

# Wilmington Morning Star

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MONDAY, JANUARY 25, 1943

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

## Our Chief Aim

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

### THOUGHT FOR TODAY

Whatever be one's lot it is best, as someone has wisely said, "to make the most of the best and the least of the worst."

—From "The Lutheran."

## Chile

The nineteenth Latin American country to unite with the United Nations, Chile places in the balance against the Axis almost illimitable resources of vital materials for war.

From the Peruvian border southward to Cape Horn, Chile unrolls in a narrow ribbon for 2,600 miles through three distinct zones—the mineral-studded deserts of the north, the agricultural midlands, and the forest belt of the south. Throughout its entire length, this marginal strip of South America, averaging about 100 miles in width, is edged by the Pacific ocean on the west and by the towering Andes on the east.

In the north, stretches of gray and yellow-green sand and rock indicate the famous nitrate country, with by-product and additional resources in iodine, saltpeter, borax, and sulphur. In this region are also copper, iron, manganese, gold, silver, and other ores. Farther south are sizable coal deposits.

Nitrate provided the chief source of national income during the first World War. Although copper exports now amount to more than half the total value of mineral shipments, nitrate shipments to the United States last year were estimated at more than 800,000 tons.

Half way down the coast, Chile becomes insular as well as continental. This insular domain, the Patagonian archipelago, comprises a loose mosaic of islands and islets extending to the tip of the continent. Gulfs, bays and inlets abound. Patagonian channels, in general, are deep with steep shores.

The sea has much influence on Chilean life. It modifies the extremes of climate, offers many good harbors and anchorages, changes the course of ships by the strong "set" of the Humboldt current, shapes plans and fortunes by its winds and tides and fogs, is the where-withal of sizable fishing and whaling industry, provides routes for the shipment of strategic materials. It gives access to needed machinery, textiles and petroleum, sustains a coastal trade amounting to 1,600,000 tons in 1939. Moreover, the sea serves for boundary—all of Chile's twenty-four provinces, except three, extend from the Pacific to the international frontier.

Of the country's twelve cities with 25,000 or more people, five are ports. Through all ports in 1940 passed imports valued at \$101,422,000, and exports amounting to nearly \$140,000,000.

Compared to the ease of using the sea gateway, the mountain wall to the east is a formidable barrier pierced by few passes. Mountain-bred rivers, seeking a ready-made outlet, head for the coast. Some peter out in desert region. Midland rivers are the biggest, and are navigable for about 850 miles.

Nowhere is there a community far from the coast. A railway zigzags along the shore line, the longest link in the nation's 5,750 mile network. Coastal and interior highways fit for motor traffic total about 20,000 miles.

A chain of naval wireless stations operates from coastal sites. Cables linked with the country's telegraph system connect the chief ports with the outside world by way of the Panama Canal, and by overland linkage with cables terminating at Buenos Aires.

## Outlook Brighter

The Axis still occupies much more Russian territory than has been retaken in the Red counter-offensive. Total victory in North Africa is still to be achieved. Nazi-occupied countries in Europe are still under Hitler's heel. The Japanese still have the upper hand in the Pacific. These are indisputable facts. They point to a long-drawn-out and bitter war.

On the other hand, the Nazis are not holding in Russia, but retreating with tremendous losses in men and war tools. The fighting in North Africa, save where French troops are unable to hold in the central Tunisian uplands, is going against the Axis. And the Japanese, despite repeated desperate attempts to regain lost footholds in New Guinea and Guadalcanal, and expeditions intended to increase their conquests, are steadily losing their grip and suffering losses in men, planes and ships that even they, with their vast reserves, cannot well overcome.

The situation, then, in the global war and on the hundred and more fronts, is not as grave as might appear by referring to the Atlas and measuring territory under enemy control. The fact that counts most is that the Axis has lost its striking power. When once it was using a sledge it now seems to have nothing more powerful than a tack hammer.

The persistent and effective bombing of Germany's war industrial centers and Axis-operated rail lines is breaking up Hitler's replacement system. The activities of planes, submarines and surface craft in the Mediterranean are hampering his attempts to get an effective force into operation in North Africa, despite the eastern Tunisian posts he controls. The blasting of Japanese bases and particularly, of late, Rabaul, which is Tokio's second strongest outpost, second only to Truk, and Japan's inability to get its new airfield at Munda into heavy operation, is placing a handicap upon the Oriental enemy's operations in the Pacific.

These things do not show on the maps, but they certainly reflect a brighter, more heartening, outlook. They may even justify the thought which has taken deep root in public and some official thinking that the war may be brought to a successful conclusion in 1943. At the same time, and in the way that a baseball team plays the harder the moment it sees the other team weakening, these encouraging signs ought to signal greater effort on home fronts all around the world, wherever the United Nations extend, that the victory may be hastened. In no case, at no place, should they bring complacency or a slackening of effort.

## Don't Forget Montgomery

General Alexander, whose planning has been rewarded with the capture of Tripoli, is mentioned in London dispatches as possible commander in the next major United Nations offensive. It detracts nothing from his splendid exploit in Africa to note, however, that without General Montgomery, the commander in the field, General Alexander would have found his task more difficult and even, perhaps, impossible.

There is generally too great a predisposition to undervalue the work of the men who actually fight battles, the men upon whom rests the execution of plans drafted at headquarters and who must make instant decisions according to the trends of fighting, of which headquarters cannot have foreknowledge. Throughout the 1,300-mile pursuit of Rommel out of Egypt and across Libya, Montgomery, with the general battle plans drafted in Alexandria, had often to change his tactics and his route to prevent the wily Nazi commander from fanning his forces out for effective counter-thrusts.

If he had lacked ability to meet emergencies, if he had been unable to keep his supply and communication lines functioning properly, General Alexander would have lost precious advantages and Rommel might have saved a great part of his forces to fight another day. As it is, the tattered remnant of his army is somewhere in that corridor called "bomb alley" seeking a junction with Axis forces in Tunisia.

This inclination to minimize the execution of orders from above in successful war operations was illustrated in our own war with Spain, at the Battle of Santiago, when the Spanish fleet in Cuba was wiped out. The man who fought that battle was Commodore Schley, but credit for the victory was claimed by, and went to, Admiral Sampson who at the time was cruising at a distance on his flagship and had no part in the conflict. True, plans had been drawn for dealing with the Spanish fleet if it attempted to escape. But if a man less capable than Schley had the execution of those plans in hand when the attempt was made the enemy ships might have escaped. It was Schley's prompt action, and his clear vision of the need, that won the Battle of Santiago.

By the same token we believe that credit for winning this victory in Africa belongs to General Montgomery, even though it was his superior who planned it.

## Help the Doctors

So far in this war, the doctors have quietly endeavored to comply with military as well as civilian needs. Out of a total of 155,000 medical men in the nation, over forty thousand are giving their skills to the military services. And the heroic job they are doing in faraway

corners of the world is well attested to by the recent comment of Admiral Ross T. McIntire, Surgeon General of the Navy: "On Guadalcanal scores of doctors and hundreds of members of the medical corps operate American field hospitals under continuous fire. . . . We have suffered heavy casualties among our medical personnel in these operations." The Marines are no exception. The doctors are everywhere that battles are being fought.

As far as civilian health is concerned, one of the toughest problems is the nurse and the general labor shortage. But the doctors remaining at home are taking steps to alleviate this shortage, even as they are working out a definite program of civilian medical care. All that they need is cooperation on the part of the public. Securing this cooperation is not made easier by the activities of hysterical extremists who would arbitrarily ration doctors like bicycles, with the ultimate aim of socializing medicine.

## Banks on the Job

Small business must be saved if the free enterprise system is to be saved. No one knows this better than large business. How to keep small business afloat in the growing flood of restrictions on the supply and distribution of materials, is a grave problem.

Senator Murray of Montana, chairman of the Special Senate Committee on Small Business, has pointed out in effect that the banks are carrying the main burden at present in keeping small business alive. The local banker, more than any other agency, is in a position to aid the local business in meeting financial and operational difficulties.

Consultation with the banker often spells new life for an enterprise otherwise faced with extinction from the exigencies of war. And every enterprise thus saved is as valuable to the cause of freedom as a military victory. Conversely, every independent enterprise that closes its doors is in the nature of a defeat.

## CONGRESSIONAL 'SUTTLETIES'

The Inside On The Washington Scene Of Interest To The Carolinas  
BY HOWARD SUTTLE  
(The Star-News Washington Bureau)

### DRY DOCK FOR WILMINGTON

WASHINGTON.—Efforts of Senators Josiah W. Bailey and Robert R. Reynolds and Representative J. Bayard Clark to obtain a government-financed dry dock for Wilmington have apparently at last borne fruit.

Although its exact size and specifications are not yet decided, officials of the Navy Department and Maritime Commission are understood to have agreed to lay plans for a dry dock to be constructed for the North Carolina port city, Senators Bailey and Reynolds and Representative Clark have been so advised.

It was understood, however, that present plans do not contemplate dry dock facilities sufficiently large to enable treatment at Wilmington of the new Liberty vessels constructed at the yards of the North Carolina Shipbuilding company.

Because of this uncertainty, J. T. Hiers, secretary of the Wilmington Port Commission, has been in Washington the past week seeking to ascertain definitely just how far the Navy's Bureau of Ships plans to go with reference to creating facilities that will make the New Hanover port city adequate for maximum utilization in the war effort.

Mr. Hiers will doubtless be unable to influence the Army's services of supply division, headed by General Brehon B. Somervell, to declare Wilmington a port of embarkation. It is possible, however, that the North Carolina port city may be accepted as a sort of sub-port to the port of embarkation at Charleston.

Certainly General Somervell and Navy officials are pleased with the cooperation rendered by Wilmington leaders and with their eagerness to be of greater aid. This spirit has influenced Washington to at least give more consideration to the Wilmington port's possibilities and will doubtless mean more shipping—but how much more is still a matter of conjecture.

### OIL BARGE TERMINAL SET UP

When the trans-Florida pipe line is opened about February 1, bringing an additional 35,000 barrels of petroleum for shipment to Southeastern and Eastern points over the inland waterway, Wilmington will become a terminal for movement of oil into the interior.

Senator Reynolds expects that opening of the pipe line will provide a measure of relief to citizens of the petroleum famine area, but warned North Carolinians not to expect any substantial increase in gasoline rationing allowances.

The winter has been unusually severe and supplies of fuel oil have run very low throughout the Southeast and East, the Senator pointed out. "It will, therefore, be necessary to utilize all possible facilities to make more adequate the fuel oil supply and thus prevent citizens whose homes are heated by oil from becoming ill from exposure."

Then, too, Senator Reynolds said, the petroleum demands of the military, increasing as the United Nations launch greater offensives, must be met.

### ARTHUR FARMER DECORATED

When a squadron of 14 enemy bombing planes attacked the merchant ship whose armed guard crew included Coxswain Arthur L. Farmer, of Wilmington, the New Hanover lad "courageously" manned his gun, remained at his post throughout several raids and aided in bringing down in flames two of the attacking bombers.

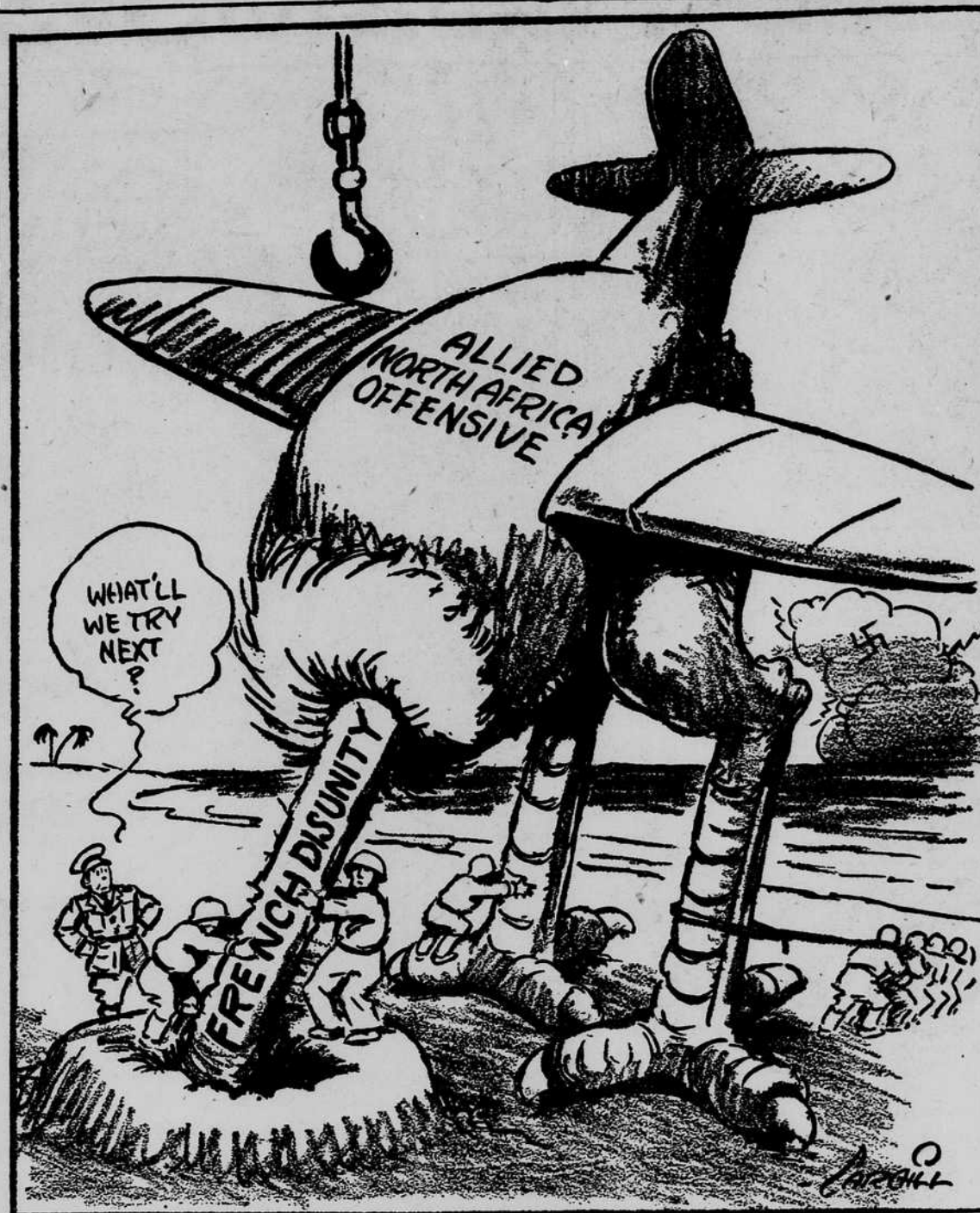
Because of his bravery in these encounters, Coxswain Farmer, son of Mrs. Katie Teresa Cox, of 110 North Eighth street, has earned the Navy's Silver Star decoration.

The award was made, according to the Navy Department, "for conspicuous gallantry . . . in courageously manning his gun during persistent raids which swept down upon the convoy, he contributed to the withering hail of fire which disrupted 14 low-lying bombers and shot two of them down in flames."

### \$500,000 ARMY IMPROVEMENTS

Contracts for expansion of Army facilities in New Hanover county totalling approximately \$500,000 were awarded by the War Depart-

## GROUNDED



## Civilian Defense Timetable

**BASIC TRAINING COURSES**  
New Hanover High school, room 109, at 8 p. m.  
Monday night, Fire Defense A  
Tuesday night General Course

**GAS DEFENSE B**  
Classes to be held at the New Hanover High school room 109, at 8 p. m. every other Wednesday commencing Wednesday night January 27, February 10 and 24. All volunteers registered with O. C. D. are urged to make plans to complete the course.

**FIRST AID 10 HOURS**  
All volunteers registered with O. C. D. are urged to make plans to complete the course during the week beginning January 25.

**FIRST AID 10 HOURS**  
Each Thursday night, at Trailer Camp Office at 7 p. m. Lewis Weinberg, instructor.

**NEGRO CLASSES**  
Will be announced at earliest date possible.

ment here during the past few days.

Specific sites of the expansion were not made public. Neither were exact figures of each contract.

Biggest slice of the total went to R. F. Kirkpatrick, of Burlington, assigned the job of constructing temporary frame buildings, utilities, a sprinkler system and walkways.

Another contract for temporary frame buildings went to T. A. Loving and company, of Goldsboro. P. S. West Construction company, of Statesville, was authorized to remodel barracks, a storehouse and mess hall, while F. D. Lewis, of Greensboro, was given a sewage lift station assignment. The West company also received a contract for construction of a repair shop, remodeling of a control tower and installation of an induced-draft fan.

## The Literary Guidepost

By JOHN SELBY  
"Guadalcanal Diary" by Richard Tregaskis (Random \$2.50).

"Guadalcanal Diary" is the day-by-day record of the things Richard Tregaskis saw when our forces landed on Guadalcanal, and after. It is not a polished and balanced book, but a diary as the title indicates. It was not written from behind the lines, but from the lines. And Mr. Tregaskis is rather a different type of correspondent.

He is a New Jersey man who graduated from Harvard, worked on The Crimson while in college and on the Boston American afterward. When he went to the International News Service he had a good record behind him, and one unusual qualification for foreign service. This was a thorough knowledge of Portuguese. His superiors sent him to Hawaii, where nobody speaks Portuguese, but where war had begun.

Tregaskis did well in Hawaii, and was chosen to cover the South Sea offensive when it was plotted. The ship that took him down was later sent off on a less dangerous mission and Tregaskis changed vessels so that he could be in Guadalcanal. It was a good assignment for him

—he is a very fine swimmer, has his health, eats enormously, according to his associates, and is six feet sev-

en barefoot. He makes little of the additional fact that he has nerve, and was not annoyed when told that if he were captured he would be swarmed over by the Nipponese dwarfs, who would use him as an observation post.

Like Peeps, Tregaskis has a genius for diary-keeping, albeit there is little similarity of content between the two. He, meaning Tregaskis, mixed well. Boys from Carolina, Newark, Boston, talked readily with him. He remembered little things—the first casualty on Guadalcanal was a youngster who chopped his own hand with a machete, trying to open a coconuts; there was wild rejoicing when the men turned a captured Japanese safe into an oven and baked real bread. He also remembered to get names and addresses, most of which are included with the benediction of the censor, no doubt.

But the heat and the hell are in the book, too. The original landing on the island was accomplished with amazing ease; the trouble came later, and plentifully. Perhaps because Tregaskis has not tried for a connected narrative, the sense of immediacy is very great in his book. And the book will be good for the Book-of-the-Month audience which receives it.

These matters, and how much we should raise, are questions that public discussion can't raise but cannot hope to answer. Congress may ask questions and serve some useful purpose in forcing officials to double-check their programs. But Congress can't answer such questions.

Even if there is a meat shortage, says Zadok Dumkopf, this is no time for any pork barrel legislation.

Nazi propagandists would have us believe Rommel is just backing up for a flying start. A flying start for home?

## Interpreting The War

By JOHN M. HIGHTOWER

If the Germans have found a way to make practical use of oxygen in operating a submarine's Diesel motor while submerged, as they claim, then they have made one of the greatest advances in undersea warfare since the modern submarine was first developed about 50 years ago. But great stress must be laid on the "if" in view of thorny problems involved in supplying and using oxygen equipment in place of standard electrical propulsion machinery.

The German radio reported Saturday night that a new type of submarine which would operate on compressed oxygen was under construction. An inventor identified only as "Andre" was credited in the broadcast with having found a way to compress the gas to a degree 400 times greater than heretofore possible. The gas, the Germans say, is fed into the regular Diesel engines of the submarine which are, however, equipped with special cylinders.

Much skepticism arises from the fact that the Germans made the announcement at all. If they were building such a U-boat they might be expected to keep quiet about it until they could employ its revolutionary characteristics to good advantage in combat — to use it as a "secret weapon."

The broadcast may have been designed, however, to alarm the Allies, already seriously concerned over U-boat successes in the Atlantic, and to cheer up the German people, who may need a propaganda shot-in-the-arm to counter Axis setbacks in Russia and Africa and in the air war over Germany.

The advantages of a submarine which could be driven under the sea by other than electrical power are enormous. Standard American subs, like those of other nations, are driven on the surface by Diesel engines which simultaneously charge huge banks of storage batteries that furnish the power for propulsion when submerged.

There are four disadvantages to this system:

The batteries weigh many tons. They occupy about one fourth of the total space inside the hull. When salt water comes into contact with them, a constant danger, they give off a highly poisonous gas. When a submarine is driven at full speed while submerged the batteries run down quickly, and even at slow speed they are exhausted in a few hours.

These factors limit the amount of torpedoes and other "pay cargo" which a submarine can carry and also circumscribes its operations. Thus, in dangerous waters a submarine normally stays down by day to prevent discovery, but surfaces at night to charge its batteries.

Scientists seeking a method of using internal combustion motors while a submarine is submerged have had two primary problems.

The first was how to store the oxygen in sufficient quantities to provide adequate fuel for submerged operations on long voyages or else how to make lightweight oxygen plants, built into the subs, which could extract and purify the gas from the air.

Second, what to do with exhaust gases. Assuming that they could be blown out of a submerged submarine under great pressure, they would still leave a tell-tale wake of bubbles on the surface of the ocean. That would destroy the submarine's most valuable characteristic — its ability to hide from surface and air craft.

The German radio suggested a possible answer to the first of these problems by claiming that inventor "Andre" had found how to compress oxygen to a degree 400 times greater than heretofore possible. That would mean that a one cubic foot container could hold as much of the gas as a 400 cubic foot container previously held.

But this is only a partial solution to the problem. The radio did not say how heavy the containers have to be to hold the highly compressed gas without danger of explosion nor how many containers were required for a long voyage.

The Germans claim that elimination of batteries in the new type sub saves 60 tons of weight and much space. If that is true, it would be a great gain in submarine construction, but it implies almost unbelievable strength combined with light weight in the oxygen tanks.

But the Germans whipped almost insuperable engineering difficulties during World War I to produce a successful type of submarine. Moreover, in the present war the German subs reputedly are far advanced in their U-boats of World War I in their ability to descend to great depths.

Thus there can be no question of the great technical ability of the enemy in U-boat design.

This very fact, however, might be relied upon by German propagandists to lend the color of truth to claims of a formidable new undersea war craft which in fact does not exist.

## Factographs

Would-be military experts can't seem to agree on when the world conflict will end. Some of them have been predicting a short war for quite a long time.

No special snow trains are being operated by the Canadian National railways this season to winter sports centers in the Laurentian mountains, but regular train service will be available to ski enthusiasts.

## You're Telling Me

A fair sight indeed will be the post-war conventions of veteran organizations of the Waacs, Waves and Spars.

"Food Hoarding Continues"—headline. Who'd ever thought a can of beans would ever become a collector's item?

Even if there is a meat shortage, says Zadok Dumkopf, this is no time for any pork barrel legislation.

Nazi propagandists would have us believe Rommel is just backing up for a flying start. A flying start for home?