strategic points—they make all shipping safer. A ship which carries to England a load of bombs that are then dropped on a submarine base has made shipping in the Caribbean that much safer. The more we utilize our existing supply of ships for the offensive against the enemy, the better is our defense against the enemy's submarines. Therefore, we should make drastic sacrifices and take large risks in regard to imports and exports in order to assemble ships for the military offensive.

But at the same time we cannot afford not to do more than we are doing to protect the ships that we send out and to rescue the crews.

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TRAINING COURSES NOW OPEN HERE

Opportunity Exists For At Least 100 More To Learn Trades

Opportunity now exists for at least 100 more people to receive training in the six trades taught in the national defense training program being conducted at New Hanover high school, Superintendent of Schools H. M. Roland said Thursday.

Fourteen classes now are being taught in the following trades: machine shop, welding—gas and electric—ship carpentry, sheet metal, blueprint reading and drafting and blacksmithing.

Mr. Roland said 1,726 persons have been placed in jobs due to their training in these courses during the past 20 months.

Two types of classes are being conducted for each trade, he said. Pre-employment classes are offered for those with previous experience. These classes operate on an 8-hour day schedule. Supplementary classes, designed for those who are employed and looking for advancement, operate three hours per day and, in as far as possible, at an hour when it is most convenient to the workman.

Instructors for all courses have been taken from industry and are well qualified, Mr. Roland said. He added that the building was well equipped with the latest machinery necessary for the courses which are offered 24 hours a day.

Present enrollment in the classes includes trainees from South Carolina, Tennessee and Virginia as well as scattered points in North Carolina.

"A splendid opportunity presents itself in this training for the high school boy who wants to learn a trade and help his country," he said, and explained that the minimum age limit is 17 years and 9 months with no maximum. "There is no question as to placement," he declared, "as the shortage of skilled workers is becoming more acute each day."

Officers Ordered To Remain At Posts

COLUMBIA, S. C., May 21.—(AP)—"The ever increasing pressure" of the training schedule was given today by First Army Corps Commander Maj.-Gen. Charles F. Thompson today as the reason for a recent order that officers of units under his command remain at their posts not less than five nights a week.

"When duties permit it, officers may spend one or two nights per week at home with their families—but the tempo of future training necessitates that they arrange their personal affairs so as to spend most of their week-day nights in the immediate vicinity of their commands," Thompson said in a prepared statement.

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- MRS. FILBERT'S OLEOMARGARINE** **lb. 23c**
- SUPER SUDS** med. pkg. 9c lge. pkg. 23c giant 61c

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