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WEDNESDAY, JUNE 17, 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 Post 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

True friendship ought always to admit of frankness . . . The Apostle says "Confess your faults one to another, and pray one for another." A true friend is a purifier, a corrector, an incentive, an inspiration, an ideal. We should be helpers of each other, and when any check or hindrance is threatened, it must be at once confessed, dealt with, and put away.
—REV. F. B. MEYER

China's Plight

A Chinese spokesman urges that a United Nations offensive in the Pacific receive at least equal consideration with a second front in Europe. The Chinese are doing fairly well, he says, but it is important to recognize that Japan's war effort will not collapse when Hitler is defeated and that the Japanese must be forced off of China's eastern frontier from which United Nations attacks on Japan and Formosa could best be launched.

It is a notable fact that the spokesman raises no wall of woe even after more than five years of terrific sacrifice caused by Japan's ruthless war. There is no hint that China might give up unless she receives substantial aid at once. There is no threat, nor hint of giving up, in what he says. The whole purpose, obviously, is to impress upon China's allies that if Japan is to be defeated the best advantage must be taken of China's own efforts and her geographical location.

With the Japanese driving ahead in their present fan-like campaign, it may be said that the Chinese spokesman understates his country's need, rather than exaggerates it. China's situation is very nearly desperate. The need of substantial air and land mechanized support is pressing. The war councils of the United Nations, therefore, seem to have reason enough not only to consider the launching of a major offensive in the Pacific as quickly as possible—which MacArthur will do the moment he knows he has the necessary striking power—but to find a way of getting help to Chiang Kai-Shek's armies at once in more than token strength.

The Four Frances

There is an occupied France, an unoccupied France, a free France, an underground France. Adolf Hitler rules through his puppet Laval in unoccupied France. He rules through his gestapo in occupied France. He can't lay his finger on free France—that section of the former Empire led by de Gaulle—and neither he nor Laval can get a line on underground

France, which is daily becoming a greater menace to Nazi supremacy over the land.

This underground France is rapidly arming against the day the United Nations land a force in continental Europe. It started about the time patriotic Frenchmen realized Hitler could not be stopped. They sequestered large numbers of guns and great quantities of ammunition. Ever since these stores have been increased by secret deliveries from England. Small craft crossing the channel at night and reaching secret rendezvous have done a good job in gun-running. Undoubtedly it was knowledge of what has been going on that prompted Admiral Lehey to say, when he returned from Vichy, that millions of Frenchmen would be armed and ready for guerrilla warfare whenever the invasion of the mainland was undertaken.

Nor is it in arming alone that underground France is doing its bit for Hitler's overthrow. So well is it organized that Royal Air Force fliers forced down in France are smuggled home to England, that information of Nazi plans continually reach the British military forces. Its spy service is thoroughly organized.

Laval may complete his sell-out, officially, but he will never succeed in forcing liberty-loving Frenchmen to bow their necks to the Nazi yoke. Nor will he, the Gestapo or Hitler himself root out and destroy the personnel of underground France's growing army.

In The Pacific

There was talk not so long ago that we were taking a terrific beating in the Pacific. Some pessimists even claimed that we might never be able to overcome the handicap that attack on Pearl Harbor imposed upon us and the Japanese would continue to increase their superiority at sea as a result.

Yet comparative tables compiled from official communications issued by the Navy department prove that Japan's sea losses in both naval and merchant craft are far in excess of our own.

The Navy department's figures show that in battleships we have lost one and had one damaged. We have lost one aircraft carrier and had another damaged. One aircraft tender has been lost; one cruiser lost and two damaged; nine destroyers lost, one sunk purposely to prevent capture, and four damaged; two submarines lost and one purposely sunk; one seaplane tender, damaged; three minesweepers lost, two purposely sunk; three gunboats lost, one purposely sunk; two patrol torpedo boats lost one sunk. This shows twenty-three ships of all descriptions lost, six sunk and nine damaged, for a grand total of thirty-eight.

On the Japanese side, four battleships have been damaged; four aircraft carriers sunk, one probably sunk, one believed sunk, and four damaged; eleven cruisers sunk, four probably sunk, one believed sunk, and nineteen damaged; destroyer, leaders, one sunk; destroyers, 16 sunk, three probably sunk, one believed sunk, two possibly sunk, and ten damaged; submarines, six sunk and one damaged; seaplane or aircraft tenders, one believed sunk and four damaged; minesweepers, one sunk, one probably sunk; gunboats, nine sunk, one probably sunk, one damaged; submarine chaser, one sunk; patrol boats, two sunk. The count is fifty-one warcraft destroyed, ten probably sunk, four believed sunk, two possibly sunk, forty-three damaged, for a grand total of one hundred and ten.

Of noncombatant ships, we have lost twenty-nine, have purposely sunk nine and had ten damaged; total 48. The Japanese have lost seventy-four non-combatant ships, have had seven probably sunk, nine believed sunk, one probably sunk and 31 damaged; total one hundred and twenty-two.

Thus we find that while we have been taking that terrible licking since Pearl Harbor, we haven't done so badly after all.

Servicing U-Boats

There is a school of thought growing up in some usually well informed circles that the enemy U-boats which are preying on coastal shipping in the Atlantic, the Caribbean and the Gulf of Mexico are receiving supplies and torpedoes from our own mainland, that instead of using island ports they are being served from the Atlantic or Gulf coasts, with the connivance of fifth columnists.

This might be true. There are deep channels to inland hideouts in the Everglades. Even if these were not navigable for submarines, there are deep waters near shore where U-boats might surface at night and have their needs supplied by launch. The many sounds along the ocean front from Florida to the St. Lawrence offer equally good opportunity for the same service. There are probably enough private cruisers sufficiently large to carry torpedoes as cargo and transfer them to submarines.

There is nothing physically impossible involved in this. But it is assuredly difficult to believe that any American of whatever extraction could sink so low as to supply an enemy of the nation with the means of destroying human lives and sinking ships engaged in non-combatant commerce, as these Nazi submarines are doing.

Any American who engages in this trade is not only a traitor to this nation, but to humanity. The seamen who go down—what of them? Are they not being murdered as inexcusably as if they were knifed in a dark alley? And are not the men who serve U-boats their murderers?

We can only hope that when the real facts of this inhuman slaughter come to light in the aftermath of the war it will be found that no American had a hand in servicing Hitler's submarines.

Different In England

The response in England to a call for women on farms has been so great that 4,000,000 additional acres have been set out in crops. This woman farm labor receives the equivalent of \$2.50 a week wages at the start and \$8 when proficient.

It is reasonable to assume that Englishwomen are volunteering for this work, as well as for labor in the manual industries, because the war is a very real thing to them. They have felt it in their homes and families. They have even gone hungry, and many of them have shivered through a winter with insufficient clothing and too little heat. They have crowded into raid shelters and heard enemy bombs tearing buildings to pieces, maiming and killing innocent noncombatants. They have come forth at the all-clear siren to find streets clogged with debris, with dead neighbors prone in gutters.

They know what war is and are dedicating their lives to any task within their physical capacity to perform. If they can contribute to victory by following a plow or driving a tractor, hoeing potatoes, harvesting grain, they are glad of an opportunity to do so.

In contrast with this, we in the United States, even we in Wilmington, are having difficulty finding enough women willing to man defense units because the hours interfere with social or domestic engagements. We even hear voices raised in holy terror at the thought that our women should be "sentenced" to farm work. And we are finding it just as difficult to find enough men who will sacrifice a few hours daily or nightly to sit in at one or another defense center or attend lectures on warden and fire-watcher service.

Is it any wonder that persons who have a clear vision of the possibilities of attack are asking if it will take a bomb in our midst to awaken us to the responsibility for individual service on the home front?

Washington Daybook

BY JACK STINNETT
WASHINGTON, June 16. — Any time you want in Washington these days—and even if you don't—you can get a confused argument about the deportation order of Harry Renton Bridges, the west coast longshoremen's union and CIO leader.

The argument is confused because it always ends up in two questions: (1) Why hasn't the Communist Party protested? (2) Why did U. S. Attorney General Francis Biddle do it, especially in view of the fact that President Roosevelt had just commuted the 4-year sentence of Earl Browder, head of the Communist party in the United States, to 14 months, thereby releasing him from prison?

The answer to the first is that when the Communist Party chiefs, in the midst of celebrations over the release of Browder, had recovered from their consternation (a high party official was heard to shout when the news arrived at one headquarters: "My Lord, what do we do now?") they concluded that the party couldn't possibly protest publicly the Bridges department order.

Why? Because that would be a public admission that Biddle's major premise as applied to this specific individual was right — that Bridges is or was a member of the Communist party.

But even though they still are enjoying the release of Browder, don't think that this slap at the party is going unnoticed, if not by the party, at least by party sympathizers. There'll be a flood of letters to congressmen and other government officials protesting the order.

A trickle has already started and if some of these are any indication, the tub-thumping is going to be to the tune that Biddle is just a legal punk and that by ordering Bridges kicked back to his native Australia, he is sabotaging the United Nations war effort.

How can war workers give their all, they say, when one of their most important labor leaders has been booted out of the country by one of the highest officials of the United States?

Some of these first letters come from persons known to be members of what the Department of Justice considers Communist party front organizations, not affiliated but sympathetic, and these may be considered the ones who will carry the hod in the verbal fight to keep Bridges here.

As for the answer to that No. (2) it is simple. Aside from the evidence as Biddle saw it (he saw it differently from his own Board of Immigration Appeals, and reversed it by this order) what else could he do, without assuming the responsibility for the long-embattled Bridges from here on out?

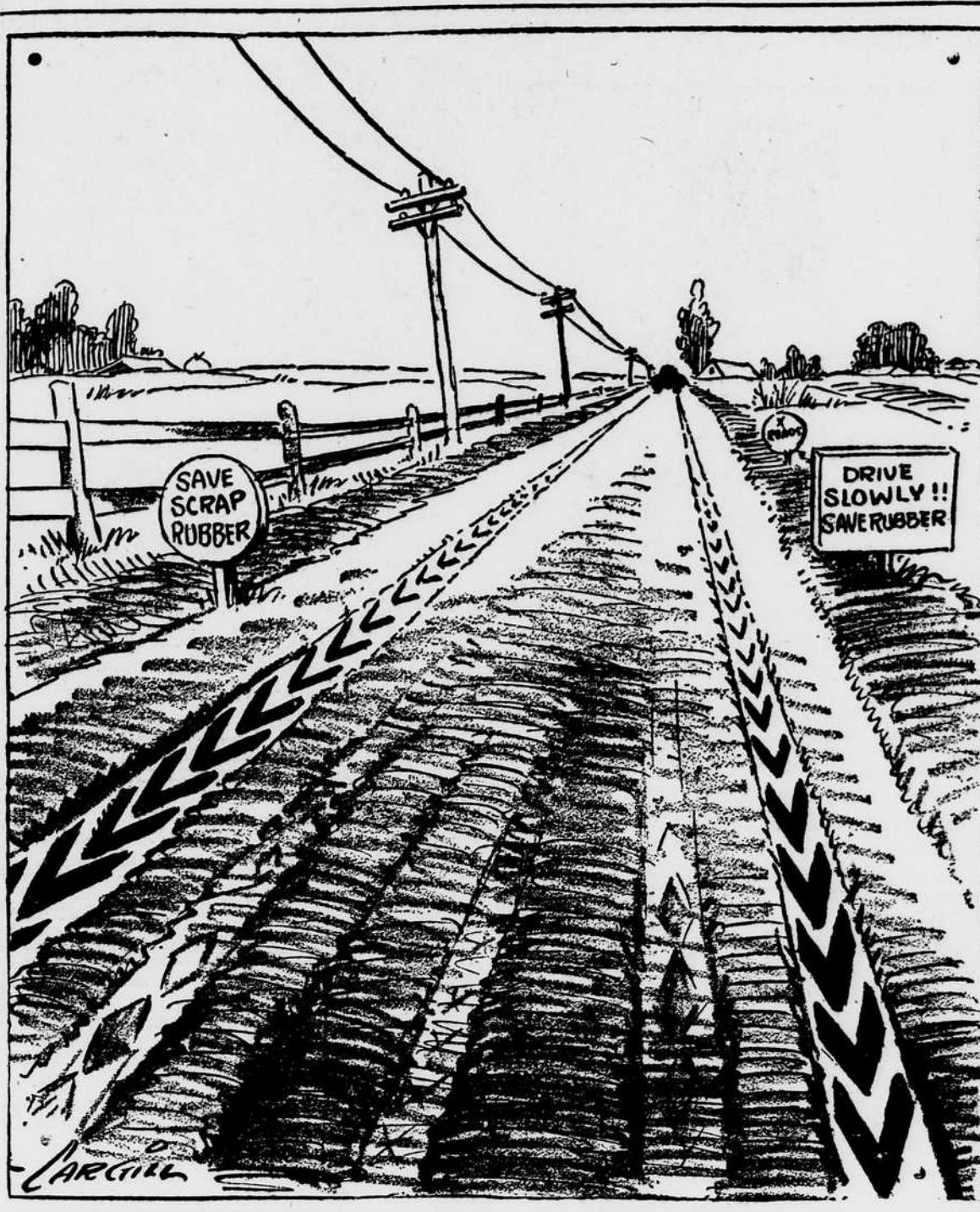
By this order and the announced decision of Bridges' attorney to fight the order, the case goes to the federal court and maybe even to the United States supreme court. It isn't that only by ordering Bridges deported, could this country and Bridges get a final decision on this controversy which has been kicking around on the American scene for too many years now.

Editorial Comment

TO THE "WESTERN FRONT"

Another large contingent of American troops arrived safely in Ireland yesterday, and writes United Press correspondent Leo S. Disler, who has accompanied most of the previous convoys, "tanks and guns were unloaded at emergency pace so the ships could start home and take on more troops, tanks and guns." The Navy is operating a virtual shuttle service between the United States and the British Isles. It is doing the job, moreover, with a record for speed, efficiency and safety which astonishes the transportation experts. We have not lost a single soldier in this arduous operation. Enemy submarines and bombers, ether shy, and to all effect these marauders have been driven far out of reach of the troop convoy lanes in the north Atlantic.

VICTORY HIGHWAY



Civilian Defense Timetable

BASIC TRAINING COURSE
Fire Defense A — Mondays at 8 p.m., High School room 109.
General Course — Tuesdays at 8 p.m., High School room 109.
Gas Defense B — Wednesdays at 8 p.m., High School room 109.

As Others Say It

THE RECORD
On May 18, 1899, the first Hague Peace conference called by Czar Nicholas of Imperial Russia was opened. Since then there have been Balkan wars and two World Wars and the Russian Empire is now the Union of Socialist Soviet Republics, while the Kaiser's Kingdom is a Nazi state under the heel of Hitler. Also the first and second peace palaces are idle.—Montreal (Canada) Gazette.

CHANGE

In the olden days we would walk into a bar and order a bottle of beer and a hamburger cheese sandwich. In this fast day we walk into the bar, order a chocolate sundae and a slice of angel food cake.—Henry Dillingham, in Platte City (Mo.) Landmark.

FAILURE OF THE HORSE

"The horse isn't the answer to the transportation problem," said the weary gambler, as he walked home from the race track.—Boston Globe.

BITTER BREW IN THE OFFING

A Berlin broadcast overheard in London announced that the brewing of all malt beer will be discontinued in Germany after July 1. But bitter brews, in larger quantities than they want, are promised the German people by the United Nations airmen.—New Orleans Times-Picayune.

Raymond Clapper Says: Scrap Rubber Campaign Will Clarify Situation

BY RAYMOND CLAPPER
WASHINGTON, June 16 — The scrap rubber drive has got started largely through the urging of Secretary Ickes.

It will tell us how much scrap rubber we have. Then there can be no further argument about our rubber situation.

Why the argument has been allowed to go on until this late date is hard to understand.

The first thing that Pearl Harbor told us was that we wouldn't get any more rubber. Six months later we begin finding out how much salvage rubber we have. It is typical of the jinx that has hung over the subject of rubber.

Even last week, after it was apparent that we had to check up on scrap rubber before public sentiment would be satisfied as to the necessity of general rationing, the War Production Board was opposing the special quickie drive now starting. WPB had a general junk salvage campaign in preparation and it didn't want to be upset by making a special rubber drive.

Secretary Ickes and the oil industry worked out a quick collection plan and finally persuaded the President to go ahead with it.

Full public cooperation in this drive will go far toward ending the demoralizing controversy. There is a lesson in this experience. It is that willing acceptance of restrictions can be expected only if the Government takes the trouble to make it clear how and why the restrictions are necessary.

The press has had a large part on the back for voluntarily withholding the news of the Molotov balking at a bar and order a bottle of beer and a hamburger cheese sandwich. In this fast day we walk into the bar, order a chocolate sundae and a slice of angel food cake.—Henry Dillingham, in Platte City (Mo.) Landmark.

The Literary Guidepost

By JOHN SELBY
"ONLY THE STARS ARE NEUTRAL," by Quentin Reynolds (Random House; \$2.50).
After you finish a book by Quentin Reynolds you get the idea that when he locomotes he swings himself through space like a journalistic Tarzan from the copious moustache of Stalin to the scanty back hair of Churchill, to the well-trimmed goatee of whoever the latest important ambassador may be.

Interpreting The War

Full Significance Of Mediterranean Battle Not Known

By KIRKE L. SIMPSON
Wide World War Analyst

It is now clear that there has been a tremendous sea-air fight in the central Mediterranean beyond the important fact that pilots helped carry the war to the foe as their Navy and Army comrades in the Pacific already had done.

However, it is not yet possible to gauge the full significance of the protracted struggle, or the strategic design that brought it about, beyond the important fact that it grew out of British initiative. British convoys, according to Axis reports, converged from east to west on the narrow Sicilian straits they have long shunned. Conflicting accounts from the Axis and the British indicate considerable naval and plane losses on both sides.

London admits unspecified losses but dismisses Axis claims as "fantastic," adding that these supplies had been landed both on Malta and at Tobruk.

(The German and Italian reports said that both convoys were "scattered" and driven back.)

Whatever the British losses may have been, the London version indicates that relatively heavy damage was inflicted with American air force cooperation, on the already badly mauled Italian fleet. One heavy Italian cruiser was sunk and two battleships were afire as well as lesser craft battered from the air.

The scene of action was primarily in the straits that separate Sicily and North Africa. It is across those narrow waters that reinforcements and supplies for the Axis desert army battering at the British defensive front in Eastern Libya must be ferried before they can be started on the difficult desert trek to Rommel's command.

If it proves true, as the Axis reports now say, that the British were moving heavily guarded convoys both westward from Alexandria and eastward from Gibraltar, it can hardly be doubted that some move to isolate the Axis army in Libya from its supply sources was in motion as well as a plan to supply Malta and Tobruk.

The fact that our army forces pilots have joined battle with Italian and German foes in the Mediterranean theater verifies President Roosevelt's repeated assertion that American arms would be brought to bear against the enemy wherever and whenever they could be struck. It gives added point, also, to the still mysterious flight of American heavy bombers on unreported missions in the eastern Mediterranean region. This flight was revealed by interment of some of them after forced landings in Turkey.

Mr. Roosevelt has just informed Congress in his fifth tri-monthly report on lend-lease aid that action was being taken "to carry our men and weapons, on anything that will float or fly, to the places from which we can launch our offensives." One of those jumping points may prove to be in the Mediterranean.

Is That So?

What is so rare as a day of June and what day arrives so swiftly as June 15—income tax payment day?

Pressed wood boardwalks replacing aluminum and non-ferrous alloys in the manufacture of fan blades, gears, grills and motor housings.

"A kick-out" in the Navy slang for a dishonorable discharge, which is also called "Yellow Ticket."

The Peace Palace at The Hague, The Netherlands, was dedicated in 1913.

That old philosopher who says that no one should hide his light under a bushel certainly would have had a tough time getting along with an air raid warden.

A family of five, according to a survey, can live on \$10 a week. Ten dollars each, they must make.

Japanese have invaded another jungle. Unfortunately, they are babes in the woods.

The ban on dissemination of weather news is going to make it tough for summer resort visitors to do any gloating on the basis of a postcard.

The country may still need five-cent cigar—but not, warily, an air raid warden, during a blackout.

Zadok Dumbkopf says the family with two and no children might use them for book-enders.

Where one old tree is harvested to supply lumber, 10 seedling sprout up, replenishing the supply.

Nothing was done about the discovery of beet sugar in 1914, German chemist in 1914, but years later Napoleon ordered to circumvent a British blockade, brought about the development of the beet sugar industry in Europe.

Factographs

The father of a vice-chief of the Cherokee Indians designed the Governor's Mansion in Raleigh, N. C.

In 1871 occurred the Pesto fire in Wisconsin, one of the greatest United States forest fires in history, after a three months drought, and over 1,000 lives lost, thousands crippled and 3,000 beggared.