

GOOD AIR NEWS HOPES BOLSTERED FOR OCEAN ROUTE

Wilmington's hope to get a clipper route to Bermuda and the Caribbean was strongly bolstered yesterday when President Truman recommended that Colonial Airlines, Inc., make a new application for permission to include Wilmington and Charleston, S. C., on its Bermuda flights, according to a dispatch received last night from The Star's Washington, D. C., correspondent.

Board, Colonial officials immediately said they would make a new application. Congressman J. Bayard Clark, a close friend of Harlee Branch, vice - chairman of CAB; Senator Clyde R. Hoey; and Senator Olin D. Johnston, of South Carolina, pledged themselves to do "everything within our power" to get CAB to approve the new application.

SOAP BOX DERBY PULLING ENTRIES

More Than A Score Of Boys In The Area Have Signed Up For Race

Although the first trials for the Wilmington All-American Soap Box Derby will not be held until late in July, over a score of Wilmington and Carolina Beach boys are already at work on their cars for the big event. First completed entry blanks to be turned in to the Star-News office late Thursday afternoon were signed by two youthful Derby enthusiasts from Carolina Beach.

NATION'S INDUSTRY GRINDING TO HALT

United States Split Into Isolated Communities By Rail Strike

The breakdown in railroad transportation threw America's highly industrialized economy completely out of gear yesterday. As the government sought to rush substitute forms of transportation into the breach, the nation was, in effect, split into thousands of isolated communities—each largely dependent on supplies on hand.

Troops On Move Prospects for an early settlement of the rail dispute were reported "dark" as leaders of the 250,000 striking engineers and trainmen continued negotiations with the railroad managements in Washington.

The Navy told commanding officers to find out how many officers and enlisted men had experience in railroad work. Commandants at several East coast Naval stations said they had been empowered to recall reserve officers for emergency duty.

Summary of Effects The strike caused these effects during the first 24 hours of the tieup: Mail: out of town postal service was limited to first class and airmail and plans were made for carrying all long-haul letters by Army, Navy and commercial planes.

Steel: a spokesman for the U. S. Steel corporation said operations swiftly were coming to a complete halt and that all but maintenance crews of the 275,000 persons employed in various operations would be idle by Monday if the strike continues.

Fruit and vegetables: Farmers in the South and West expressed fear the fruit and vegetable crops normally shipped at this time would be lost. Officials of western rail lines said the daily movement of

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TRUMAN TELLS NATION HE WILL USE ARMY TO START TRAINS RUNNING BY 4 P.M. TODAY; FACILITIES WORK HERE TO EASE PARALYSIS

ACL, Plants Buses, Taxis Fight Clamp

Transport Services Team Up To Break Through Isolation Wall EMERGENCY TRAINS

Naval Officers And Men Alerted For Recall To Active Duty

ACL PRESIDENT DAVIS RENEWS PLEA TO WORKERS After hearing President Truman's appeal on the radio last evening, C. McD. Davis, President, Atlantic Coast Line railroad and Charleston & Western Carolina railway, promptly dispatched to employees of those two railroads who are members of Brotherhood of Locomotive Engineers and Brotherhood of Railroad Trainmen who have thus far not returned to work the following message:

"This is the second appeal I have made to you within the week.

"I heard over the radio this evening, as I feel sure you did also, the earnest appeal made to you by the President of the United States to consider first your duty as a loyal American citizen and return to work.

"As President of the Atlantic Coast Line railroad, or Charleston & Western Carolina railway by which you are employed, I join in that request.

"Many, many of you I know personally and have known for years because of my own long service with the railroad, and that fact warrants this my personal appeal. As you know, our train service since Thursday afternoon, twenty-third, has been operated on a skeleton basis only. But as emphasized by President Truman we plan to augment that service as rapidly as possible and I hope we may do it with your assistance by your immediate return to duty.

"Beginning tomorrow you will be called again for your run or regular assignment of duty and I hope you will promptly respond by returning to the service.

Sincerely, Champion McD. Davis."

By PHIL WRIGHT Gripped by the stranglehold of the great rail strike, Wilmington has gone "all out" to circumvent complete transportation-paralysis.

The Atlantic Coast Line's "emergency" trains, the buses at Union bus terminal, the planes at Blueheath airport, and the city's taxicabs all teamed together yesterday to help break through the wall of isolation which the strike has buttressed around the city.

And the U. S. Marines had the

The Marines Land--With The Mail



From the Halls of Montezuma, etc., to the mail rooms of the nation you'll find the Marines, as of yesterday. As shown above, the Marines have been pressed into postal service by arrangement between Postmaster Wilbur Doshier and Maj. Gen. John W. Marston, Camp Lejeune commandant, to ensure that a portion of Wilmington's first class mail moves in and out of the local postoffice. The Marines—three trucks and six armed men—begin regular mail runs between Wilmington and Rocky Mount as the rail strike grips the country. (More pictures on Pages Four and Three)—STAR STAFF PHOTO BY PETE KNIGHT.

NAL PLANES AID IN STRIKE JAMS

Airline Carrying Voluminous Quantities Of First Class Mail

Operating through Wilmington twice daily, National Airlines yesterday swung into action to meet emergency conditions arising from the nationwide railroad strike, it was announced last night by the company's New York offices.

All available equipment is being used in the company's "all-out" attempt to add its bit to help keep the nation's vitally essential cargo on the move. All along its 3,000 miles of airways, between New York and Miami, and New Orleans, and on branch lines, came reports of capacity loads of passengers, air mail, first class mail, and emergency cargo and express being carried by the company's fleet of four-engine, 46-passenger transport planes.

Carrying The Mail In addition to a full load of passengers and priority cargoes of air mail and express, one National DC-4 in top speed, one-stor service between New York and New Orleans via Jacksonville, carried over one-half ton of first class mail. On a southbound flight National reported carrying the largest air mail load in history, for Florida West Coast cities.

NAL President G. T. Baker said yesterday that every effort will be made to carry all mail to Southern cities, particularly those cities on National's route which have no other air connections.

Passengers Served "Up to the present time," Mr. Baker declared. "NAL has been

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CARGOES AWAIT METEOR'S PLANE

Castle Hayne Flowers To Be Flown On Inaugural Freight Flight

Meteor Air Transport's inaugural daily freight in and out of Wilmington on Monday will be a two-way proposition.

The giant Douglas DC-3 cargo plane will bring merchandise from northern cities to Wilmington merchants, and it will carry Wilmington products back to the cities of the north.

L. M. Todd, owner of Todd Furniture company, has directed Meteor to pick up articles of merchandise, including brass and iron fireplaces sets, in New York and deliver them here Monday.

Mrs. Julia Seigler, of the La-Mode shop, has also taken advantage of the new daily air-flight service and instructed the airline to deliver dresses, hats, coats, furs, etc., which the shop has on order in New York.

Both Mrs. Seigler and Todd said they think the new daily commercial air schedule should grow into a "big thing" for Wilmington merchants.

"We'll fill him up," Trask said yesterday. "The gladiolas are coming into bloom, and all the Castle Hayne growers I know of are planning to use the service."

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GOVERNMENT ACTS TO HANDLE MAIL

All Long Distance First Class Mail To Be Flown; Partial Embargo

WASHINGTON, May 24.—(AP)—The government strove Friday to hold the freyed threads of national communications together by:

- 1. Flying a long-distance first class mail; and 2. Placing a partial embargo on less urgent mail matter.

The ban on second, third and fourth class mail—including newspapers and magazines—applies only to mail ordinarily routed over railroads now blocked by strike action. A 16-ounce limit was ordered on first class and airmail by the Post Office department.

Frenziedly Busy A frenziedly busy Office of Defense Transportation took drastic measures, simultaneously, to make way for the mails on such trains as still are running.

The ODT ordered the railroads, like the airlines, to refuse space to passengers whenever this proves necessary to make room for mail. Previously the rail carriers were required only to displace non-essential commodity cargoes in order to carry food, medicines, mail and other priority shipments.

Planes Share Burdens Army and Navy planes and civilian airlines will share the burden of flying the first-class mails, reported Robert Ramspeck, ODT air transport director.

Trucks will continue to handle shorter mail hauls, he told reporters, as they already are doing in many cases. The commercial airlines will handle all eight-cent airmail as in the past, Ramspeck said. While the military and civilian air-

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President Flays Union Leaders In Radio Speech

Truman Appeals To Engineers And Trainmen Over The Heads Of Their Union Leaders To Return To Work

WASHINGTON, May 24.—(AP)—President Truman told the nation in an emergency broadcast Friday night that he would use the Army to get railroad trains running if sufficient workers do not appear on the job at 4 p. m., EST., Saturday.

Speaking from the White House in the gravest strike crisis of the nation's history, the President appealed to the engineers and trainmen, over the heads of their leaders, to resume work.

Then he went to work drafting an extraordinary speech to be delivered to a joint session of Congress at 4 P. M., Saturday. Democratic Leader Barkley of Kentucky informed the Senate that the President will have "definite and specific" recommendations to make, if they are needed when the deadline the President set arrives.

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Two Democratic senators who cannot be named, reported that a drastic act empowering the government to penalize any who strike against facilities under federal control is under consideration.

The President told the workers in his broadcast that he would call troops to help run the trains if necessary to "meet the challenge" to the government.

But he urged each striker to "face his conscience, and consider the spectre of starvation and death that will result" from following their union heads.

In the grimmest and most militant speech of his troubled administration to date, he disclosed no details but he vowed that "every means within my power" will be used to stop the strike.

"I shall call upon the Army to assist the Office of Defense Transportation in operating the trains and I shall ask our armed forces to furnish protection to every man who heeds the call of his country in this hour of need."

"To each man now out on strike, I say that the duty to your country goes beyond any desire for personal gain."

"This is no contest between labor and management. This is a contest between a small group of men and their government."

"The government is challenged as seldom before in our history. It must meet the challenge or confess its impotence."

"The crisis tonight (Friday) is caused by a group of men within our own country who place their private interests above the welfare of the nation."

"This offer of an increase of 18 1-2 cents per hour was imminent. It would have resulted in actually increasing the take-home pay of the union members above the greatest take-home pay which they enjoyed during the war."

"I assume that these two men (Alvanley Johnston and A. F. Whitney, Railroad Brotherhood officials) know the terrible havoc that their decision has caused in the even more extreme suffering that will result in the future."

"It is inconceivable that the rank and file of these two unions realize

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HAMBONE'S MEDITATIONS

WAY DAT MAN SLAPPIN' UP DAT NEW HOUSE; HE AIN' ON'Y GWINE HAVE A ROOF OVUH HE HAID - FO' LONG HE HAVE ONE RIGHT DOWN ON IT!!



VOTE TODAY

13 Offices At Stake In Primaries In Area

Winding up one of the quietest election campaigns in recent years, candidates for nomination by the Democratic and Republican parties for congressional, state and county offices, fired their final electioneering salvos shortly before midnight last night and today will be making every effort to get a majority of the 9,557 registered voters in the county out to the polls.

Polling places, all 22 of them in New Hanover county, will open promptly at 6:30 a. m., this morning and close at 6:30 p. m.

Democratic and Republican primaries today, are definitely separate from the city bond election which will not be held until next Wednesday, May 29. A total of 7,270 city residents are registered for the bond vote.

Each registered Democratic voter who goes to the polls today will receive two ballots, one for county

Along The Cape Fear

"IRON (ICAL) HORSE" When we were just our early teens one of the popular songs of the day was called "Shoo, fly, don't bother me."

We have sung this old song all week long until we are hoarse, but it hasn't done a bit of good. The "Shoo-Fly" refuses to be shooed. So it looks as though there's not a thing we can do but tell you what we do know about it and let the swatter fall where it may—in all likelihood on our own head.

It seems just a bit ironical that we have to write about a 40-year-old train when the biggest railroad strike in history is crowding the headlines up there at the top of the page.

But that's what is known as the newspaper business.

Among those who lean toward the latter are Mr. Burke H. Bridgers, a lady closely related to Captain Harper (the man who owned the train), and numerous other folks whose names we have lost and whose names are not to be published by special request.

The "Shoo-Fly" fans are Mrs. J. S. Singletary, Mr. Carl Rehder, and some more of the folks whose names we have lost, etc.

Now, we believe the dispute arises from the same sort of situation we had with the "Lillie" and the "Sylvan Grove." We believe there was not one, but two trains—one named "Shoo-Fly" and one named "Sand-Fiddler."

"FLY" VS. "FIDDLER"—The big dispute about the "Shoo-Fly", you know, revolves around its name. Half of the Cape Fear pop-

REPORT TO THE STAR

Post-War Problems Beset Countries Of Caribbean

Written exclusively for The Morning Star By C. W. (WILLIE) DEWING A tour of the Caribbean area comprising Haiti, Santo Domingo, Puerto Rico, the Virgin Islands, the British, French, and Dutch Antilles, including Trinidad, British, French and Dutch Guiana, Venezuela, Colombia and Panama brings to light a unique assortment of post-war problems which beset some of our near neighbors.

And So To Bed

The great railroad strike, deplored and condemned throughout the nation, is a blessing in disguise to at least one man—a mail carrier in Wilmington.

B. B. Sunofsky, the carrier, handles a large city beat. He goes around to all the mail boxes in his area, takes the mail out of them, and carries the letters and packages to the post office for sorting and delivery.

Normally he handles hundreds and hundreds of letters and packages every day. Yesterday afternoon he brought his sack into the mailroom and said, "Here's my day's work."