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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-NewsProgram

- To aid in every way the prosecution of the war to complete victory. Public Post 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.

TOP OF THE MORNING

The heavens declare Thy glory, Lord, In every star Thy wisdom shines; But when our eyes behold Thy Word, We read Thy name in fairer lines. -ISAAC WATTS

AVG In Action

One ray of sunshine penetrates the war clouds. Fliers in the American Volunteer Group have conducted a raid on Hankow, Japan's inland base in China, and destroyed an enemy warship and three transports.

New Gasoline Rationing

The new gasoline rationing program will be much more severe than the present one. Many motor car owners who have been using B and C cards will, after July 22, have to get along with an A limitation of 32 gallons for 60 days—little more than half a gallon a day.

Retailers For Victory

Such fine success accompanied a "Retailers for Defense" week some months ago, when the sale of war stamps and bonds reached an unprecedented total that the retailers of the country have been enlisted by the treasury department to conduct a "Retailers for Victory" month with the justifiable hope that it will stimulate the movement in these particular government securities as nothing else thus far has done.

Beneath the surface is the need for rubber conservation. The less gasoline that may be secured, the less will an automobile owner be able to use his tires.

The one way this decision may be staved off is for citizens to turn in all waste or unneeded rubber now while the rubber salvage campaign is under way.

If a sufficient stockpile can be created upon which the war industries may draw for the manufacture of war supplies and weapons there will be no need to confiscate private tires. This puts it up squarely to the individual to contribute to that stockpile. Right now.

Spiking A Canard

It is hard to get behind the records. Thus claims that Wilmington's death rate is excessively high are disproved by the graphs of the health department.

Dr. A. H. Elliot, health officer, in contradiction of these claims, reveals that the average age of death in 1910 was 28 years. In the next 10 years it had advanced to 36 years, an increase of eight years in the average span of life.

This is not hearsay evidence. It is the irrefutable evidence of the records. Doctor Elliot's statement is so important, in view of the forthcoming election for water supply bonds, that a portion of it deserves to be repeated for emphasis.

General McCroskey

The promotion of Col. Samuel L. McCroskey to the rank of brigadier general is welcome news to the thousands of Wilmingtonians privileged to know him during his service at Camp Davis.

General McCroskey was one of the first officers assigned to duty at the Holly Ridge reservation. He was here long before the first work was done on the camp, and in those early days, when the city had to accustom itself to the idea of becoming an Army town and the Army had to find common ground with the people, his efficiency and geniality had much to do with establishing the entente cordiale.

Local Transportation

Local transportation problems are to be closely studied by the new committee headed by N. E. Drexler, president of the Tide Water Power company, before any program is drafted for their solution.

The survey which is to be made will consider staggering the hours of employees to relieve congestion in traffic at so-called peak hours, see what can be done to increase the load of private automobiles, and the retiming of traffic signals at downtown intersections to speed the traffic flow.

Staggered hours of service has been tried out with varying success in a number of large cities in the country. Some years ago it was attempted in Washington but met such opposition from several sources that it was not then given a fair trial.

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As for the plan to get motorists to offer seats to neighbors to and from places of employment, it certainly deserves to be encouraged. One car carrying three passengers and a driver is obviously better, so far as gasoline and tire conservation are concerned, than four cars with one rider each.

Most of the American cities have found it beneficial to time their traffic lights so that vehicles may travel two, three or four blocks on a single light on "through" streets during hours when travel is heaviest. This work is some inconvenience to drivers using cross streets, but a greater good is achieved for the larger number of drivers by this method.

Altogether, the transportation committee appears to have laid out a line of inquiry which can produce excellent results.

QUOTATIONS

A little less in our homes may mean a little more on the battle fronts.—Donald Nelson, WPB Director. When peace comes we shall not attempt to turn back the clock in the pre-war era.—Sir Gerald Campbell, British minister to Washington. You are constantly hearing about a great flood of synthetic rubber just around the corner—the same corner, I suspect, which had prosperity for such a considerable period some years ago.—Robert W. Horton, OEM director of information.

Bellamy. And when the air raid sirens give a concerted blast at noon the retail stores of the city will suspend all merchandise sales and for fifteen minutes will sell only war bonds and stamps.

Just now the war news is not as encouraging as could be hoped. Not only is Hitler driving hard at the Russians and at the British in Egypt. Our own soil has been invaded, with the Japanese inching up on Alaska by way of the Aleutians.

If the Axis is to be defeated the burden of victory must be more and more directly assumed by the United States. And we can contribute our full share in defeating the Axis only at tremendous expense.

Surely we, who do not take part in combat, and remain at home to keep the wheels of business and industry turning, must give, as they said in the last war's Liberty bond drives, "until it hurts," or be lashed by uneasy consciences for laying down on a manifest duty.

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Save The Forests

To win this war we must have wood. We must have huge quantities of wood—huge even for the total United States. That is no reason for killing the goose that laid the golden egg.

Wood is a crop. When a farmer harvests his crop, he leaves the land in condition to grow more crops. We can do the same with our forests. That is what forestry is for.

Instead of cutting our forests under forestry so that they can grow more wood, we are cutting almost all of them in a way to prevent them from growing more wood. We are cutting as if we were going to need no wood after the war is over. That is pure foolishness.

We shall need more wood, vast quantities of it, after the war is won. Without it this country could not prosper, as everybody knows. There is no reason why we should bury our heads in the sand and forget this vital fact, especially when higher prices and the pressure for timber are leading to vast forest destruction.

The Literary Guidepost

BY JOHN SELBY. "BEHIND THE URALS," by John Scott (Houghton Mifflin; \$2.75).

The first really comprehensive story of Russia's "hidden" center of manufacture comes from a still young graduate of the University of Wisconsin called John Scott. His book is called "Behind the Urals," and it is like a window overlooking an undertaking so large it cannot be true—but is Mr. Scott saw it.

Mr. Scott left the university in 1931, a bad time to try for a job. He became interested in Soviet Russia, and his father advised him to learn a trade if he intended to go there. He became a welder, and went to Russia. In Moscow he bounced back and forth between various bureaus for ten days, and then began the four-day train trip to Magnitogorsk, east of the Urals.

For five years he worked there, and he might have stayed longer but for the purge of 1937-38, which made things difficult for foreigners. He had married a Russian girl who was certain that her husband came from a downtrodden and underprivileged country, and when at last she saw New York in 1941, was confounded.

The things done in the area five hundred miles square behind the Urals make Alice and her Wonderland seem commonplace. In addition they have saved Russia's life, and perhaps our own as well. Magnitogorsk is one of the world's largest metallurgical plants. In the northern part of the district are chemical plants of vast capacity. Not far away is a magnesium plant. Electric power comes from Kizel and other places; ferrous alloys from Chusovaya; 100 miles west of Chusovaya the immense, closely guarded Perm aviation motor plant is located. High grade copper and sulphuric acid is Krasnoyarsk's contribution, and 50,000 new freight cars a year come out of Nizhni Tagil. Asbestos is the asbestos center, and there are two very large aviation gasoline plants.

This is by no means the complete catalogue. Nor is it the whole of this fabulous area. This all was done at the same time the workers were being trained—barring imported technical advice, the skills for construction and operation both were created parallel with the actual buildings themselves. "Blood, sweat and tears" has a new meaning here, Mr. Scott thinks.

As Others Say It

EULOGY FOR A MURDERER. Hitler and Himmler shed emotional tears over the death of a "purity of soul" and high motives. That's the first time we've ever heard that kind of eulogy for a murderer.—Chatham News (Star City).

BLOOD, SWEAT AND JEERS!



The Editor's Letter Box

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Raymond Clapper Says: Roosevelt Cool Toward N. Y. Governor Candidate

BY RAYMOND CLAPPER. WASHINGTON, June 25—In the face of White House coolness, James A. Farley appears to have put his own name over for the Democratic nomination for governor of New York.

The Brooklyn Democratic organization pledged itself to Attorney General John J. Bennett Jr. this week, and that gives him enough pledges to insure nomination. President Roosevelt has made no statement but he is regarded as having been cool toward the nomination of Mr. Bennett. Friends of the White House were interested in Owen Young, Senator Mead, and Lieutenant Governor Poletti.

On the Republican side, Thomas E. Dewey has obtained more than enough pledges to be nominated if they all stick. There has been intense opposition but Mr. Dewey had his pledges in the bag before his opponents really went to work.

Wendell Wilkie has been opposed to the nomination of Mr. Dewey. When he was trying to get the presidential nomination in 1940 Mr. Wilkie was forthright and courageous in his stand. He has insisted that Mr. Dewey be equally so now. Mr. Wilkie and a good many of his friends felt that Mr. Dewey has not been sufficiently clear-cut. They pointed to his wavering in the past and more recently to a reported statement by Mr. Dewey that he was against Rep. Ham Fish not because of his ideas but because of his associations.

The hope of these opponents of Mr. Dewey is to repeat the performance at the Philadelphia convention and bring about the nomination of Mr. Wilkie by upsetting the convention through outside pressure. The difference is that

As Others Say It

Nearly all available ships of the Great Lakes iron ore fleet have been put into service at Toledo, O., and those not as yet in commission are being readied. More than 95 per cent of the fleet, 284 ships out of 299, are in commission. The total in service by mid-season is expected to reach 304.

Interpreting The War

Severing Communications Seems To Be Nazi Method Of Attack In Libya, Russia

BY KIRKE L. SIMPSON. Wide World War Analyst.

While Britain's badly mauled eighth army and its reinforcements rally in Egypt for a "last-ditch" defense of Alexandria, as London puts it, Nazi legions in the Ukraine have bored an ominous hole in the Russian communication systems east-south-east of Kharkov.

Nazi capture of Kupyansk, important rail junction 60 miles east and a little south of Kharkov, is admitted by the Soviet high command.

The thrust gives a clue to the strategy of the German attack, even though it may be only a preliminary operation rather than the beginning of an all-out offensive in Russia.

Kupyansk junction was a connecting rail link of Marshal Timoshenko's north-south communication. Triple rail systems coming down from the north merge into a single line at that point to link up with the lower Donets basin rail network. The line by-passes on the west a huge sweep of virtual badlands in which no railroad of consequence or major highway is shown on recent Russian maps.

The next north-south railroad lies east of that wide stretch of rough country which is nearly 200 miles long and averages perhaps 75 miles wide. Loss of Kupyansk has cut the western route, forcing the Russian general to depend on the railroad east of the rough country for effective communications contracts between the northern wing of his armies about Kharkov and the southern elements reaching to the sea of Azov.

Just how wide a wedge the Nazis have driven in the Kupyansk area is not indicated. Moscow insists there has been no breakthrough, that the Russian front is still secure. It seems obvious, however, that the German drive at Kupyansk was aimed at cutting Russian forces apart southeast of Kharkov in preparation for a rolling-up operation southward aimed ultimately at rounding the Rostov corner into the Caucasus.

Even in dry weather, which like prevails at present in the southern Ukraine, German mechanized thrusts have almost always been along railroad and road systems. The wide stretch of all but roadless rough country east of Kupyansk does not lend itself to that type of warfare. Kupyansk does offer the Nazis a jump-off either northwestward behind the Russian front investing Kharkov, or southward. However, it seems indicated that the greatest Nazi change to exploit capture of Kupyansk would be southward in a swift encirclement sweep.

The Berlin radio's assertion that the Nazis have captured Izum, 40 miles southwest of Kupyansk, is an indication that such a movement already is developing.

Loss of that railroad west of the badlands stretch must increase Russian difficulties in shifting reserves from the north to meet such a German operation. If that is the Nazi intention, it almost certainly will be coupled also with eastward German thrusts perhaps all along the line to signal that Hitler's promised great offensive is at least in full swing.

Civilian Defense Timetable

BASIC TRAINING COURSES. All courses met at 8 p. m. High School room 109. Fire Defense A — Every Monday. General Course — Every Tuesday. Gas Defense B — Every Wednesday.

SPECIAL COURSES. Fire Defense B — Thursdays at 8 p. m. Fire Dept. Headquarters. 1st lecture — July 2. 2nd lecture — July 9. 3rd lecture — July 16.

MEETINGS. Auxiliary Police — Thursday, July 2, at 8 p. m., Records Court room, Court House.

Factographs

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