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MEMBER OF THE ASSOCIATED PRESS AND ALSO SERVED BY THE UNITED PRESS

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.

TOP O'MORNING
If God be for us—
"Fret not"—He loves thee.—John 13:1
"Faint not"—He holds thee.—Isaiah 41:10
"Fear not"—He keeps thee.—Psalm 121:5
Frank W. Farmer.

How's Your Conscience

When a call for funds arises, the response is slow at times; the drive may lag. One admits to himself that the cause is good but somehow he thinks the call is sounded for somebody else.

But the Red Cross means you. It's your Red Cross, working for your own people. There are no side issues, no wondering about where the money goes. It goes to help helpless people, including Americans held as prisoners of war.

There's no sidestepping this appeal. It is directed personally at you, at all of us. There should be no exemptions. How's your conscience today?

Incredible But Inevitable

Despite some setbacks, Allied victories that have taken them over the Rhine since the Normandy landings have been almost incredible. They landed against supposedly impregnable fortifications, through the surf on strongly held beaches. They didn't even have harbors.

It is not strange that Premier Churchill, stepping on German soil after the bitter years of frustration and waiting, puffed that cigar with immense satisfaction. The impossible had been achieved. The Allies had gone through France and Belgium, parts of Holland. They had pushed back a strong invader who had years to make himself unbeatable. But he was beaten. He is practically beaten. He runs, retreats, falls back from these men who landed with only their hands and what they carried on their backs.

Yet, they had something more. They carried with them the iron determination to crush this thing that thought free men would bow the neck and bend the knee. They wouldn't do that for anybody. Especially the wouldn't do that for an inferior.

Yes, they had more than what they carried on their backs. They carried something in their hearts, something indestructible, irresistible. It could not be blasted out of them. They were born with it and many of them died with it but those left alive moved on with it. What can stand against that?

It's Their World, Too

More than a million girls and women in green uniforms remind America this week that Girl Scouting builds world friendship. Always world-minded, the Girls Scouts of Wilmington and New Hanover county are celebrating, on March 12, the thirty-third birthday of Scouting in the United States, by showing how girls can prepare for the responsibilities of world citizenship.

Nations have not yet found a way to live together in peace. Tomorrow's citizens must do more than express a pious hope for peace. They must know something of the attitudes and problems of other countries—the hazards that lie in the path of international friendship.

The Girl Scouts of the United States are members of the World Association of Girl Guides and Girl Scouts. Wherever the armies of liberation go, Scouting, which went underground with other democratic movements during enemy occupation, is springing up again. Through the news and personal correspondence of this world-wide sisterhood, through world meetings and hemisphere meetings, through day-by-day awareness of the international significance of all they do, Girl Scouts build a background of knowledge and understanding for the day when their votes will decide issues of peace and war.

Every thoughtful American will wish the Girl Scouts success in their program of building international friendship. A tangible way to help is to make Girl Scouting available to all the girls who want to be Scouts but who lack leaders, sponsorship, or meeting places. Does your club or church sponsor or find leaders for potential Girl Scouts? If not the Girl Scout office in the Tide Water building can explain how you can begin building better citizens through Girl Scouting—now

A Mighty Ship

Nobody probably will immortalize a later Old Ironsides as the first was enshrined in verse, but there is no good reason it should not be. The battleship Oregon performed as heroically and gloriously at Santiago as had the ship that inspired Holmes' poem. And now it is consigned to the waters around Guam, ineligible for further action against an enemy.

Early in 1898, the Oregon was in drydock at Esquimalt, the newly established naval station in Puget sound, for the customary overhaul after a tour of duty. Fleet craft was taken from regular runs to Sound towns that visitors might see and exclaim in wonder at her turrets of great guns and new electrical devices for the Oregon represent the finest and greatest naval construction up to that time. From Esquimalt she proceeded to San Francisco to take part in some naval demonstration designed to increase recruiting. While there she received orders to proceed at top speed to join the fleet in Cuban waters commanded by Admiral Sampson. There has been some talk of this order reaching the Oregon at Montevideo, but Californians who never willingly let any advantage escape them cling to the report that Captain Clark of the Oregon received the historic order while at anchor in San Francisco bay.

However this may be, Captain Clark put on a burst of speed and arrived in time to help drive the Spanish fleet ashore when it made its break for freedom, Admiral Sampson being far away on his flagship when the engagement took place.

Now the Oregon, known as the glamour ship of the Spanish-American war, has been sent into the far Pacific to die. It was to have been used in building a mighty breakwater for Guam, but was found to be too decrepit for this purpose and was sent into an inlet blasted through a coral reef at an island base. To the end she remained a glamour ship, for on her final voyage she bore a cargo of 1,400 tons of dynamite, which many persons supposedly in the know declared was to tow into Tokyo harbor and exploded. The rumor was false. The dynamite was unloaded, and the Oregon awaits the end in peace not beside but within the still waters of a far Pacific inlet. And no poet has been raised up to sing her praise.

Still Up To Taxpayers

While it is stimulating news that the government proposes to provide jobs for as many service men upon their demobilization as rapidly as possible, Arthur S. Flemming, head of the United States Civil Service Commission, in a broadcast beamed to our fighting forces abroad, lets it be known that the jobs will be under government supervision and paid out of government funds.

Mr. Flemming said that 2,000,000 of the 2,800,000 persons now working for the government hold temporary appointments, which may be terminated within six months after the war, and pledged that the federal government will start to fill them on a permanent basis only when most veterans have been demobilized and are able to compete for them. He further pledged that the government will make special efforts to place partially disabled veterans in federal jobs.

Aside from the paternalism indicated in the above, in accordance with the growing disposition of government of supervise or even regulate individual lives, the plan outlined by Mr. Flemming clearly indicates that American taxpayers have no reason to hope for any substantial relief from the burden they have carried so long for federal payrolls but must go on putting out money to meet them, for an indefinite period after the war is over.

It had been the well-nigh universal hope that extraordinary federal payrolls would fade out with the passing of the war emergency and taxpayers be saved the outlay they represent, although it be but a small part of the government's gross waste, and that the government would devote the major job-finding program for returning veterans to private industry and business. Mr. Flemming knocks that aspiration higher than a cocked hat with a declaration he obviously hoped would be swallowed without question.

A Break For The Home Eater

Most Americans eat at home most of the time, and the OPA has finally taken cognizance of that fact. In consequence the agency is going to "recall" surplus food stocks of restaurants, hotels and institutions, made known through inventory figures, by deducting points of pounds from these establishments' rations.

Since general rationing came into effect, one of its principal inequities has been the fact that a person could get most scarce foodstuffs in a hotel or restaurant which were unobtainable by the home shopper, provided only he was willing to pay the prices asked. This has been more generally true in the large cities, particularly so in the case of meat.

We realize that the proprietors of eating places have plenty of headaches these days. But we don't think that hoarding by business establishment or institution is any more commendable than by a housewife.

And we don't think that these establishments will suffer unduly by going on more of a day-to-day basis like the rest of us home eaters.

Strange Malady

There's a disease that goes with war—strickitis. It's like influenza in the First World war, a malady that thrives on itself. When one strike in war plants is ended, another starts. People's tempers are short in war—"fight it out" is the slogan.

Perhaps it must run its course, as a strong fever must; burn itself out. Treatment so far

hasn't helped. All the doctors in the economic scheme have been called in, all prescribe and the patient becomes worse. It's a mystifying fever, defying diagnosis and treatment.

The patient shouldn't be sick, but he is. "A little rest and a little care" and three spoonfuls of this three times a day and "he will be all right." But he doesn't get all right.

It's a craze, like the chain letter was, or the yo-yo foolishness. It is beyond reason but it continues. Argument makes it worse. Some day America will wake up, throw this strickitis in the garbage can and wonder what obsessed it.

In The Nation

By ARTHUR KROCK
In the New York Times

WASHINGTON, March 10.—In some important respects, the problem presented to the American people by our prospective shipping surplus and our interallied advantage in this category is typical of many which must be solved on a basis that will protect our own economy and enterprise and yet not impress our wartime associates as greedy or callous. Congressional committees are already framing legislation for ship disposals, and the perplexities that confront them are many in laying that basis.

These perplexities, which will be repeated on all the industrial fronts of domestic peace, were recently discussed before the House Committee on Merchant Marine by Almon E. Roth, president of the National Federation of American Shipping, and a summary seems to be worth rescuing from the more immediate news.

This week Leo T. Crowley, the Lend-Lease Administrator, gave his pledge to another House committee that lend-lease as such would not be used in any way for "the purposes of post-war rehabilitation and reconstruction." Whatever American supplies are to be so employed, he said, would be furnished by other agencies and paid for. The discussion arose over certain implications to the contrary which were being read into the French lend-lease agreement for what is called "the second phase," and the committee accepted Mr. Crowley's disclaimer.

But the shipping industry and others fear that the net effect of post-war policy might be to some degree the same as if lend-lease contract goods were used. They see an opportunity for this in pricing formula of the French arrangement, and Mr. Roth saw another in a section of the draft on which the House Committee is working.

Urges Two-Year Delay

The draft provides that ship transfers to non-citizens shall be by sale only. But Schedule 1 of the French agreement extends \$220 million credit in freight charges, and these are described as the "rental and charter of vessels." Furthermore, the committee bill would permit sales of ships to non-citizens immediately at the end of the war. Mr. Roth urged that no such sales, except of Liberties and tankers, be made for two years thereafter so that time will be afforded to the American industry to "know how many and what types of fast vessels will be available and the date at which they will be restored to private operation." Noting also the strength of the belief that we should charter our surplus tonnage to foreign competitors on favorable terms until they can build themselves new fleets, he said this procedure would prejudice the interests who buy war-built ships from the government. "Such voluntary sacrifice of our own national interest hardly seems called for," he said.

He quoted Vice Admiral Land, chairman of the Maritime Commission, to the effect that if the war lasts much longer "the British will not be very shy of ships," but only the Norwegians, Danes, Belgians, Dutch and Yugoslavians. On these representations, Mr. Roth proposed for the industry that a study be made "of the possibility of obtaining commitments from other countries, to whose citizens vessels may be transferred, which will protect American ship operators against unfair preferences, currency, blocs and other forms of discrimination." And in general he recommended that—especially in view of the higher operating costs under our flag—payment and interest requirements for foreign purchasers shall not be more favorable than those granted to American citizens.

Section 4 (e) of the committee draft authorizes the Maritime Commission, with respect to ship disposals, to avail itself of the services of Federal agencies engaged in extending loans or credits. If this section, said Mr. Roth, is not designed to open ship disposals to lend-lease or extend the authority of other agencies to perform a similar function, its inclusion is unnecessary. If it has this design and permits this extension, it should be stricken from the bill.

Thorns in the Path

The President and Congress are going to find it very difficult to lay down a policy for all these post-war disposals that is fair to and considerate of the American economy and yet will not make hoggish and even heartless use of the favorable position we acquire by the location of the United States, its productive power and the late date of its entrance in the war. And, when that difficulty is surmounted—at least to the satisfaction of reasonable persons in interest—the Federal agencies will have an even harder task in administering it, item by item. One of the essentials of ship disposals to our own citizens is that domestic purchasers at established prices shall not later find similar sales to competitors at prices, as happened in the last war. A "fall clause," permitting downward adjustments to the original purchasers in such instances, would take care of that. But it is only one of the myriad complications of the disposal problem, which the plea of shipping federation serves to illustrate.

Another complication in this guinea pig industry arises from the fact that after we have met American shipping requirements for commercial use, made maximum foreign sales and met the defense needs of the Navy, there may be an unabsorbed surplus of 24,000,000 deadweight tons. The industry holds that, to prevent a glut on the seas and disorganization of seaborne trade, this tonnage should be laid up or scrapped.

Very naturally our maritime allies are watching developments.

In the case of the rocket as in the case of the flying bomb, the only way to silence this form of long-range artillery is the physical occupation of the sites from which these weapons are launched.—British Air secretary Sir Archibald Sinclair.

THERE'S MORE THAN ONE WAY OF KILLING A GOOSE



Allies' Smashing Of Rhine Barrier, Reds' Gains Mark Weekly War News

(By United Press)

The Allies in the west crashed Germany's Rhine barrier this week and the Russians in the east smashed at the Oder line from its mouth to beyond the principal strongholds east of Berlin.

In the Pacific the battle for Iwo neared its final bloody phase, with the last of the Japanese jammed into the rocky northern tip of the island. Tokyo was subjected to a massive fire bomb attack which laid waste a vast area of the capital and flamed around the edges of the imperial palace grounds.

The Allies on the western front were across the Rhine in considerable force after the dramatic capture of the Remagen bridge, and arrayed along it all the way from Coblenz to Nijmegen in Holland. The final two-way offensive across the Rhine and Oder was in progress.

The Russians were cleaning up their Baltic flank with gathering speed but withheld information about their movements on the Oder front east of Berlin. Uneasy Nazi broadcasts made it plain, however, that the principal strongholds of Kuestrin and Frankfurt were teetering and that Soviet forces already were across the Oder around Kuestrin.

The merciless Allied aerial bombardment of the German railway system and oil facilities went ahead on an almost unprecedented scale throughout the week. No major changes occurred on the Italian front.

Developments of the week included:

On Friday, American forces steadily enlarged their Remagen bridgehead. The First and Third Armies joined west of the Rhine between Remagen and Coblenz, sealing off five to six German divisions. To the north, American heavy artillery began blasting the heart of the vital Ruhr basin. It was disclosed that a new American Army, the 15th, was at the front. More than 1,400 American heavy bombers and fighters blasted rail targets in the Reich. The Russians drove to the mouth of the Oder. Moscow said 1-2 miles of Danzig. It was announced that Japanese resistance on Iwo was diminishing.

On Sunday, the American First Army drove to within two miles of Cologne. The Ninth Army reached the Rhine north of Duisburg and cleared Neuss, opposite Dusseldorf. American and British bombers hammered targets in the Ruhr for the 20th consecutive day. The Russians driving through Pomerania reached the Baltic at Koelsin and Kolberg, pocketing an estimated 300,000 Nazi troops to the east. The Marines on Iwo island made small gains against bitter Japanese opposition.

On Monday, American troops entered Cologne and fought toward the center of the city against light German opposition. The Germans blew up the two Rhine bridges connecting Homberg and Frankfurt. American and British heavy bombers made successive attacks on the railway yards at Chemnitz, Saxony, in the path of the Russian armies. The Russians captured Stargard, Naugard and Polzin in their drive toward the Baltic. Gen. Douglas MacArthur announced that six of the ten Japanese divisions on Luzon have been destroyed. Bloody fighting continued on Iwo with little change in positions. The British captured the Meikilla airfields in central Burma.

On Tuesday, Cologne fell to the Americans. First Army spearheads drove to within six miles of Bonn and the Third Army to within 20 miles of the Rhine at Coblenz. Prime Minister Churchill, visiting the front, said "one good strong wave, all together" should end the war in Europe. The Russians reached the Baltic entrance to Stettin Bay, capturing 500 more places in their drive. The Fifth Army in Italy seized important heights southwest of Bologna. Violent demonstrations broke out in Rome over the escape of Gen. Mario Roatta, held as a leading Fascist war criminal. The Marines on Iwo repulsed Japanese counter-attacks and opened a vio-

lent artillery bombardment of the enemy positions.

On Wednesday, the American Third Army drove to the Rhine in a spectacular breakthrough into the heart of the Ruhr. More than 1,150 American heavy bombers and fighters attacked railway and oil targets in the Ruhr. The Red Army gained control of the Oder estuary and closed in from three sides on Stettin. The Marines on Iwo pressed a general offensive against the Japanese, making gains of up to 300 yards. Chinese forces in Burma captured Lashio.

On Thursday, it was disclosed that the American Third Army had crossed the Rhine south of Cologne and established a bridgehead over which reinforcements were pouring. To the south, American troops seized half of Bonn and adjacent Bad Godesberg. Nearly 1,700 American planes attacked oil and railway targets in the Ruhr after a 1,250-plane RAF night raid on Berlin and other objectives. Berlin reported the Russians had established a bridgehead across the Oder and driven to within 28 miles of the capital. The Russians made further sweeping gains toward the central plateau. Iwo drove the beaches at the northern end of the island. British Indian troops entered Mandalay in Burma.

On Saturday, the Americans beat off German counter-attacks on the Remagen bridgehead and were reported by the Paris radio to have reached the broad military highway to the east. More than 1,850 American heavy bombers and fighters struck at the railway network in the Ruhr basin leading to the German Rhine. The Russians drove to the mouth of the Oder. Moscow said Red Army forces were within 7-12 miles of Danzig. It was announced that Japanese resistance on Iwo was diminishing.

Japs' Early Smokescreen Of Propaganda Disclosed

By JAMES D. WHITE

WASHINGTON, March 10.—(AP)—As early as 1930 Japan spread a smokescreen of propaganda and diplomatic doubletalk which may have helped to disguise her intentions in Asia and the Pacific.

This is suggested by the release today of State Department papers relating to American Foreign Affairs in 1930, the year of the Naval disarmament conference in London.

The papers show that the Japanese at this conference were seeking to get the prevailing naval ratio 10-10-6 for America, Britain and Japan set by the Washington Naval Treaty in 1922; revised to 10-10-7. Japanese naval experts told American naval attaches in Tokyo that if Japan had anything less than 7 to America's 10 in naval strength she would inevitably lose any war in which the two powers might become involved.

The theory they spread was that in the event of war, America would seek a quick decision, because a war of attrition would use up American merchant shipping and lose American carrying trade to rivals.

The American fleet, they theorized, would go immediately to Pearl Harbor to Manila if war should be declared, and, as a counter measure, the Japanese would intercept them with a large fleet of submarines operating from the Marshall and Caroline islands.

All this was reported at the time to the State Department by William R. Castle, Jr., the American ambassador in Tokyo.

He further reported that Masanao Hanihara, former Japanese ambassador to the United States, had called upon him with story about how public opinion in Japan feared an American attack be-

cause it was believed American naval plans covered the possibility of war with Japan to compel Japanese acceptance of American ideas regarding China.

Hanihara told Castle that war with the United States would be the worst possible disaster for Japan and Japan could never think of it. Castle informed the department under instructions. He said he told Hanihara that "our aims approximated the Japanese as both countries wanted only a China which was substantially and politically sound."

New Manager Arrives For Firestone Stores

S. L. Alexander has arrived in Wilmington to assume the management of Firestone stores, formerly held by J. L. Nickle who has been transferred to the Memphis division of Firestone.

Mr. Alexander has been located in Memphis as merchandiser for the Firestone Southern division. He is a native of Charlotte and was graduated from State college in 1928.

Mr. and Mrs. Alexander and daughter will reside at Harbor Hotel.

ACCEPTED

PHILADELPHIA, March 10.—(AP)—A 36-year-old father of nine children, expecting a tenth, said today he has been accepted by the Army for limited military service. Henry J. Huston, a hosiery knitter, was examined yesterday at the induction station after being classified from 2A to 1A when he elected to remain in his \$70 to \$80 a week job rather than switch to war work at lower wages.

Interpreting The War

By KIRKE L. SIMPSON
Associated Press War Analyst

Crossing of the Rhine in strength by American troops to central Germany held the news spot light this week-end but there were developments elsewhere. Gloom fell for Japan.

That the Rhine juncture could speed up by months the moment when the full weight of Allied power can be turned against Japan was only one phase of the changed war scene. In bomb-burned Tokyo, at least, the mobilization in Washington of highest level American naval commanders in the Pacific and with them the top-ranking American Army and diplomatic figures from China could only be construed as ominous. Official Washington suggestions from the White House down that it was all merely due to coincidence, perhaps a result of a spell of good flying weather over the Pacific, had a tongue-in-cheek sound. They were obviously not expected or intended to be taken at face value.

Something more than discussion of who's going to be who among the American commanders when the time comes for the next forward step against Japan must have caused that muster of trans-Pacific brass hats. Whatever it was, it boded Japan no good.

It has been generally assumed by most military observers that the next phase of the attack on Japan, whether it comes as a direct invasion of the Japanese islands themselves or via China, was not to be expected for some months. Admiral Nimitz during his Washington visit more or less confirmed that. He said a wider "base" of approach would be needed than has yet been gained. The implication is that two Jima is only one of several Pacific or East China sea islands destined to be ripped from enemy control.

Naval task forces have already been lashing at islands of the Ryuku chain which forms a stepping stone bridge from Japan to Formosa. That line of tiny mountain tops rearing above the sea surface also forms an outer barrier guarding the raw material supply line upon which Japan's home war industries now must depend since her communications with the South China sea have been rendered precarious.

Nimitz added that the blockade of Japan to throttle her war industries would not be complete until her communications with the Asiatic mainland also were cut. That may be an indication where the next naval advances are to be expected. It is across the Yellow Sea from her own ports on the sea of Japan that the raw material supply line sustaining Japanese war factories runs.

The Ryuku chain is an outpost protection for Japan bound cargo craft from northern China. It could become a no less deadly menace to that supply line, however, if any of the islands that form the chain fell into American hands for advance air and submarine base purposes. And that certainly is a possibility of the near future as both Nimitz and Admiral Halsey approve the remaining power of the battered Japanese fleet. In their judgment it offers no obstacle to American naval ventures into any of the seas that wash Chinese shores.

YANKS TIGHTENING RING AT VERGATO

ROME, March 10.—(UP)—The U. S. 10th Mountain Division has seized high ground to the east and north to tighten their ring around Vergato, doomed fortress town on the road from Pistoia to Bologna. The Allied command announced today.

The Americans fought through rugged terrain to take all high ground on the east bank of the River to about one mile north of the stronghold. They captured Caviano, one mile to the east, yesterday.

To the west, other U. S. Fifth Division troops occupied the high ground overlooking Africa and sent patrols to the town's outskirts.

Several clashes between Allied and German patrols were reported. Enemy artillery was active in scattered areas.

In the Mt. Della Torraccia sector, American units discovered enemy munitions.

On the British Eighth Army front, enemy shelling was intense west of Bagnacavallo. Part of the Bologna north of the Pisanese-Bologna rail line.

(A German communique said an Allied thrust on the Senio river had met with losses. An Allied attempt to land on the island of Lussin in Istria peninsula was unopposed, Berlin asserted.)

Rail Head Denounces Stockholders At Miami

NEW YORK, March 10.—(AP)—Matthew S. Sloan, president of the chairman of the board of the Missouri-Kansas-Texas railroad, disclosed today that the group of stockholders who had been in control of the Katy system since their own selfish purposes.

In a statement issued from his office here Sloan defended the management's handling of the railroad's finances and asserted that the past two and one half years of road had reduced annual interest charges by more than \$800,000.