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With confidence in our armed forces—with the unbounding determination of our people—we will win the inevitable triumph—so help us God.

Roosevelt's War Message.

SATURDAY, MARCH 24, 1945.

TOP O' THE MORNING

If God forgot the world—
Forgot for just one day—
Forgot to send the sunshine
And change the night to day,
Forgot to give us friendships,
Forgot to send us rain
Forgot to send the children play,
Forgot to open pain.
What would happen to this world—
If God should forget—
Forgot for just one day?

From Church News.

Bus Crowding

Wilmington's public transportation service is growing no better fast. There are many contributory causes, for the most part familiar to everybody. Inadequate rolling stock is one of them. Another is old buses which break down; still another, the inability of the operating company to maintain repair crews at capacity strength.

But there is another, also, which is laid at the door of late afternoon shoppers. It is complained by workers who fish their day's activities from four to six o'clock that they seldom find standing room on buses, because available space, both seats and in the aisles, is occupied for the most part by women who have chosen hours after mid-afternoon for shopping and marketing. The workers feel these women could visit the stores in mid-morning or early afternoon and so confer a real benefit upon them. When the regular work of the day is done they are tired out and standing at a corner while crowded buses pass exhausting, to say nothing of standing in an aisle and being jostled when at last one with a few inches of room to spare finally arrives.

We have no means of knowing how many women shoppers deserve the complaint of the workers, or how many who shop late have to do so, but it is certain that any who could arrange their schedules to be downtown and go home when the workers are not seeking bus rides would be helping to solve a difficult problem.

Same Old Story

In the dead but not dear days thankfully beyond recall, when Leon Henderson was riding the OPA whirlwind, it was shown that more cattle were on American ranges than ever before—at a time when butcher shops were practically without meat.

Now Congress is given the same information. An article from the United Press says: "Congress was told the largest cattle population in history is roaming the range," as the Army food supply becomes too low for safety and civilians prepare to take still another hitch in their belts.

What is the matter with a country which has an actual excess of meat on the hoof but is perpetually undersupplied with meat in the refrigerator?

The same United Press article reveals that OPA has arranged to pay slaughterers a subsidy of 50 cents a hundred pounds in the belief that more cattle will be sent to stockyards. Maybe this is the needed remedy for the meat shortage. But we prefer to believe that less regulation and more respect for supply and demand would bring results. Also a person of long experience, trained in food distribution, at the top (if there must be an OPA at all) might improve the deplorable situation.

Draft Reduction

It is obviously believed by President Roosevelt that the conflict in Europe will be concluded at least by the end of June. In connection with his request for funds with which to finance the Selective Service set-up for another fiscal year the White House lets it be known that the draft call probably will be reduced 31 per cent in July, the men then summoned to be used chiefly as replacements.

Were the war in Europe still in full swing by mid-summer, or if it were expected to continue at top speed until then, we probably would not hear the White House say a material reduction in the total men called up is quite likely to be made. This seems to be the significant thing in dispatches revealing the House Military Committee has voted to extend Selective Service.

We can only hope that the White House is not too optimistic as regards the draft. At

the same time we must not forget that Japan is still to be conquered and that even when Germany is disposed of as an active enemy much time must be devoted to transferring forces from Europe to the Orient. Japan is a long way from Germany. The transfer will involve the longest supply route and the heaviest deliveries ever required in a war emergency.

Of course, the White House may have news concerning Russia's plans and possible participation in the closing phases of the Pacific war. If Russia intends to settle its long-standing and overdue account with the Japanese by joining the United States and Great Britain in the battles ahead, the need for heavy recruitment in this country would be reduced. Russia already has a million trained soldiers on the Siberian front and is believed to be preparing great air bases at strategic points.

Answer This Call

Wilmington faces another municipal election. Candidates for the Council have until April 13 to file with the Board of Elections, with the primary set for April 3 and the final election on May 8.

It is important—and this is said with all respect to the incumbent Council—that men of highest standing in the professions and various business and industrial enterprises ought to set aside any personal aversion to political office and "come out" for the Council.

The Star-News has no candidate. It merely urges that Wilmington elect the best and most representative Council to be obtained, which it can do only if men of the highest standing enter the race.

The city government is Wilmington's greatest corporation, its administration a serious responsibility. Its duties involve tedious tasks but in the final analysis there is distinct honor in the service.

With a full slate of candidates, made up of strictly representative citizens, the voters may select the group they believe best fitted to be their stewards in matters pertaining to Wilmington's advancement and development.

The Subsidy Racket

The nation's railways cannot be expected to grow and flourish in the future under a policy requiring them to pay their own way while competing transportation is heavily subsidized with public funds, Thomas Balmer, Vice-President, Great Northern Railway, declared in an address before the Northwest Shippers Advisory Board. He stressed the railways' function as the backbone of the national transportation system in peace and war, and their history of steadily improving service while at the same time reducing rates.

"Certainly," said Mr. Balmer, an instrument of such reliability and such utility is entitled to primary consideration in the planning of the nation's postwar economy. . . In a fair and equal field of free opportunity for all methods of transportation, the nation may continue to rely upon its railroads in time of peace as it now does in time of war."

Mr. Balmer commented on the flood of proposals in this country to create prosperity for everyone after the war by immense expenditures of public money. "Many of these, he explained, have "envisioned supersystems of highways, airways and waterways to be built at public expense and maintained wholly or in part at public cost."

These proposals assume, Mr. Balmer continued, that "in some vague and indefinite way" these supersystems "will so improve the public welfare and increase the national income that, somehow, in the end, all of the bills will be paid and nobody will feel the pain."

The Harvest

Theoretically, government can control the cost of living by setting prices. By various makeshifts, including subsidies to producers, it can be made to work for a while, but the ultimate result is inevitable — cost of production, including increased taxes and wages and a reasonable profit, must be recognized, or there will be no production. We are witnessing that today in butter, ham, bacon, beef, etc.

The fundamental reason for the butter shortage is the price farmers are allowed for milk going into butter. Their returns on such milk are so low that they are forced to market the milk in other outlets in order to meet high production costs. So we might as well learn to get along without butter and all other products where prices are set which are out of joint with the cost of production.

Free Markets

Although Russia and Germany have entirely different backgrounds and traditions, it is no accident that over-all economic planning for government control or ownership of all productive activity has blocked the existence of democratic institutions in both countries. Where a central government assumes responsibility for operating the economic system or of assuring employment, the free expression of the will of the members of that society is incompatible with the functioning of such a planned economy. Such control of a nation's individual freedom which permits man to carry on private enterprise and buy and sell as he sees fit, cannot exist.

It is becoming more generally recognized that a peaceful world in the future will depend largely upon free markets—the interchange of goods and services between nations. Therefore, it is logical that the great-

est possible freedom of opportunity in production and distribution should exist in the United States in order to insure freedom and opportunity at home. But, instead of that, we already find a well-planned program reaching far into the future, after the war has ended, to control production and distribution.

Those in charge of so-called postwar planning seem not to understand the driving force of individual incentive which flows from free opportunity to produce and sell. The limit of their vision seems to be to ration constantly dwindling supplies, rather than promote conditions which increase production, with resulting increased sales of food and commodities of all kinds, with countless new jobs resulting therefrom.

While our national government talks about free markets abroad, let it not forget that the success of such a policy so far as the United States is concerned, rests first upon a national policy that encourages free markets at home where the initiative of the individual is not restricted by some government bureau at every turn.

Siege Of New York

BY ARTHUR KROCK

WASHINGTON, They are saying harsh things today about Mayor LaGuardia, saying them in Washington, where he has long been considered the President's roving ally and the New Deal's general of irregulars. The remarks range from suggestions that the Mayor has "taken New York City out of the Union" or "out of the war" to charges that, in adding an hour to the night life of the metropolis, he has threatened a breakdown of that "voluntary" system of wartime compliances in which the President has taken such pride. Most of this, of course, is uttered in private: the issue raised is still too delicate for official blasts that may be forthcoming.

Although the stated and implied war powers of the Presidency, carried over from the past, have been added to since this war began by statute and by court and administrative interpretation, it has been high policy to get many things done by request. The censorship code of the press and radio, except for direct powers of the military to suppress or proceed against certain publications informational of the enemy, is voluntary. The ban on horse-racing is in the same category. And when Administrator Byrnes of OWRM imposed the midnight curfew he put it in the form of a request.

But now Mayor LaGuardia has withdrawn his acceptance of that request, and today the Administration pondered for hours what to do about it. The immediate decision was to meet it with psychological warfare. That was the method employed by Mr. Byrnes in his statement today. And it was implicit also in the comment of some Mayors of their large cities whose political alliance with the Administration is close and of long standing. Their comment critical of New York City's official position was being repeated here today with what suggested pride of authorship.

It may be the Administration will find that it must defend voluntary compliance by stronger measures, should noncompliance spread by example and the European war continue to confound the prophets of an early finish. It may be the Administration will continue passively to sit out the situation. For New York's problem is in a sense unique among all the cities of the United States: it is the largest port of embarkation and debarkation, its workers are more numerous and more dependent on all-night transport; and the immediate impression here is that the bulk of its citizenry supports the Mayor.

But developments might force on the Administration an ultimate choice between two alternatives: relax the curfew to the same degree Mr. LaGuardia has relaxed it; or proceed variously under the President's war powers to abolish or nullify the relaxation.

The decision of the United States District Court in Chicago in the Montgomery Ward case indicates that an attempt to substitute Federal for local powers over the curfew would have to be carried to the Supreme Court, through the two inferior tribunals, before the Administration could hope to have sustained such an exercise of Federal powers. By that time observance of the curfew few might have broken down in many cities and a legal victory do more harm than good to the stated objective. Doubtless, however, United States attorneys could quote a lot of law in favor of enforced compliance with the curfew; the President is empowered, for example, to place restrictions on trade and industry (which could be the denial of supplies, heat, light, power and manpower.)

But, as Administrator Byrnes conceded today, these are "indirect sanctions" which cannot be successfully invoked without the full cooperation of local authorities or unless the Government forms its own enforcement division, which, he said, the Government is unwilling to do. Therefore, if his statement remains policy, neither of the alternatives listed above will be chosen. The Administration will rely on the effects of psychological warfare, hoping that—in such instances as that of New York City—local public opinion will force the authorities to re-comply, or the end of the war in Europe will come in time to prevent a protracted period of noncompliance anywhere.

This is probably the wisest course the President and Mr. Byrnes could take, and certainly it is the most prudent. Also it is typical of the OWRM Administrator's methods in Government until very recently, when complaints began to arise that he is an "autocrat." He has always preferred persuasion to force, conciliation to attack and example the precedent. And he has never believed that the American people can be driven very successfully. The statement Mr. Byrnes issued today, in which the President's approval was explicitly stated, was reminiscent of others he has made in difficult situations.

The statement of policy was prudent for another reason, and this arises from the growing disturbance in Congress and among the public over food shortages and prophecies of worse to come. If responsible opinion were unanimous that these shortages are part of the cost of a war fought under good domestic as military management, the threat of international cooperation would not be troubling it so much. But many informed and responsible authorities are charging mismanagement and waste, and Congress is moving toward a vigorous investigation.

With such a prospect, an attempt to force curfew compliance on the largest city in the nation might be harmful far beyond the local orbit. — New York Times.



Your War--With Ernie Pyle

BY ERNIE PYLE
IN THE WESTERN PACIFIC—

(delayed)—One of the first friends I made aboard our aircraft carrier was a tall, well-built, mustached sailor named Jerry Ryan.

He wears dungarees, smokes a pipe sometimes, and always his sleeves rolled up. He's from (716 West Locust-st.) Davenport, Ia., but his wife is living in Indianapolis. He is a Boilermaker First Class.

Jerry had served one hitch in the Navy before the war. He knows all the little ins and outs of how to get along. Everybody likes him. He isn't especially talkative, yet it's safe to say he knows more people than anybody else on this ship.

Ryan is what is known in the navy as "a good man." He's skilled in his work, he's dependable, and he's very smart. He'd die before he'd curry favor with anybody.

He's the kind an officer can depend on utterly—if that officer plays square with Ryan. But he gets a pretender so quickly it would make your head swim.

Ryan's concept of right and wrong is very sharply drawn and the Irish in him doesn't hesitate when a crisis comes. The other boys were telling me of an incident—

It was one of the days when Japanese bombs hit his ship, off the Philippines. A great hole was torn in the deck. Several men were killed, and many wounded. Bodies of their comrades were still lying mangled on the deck.

A sailor came up to look at the damage, and said almost exultingly: "Oh boy, this is great. Now at last they'll have to send us back to America for repairs."

Without saying a word, Ryan turned and knocked him down.

Ryan runs what is known as the "oil shack." From this little domain the condensors are regulated. He has dials and gauges and are kept hourly records of oil pressures and water levels and all that stuff.

The "shack" is a little room about the size of an apartment kitchenette, with a metal workbench and drawers full of tools, and one folding canvas stool.

Ryan's oil shack is a social center. There is always somebody hanging around. You can get a cup of coffee there, look at sea shell collections, see card tricks, or find out the latest rumors that started on the bridge five minutes ago.

Jerry brews coffee for his guests in a nickel-plated pot over an electric grill. He has a red hash mark for one hitch of service in the Navy. And soon he is going to earn it the Purple Heart. It got started in the Philippines typhoon.

Some nights we pop corn in the "oil shack." The boys' folks send their corn in cans, and they beg butter from the galley, and pop'er up in a skillet on the grill.

One of Ryan's friends who comes to eat popcorn is a Negro—a tall, athletic fellow from his home town of Davenport. They were on the ship together for a year before they found out they were from the same place.

The colored boy's name is Wesley Cooper. He is a cook. He was a star athlete back home. He's the best basketball player in the whole crew. When he gets down with the war he has a scholarship waiting for him at the University of Iowa.

Wesley comes down to the shack almost every night after supper. He smokes a curved stem pipe, and holds one hand up to it, and listens and grins and doesn't say much.

We were popping corn one night. One of the boys said "Wes, how about getting us some more but-ter?" And another one said "Wes, bring some salt, will you?" And a third said "And bring me a sand-

wich when you come down, will you Wes?"

And Wes grins and his white teeth flash and he said, "I suppose you'd like for me to go up and cook you a whole meal?" And he never made a move.

Another of my best friends is Howard Wilson, a boss's mate second class. Like Lieut. Jimmy Van Fleet, the fighter pilot we wrote about, he is from Findlay, Ohio. In fact they are good friends.

Wilson is a low-spoken, handsome and highly intelligent man of 35. He has a beautiful home and a good business back in Findlay. He is part owner and general manager of three movie theaters. His wife is running them while he is away.

WASHINGTON CALLING
by
MARQUIS CHILDS

COLOGNE—Germany is finished as a modern industrial nation for a least 30 years. I am convinced of that after seeing the destruction in Aachen, Duren, Eschweiler and other towns in the Roer and Rhine valleys—and now this once populous city.

Furthermore, it seems to me that the argument over a hard or soft peace is irrelevant in the face of the extent of the destruction throughout Germany. Allied bombers have long since settled that argument.

According to airmen familiar with the progress of the bombing from the beginning, other cities have received even worse blasting than Cologne, Berlin, Hamburg, Bremen, Dresden and industrial centers such as Essen have been reduced in whole or in part to rubble.

The industrial areas of Silesia were destroyed in the battle against the Russians, and whatever remains will almost certainly be appropriated by the Soviets. If Berlin is defended in a prolonged siege as now seems certain, that will put the final touch on the capital, which was also an important industrial area.

That was what happened here in Cologne. Bombing had carried the process of destruction very far, and the final attack did the rest. According to the estimate of engineers on the staff of the Allied Military Government, 90 per cent of Cologne's industry has been destroyed. That may be a high estimate, but even if it were 80 per cent or 70 per cent the job of reconstruction is plainly overwhelming.

There is, it seems to me, no parallel with the last war and its aftermath. In November, 1918, Germany's industrial plants was in tact. Raw materials had been cut off and the food supply was at a low ebb, but the capacity for recovery was unimpaired. German soil had not become a battle ground.

Consider the difference today. If the war goes on to the bitter end, with the Russian and American-British armies finally coming together, then almost all the chief cities will be in the same state as Cologne.

The transportation system is already so near destruction that it functions only for urgent military necessity, and sometimes not even then. It took three weeks to move one division from the Italian front into Germany, an operation which would normally take three days.

Look at Germany's plight from still another angle. The figure of 125,000 civilian casualties in Cologne is purely arbitrary, but, whatever it was, it certainly was high. Casualties in other big cities must also have been high.

Before peace is restored, hun-

in those bygone years back in the old hometown, Jimmy Van Fleet used to go to Howard Wilson and borrow money when he got hard up. Now the younger Jimmy dwells in the comparative luxury of officers' quarters, and the older Howard lives the lowlier life of a sailor, sleeping on a rack in a crowded compartment, and wearing dungarees.

That's the way things go in wartime. Howard is old and wise enough that it doesn't bother him in the slightest. He accepts the war and his own lot calmly.

The other pilots know of this friendship, and ask Jimmy if he's keeping on the good side of Howard to insure he'll have a job when the war is over? He says he is.

That is true, no doubt, although Rhine crossings to the south also at the same time are to be expected. It does not follow that a cross Rhine drive by Marshal Montgomery's American-British-Canadian armies in the north necessarily would be aimed directly at the Ruhr.

It would seem more probable that Montgomery would strike north of the Ruhr while the American First Army bridgehead on the east bank, was expanded northeastward toward Hamm. A pincer play to bypass the Ruhr both north and south and squeeze it off probably would be less costly in casualties than direct attack.

A current British war commentary by "Veritas" makes that point: "A frontal assault against such a densely built-up area (as the Ruhr) would put a premium on defense," it said. "To bypass and envelop this area would seem to be a more reasonable plan, and in that case the springboards for the attack would be roughly between Cologne and Dusseldorf on the south side and between Nijmegen and Wesel to the north."

By German reports at least, that would look to be an accurate forecast although the real situation cannot be discerned until the Allied news blackout on the lower Rhine, like the vast smoke screen, lifts to reveal it.

The reptilian heart is a three-chambered organ.

In the mood of the '20s' when American-British capital went into "loans" or German reconstruction. The estimate of 30 years for recovery seems to me conservative. In fact, the question is whether Germany can ever approach her former position.

This is not to say that the dynamic force of Nazism, with all its inherent evil, has also been eliminated, for it has not. It can quite conceivably take a new form, rallying embittered Europe against the "Barbarous Americans" for their work of destruction.

That, it seems to me, is not an impossibility. A great deal depends on the degree of success with which we manage our affairs both at home and abroad.

The Literary Guidepost

By W. G. ROGERS

"The Doctor's Job," by Carl Binger, M.D. (Norton; \$3). This author-doctor has, or so this layman - critic suppose, a wide reputation in the medical field, but he's going to be surprised at how much wider his reputation will become in the general field when the public starts reading his witty, learned, dramatic, understanding and human book.

Quoting A. E. Housman, Robert Frost, E. B. White, Henry of Navarre, ranging from the disappearing family doctor to institutionalized medicine, matching cases of old-time magic "cures" against modern treatments, he discusses the doctor in our society in terms which the man in the street can understand and can't help enjoying.

"We can cure some diseases," he asserts, but adds that on the whole the doctor strives at most to prepare the way for nature. He quotes a surgeon: "I dressed him and God healed him."

Among his subjects are psycho-analysis, stomach ulcer, allergy, convalescence, fees, socialized medicine. He points out, is al-

Interpreting The War

By KIRKE L. SIMPSON
Associated Press War Analyst

General Patton is across the Rhine and now the war in Germany seems to offer a prospect fairly soon of some credible estimate of how long organized German resistance can last.

Patton's Third Army, battle dispatches report, caught the Germans by surprise and with overwhelming weight.

Now that weight is on the short road to Berlin. Enemy broadcasts placed the bridgehead near Oppenheim, 10 miles south of Mainz.

And the Germans reported that Russians are trying to cross the middle Oder in force at Kuestrin. There seems small room to doubt that the massive double or quadruple final assault on inner Germany planned at Yalta is at hand.

Weather conditions necessarily must have much to do with timing of major assaults. They seem to have been especially favorable for some days in the west, giving Allied air power opportunity to slash mercilessly at enemy troops as well as at communication keys and ammunition storage dumps.

There are no similar indications from the East but since Russian air power is primarily reserved for close tactical support of advancing troops, weather makes less difference there. Big Allied bombers do the strategic bombing to aid the Russians and they are less weather restricted than Allied support aviation groups.

German reports and the general tone of field reports from the Allied front place a scene of great concentration west of the Rhine at the extreme north end of the line. About all that has been revealed by the Allies was that heavy trans-Rhine bombardment, under the greatest military smoke screen ever raised, had been in progress for hours virtually from Dusseldorf to the Arnheim corner in Holland, the vast industrial area on the east bank on which the Nazis relied chiefly for creation of the war equipment that proved insufficient to conquer the world, is the Allied objective.

That is true, no doubt, although Rhine crossings to the south also at the same time are to be expected. It does not follow that a cross Rhine drive by Marshal Montgomery's American-British-Canadian armies in the north necessarily would be aimed directly at the Ruhr.

It would seem more probable that Montgomery would strike north of the Ruhr while the American First Army bridgehead on the east bank, was expanded northeastward toward Hamm. A pincer play to bypass the Ruhr both north and south and squeeze it off probably would be less costly in casualties than direct attack.

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