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more than 2,000 cars of perishables from the northern California area had been halted. Many cities expected perishables would disappear from the markets within two or three days.

Meat: rail shipments of fresh meat and livestock were halted and receipts at western livestock centers dropped as much as 60 per cent. Some 350 carloads of livestock consigned to eastern cities was held up at Pittsburgh by the strike. Packers said meat would vanish completely within two days in some East and West Coast cities. A spokesman for the seafood industry which moves 90 per cent by rail, said operations would be paralyzed.

Rubber Industry

Rubber: The B. F. Goodrich company said a continuation of the rail strike would close the rubber industry completely within 10 days, with many segments closing within five days.

Shipping: the port of New Orleans, with 30 ships waiting to be served, faced a tieup when the public Belt railroad, which serves the port, joined in the strike. Operations at the Alabama state docks at Mobile, major shipping point for UNRRA cargoes, was at a standstill. Approximately 100 ships were lying in Chesapeake bay waiting to be served. A spokesman for the ore and coal exchange at Cleveland said all ore and coal fleets on the Great Lakes were preparing to tie up their vessels within 48 hours because of the strike.

Automobile: sources in the motor car industry predicted the bulk of the nation's output of automobiles and trucks would halt if the rail strike is not settled this week. General Motors said the situation in each of its plants differed but that

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if ever heard from a chief executive. Recalls Beginnings He recalled in his broadcast that he began conferring with them Feb. 21 and traced step by step their rejection of arbitrations, of a proposal for an 18-1-2 cent an hour wage increase which he called "eminently fair," and even of a conference with the carriers and 18 other brotherhoods which accepted the proposal "in the opinion of the President of the United States."

"This is no contest between labor and management," he asserted. "This is a contest between a small group of men and their government. The railroads are now being operated by your government and the strike of these men is a strike against their government."

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Carolina Beach. We discover that there also was one running to Wrightsville Beach. Both were identical in appearance. One was called the "Shoo-Fly" and the other the "Sand-Fiddler," but which one was called which name is the whole crux of the dilemma.

Mr. Rehder is the man who upholds this theory, and he says the Carolina train was the "Shoo-Fly" and the Wrightsville train the "Sand-Fiddler."

On the other hand, there are folks who maintain that neither train was called the "Shoo-Fly." They say the "Shoo-Fly" was a Wilmington and Weldon train which ran from here to various other towns. It made its run in the evening. And the train that made the run in the morning was called the "Mail."

NOTHING UNUSUAL—Mrs. Nina Joyner is the old Cape Fearian who champions this theory. She says her husband, Mr. J. W. Joyner, was the engineer on that "Shoo-Fly" train of the W & W RR. So it looks as though she really ought to know what she's talking about.

Still, all these other people seem to know what they're talking about, too. In fact, everybody seems to know what they're talking about except us, although that's nothing unusual.

Now, as to what happened to the Carolina train, whatever its name—it seems that it was sold to a lumber company as a logging-train. Mr. A. W. Pate, of Carolina Beach, is said to be the man who knows the whole story. He's out of town right now, but as soon as he returns we're going to try to get the full details from him.

We can't begin to imagine what happened to the Wrightsville train, whatever its name was. What we're worried about is what's going to happen to us before this is all over.

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able to carry all routing passengers holding reservations." He pointed out however, that there is a possibility of some passenger service being cancelled as air mail and air express, for which the government has established priorities, increases. While ODT has not established passenger priorities of any kind, it has decreed that passenger accommodations are subject to emergency mail and express loads. All air express and cargo shipments are being screened by REA.

Women in Hungary delight in the volume of their petticoats, sometimes wearing 20 or more at one time.

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"This is no contest between labor and management," he asserted. "This is a contest between a small group of men and their government. The railroads are now being operated by your government and the strike of these men is a strike against their government."

"I assume that these two men know the terrible havoc that their decision has caused," Mr. Truman said, "and the even more extreme suffering that will result in the future. It is inconceivable that the rank and file of these two unions realize the terrifying situation created by the action of these two men."

Like Pearl Harbor The President, at the very outset of his broadcast, compared the strike crisis to that caused by the Japanese attack on Pearl Harbor.

"I come before the American people tonight at a time of great crisis," he began. "The crisis of Pearl Harbor was the result of action by a foreign enemy. The crisis tonight is caused by a group of men within our own country who place their private interests above the welfare of the nation." Whitney and Johnston issued a statement even before the President spoke defending their course and contending that the carriers "would not negotiate further" or a new proposal which they said was advanced at the White House Friday by Secretary of State Byrnes and Secretary of Labor Schwelbenbach.

Following is the statement issued by the two brotherhood chiefs: "We had a conference with Secretary Byrnes and Secretary of Labor Schwelbenbach this Friday afternoon and we suggested the national rules-wage program and they discussed that possibly a settlement could be reached if the railroads would grant us 18-1-2 cents an hour and the rules already awarded by the President's emergency board.

"They thought we should agree to arbitrate the remaining rules. We advised them to put up the proposition to the carriers.

"Later we met with Dr. Steelman at the Statler hotel. He had just come from the carriers and said they had definitely given him to understand they would not negotiate further but that they would grant the 18-1-2 cents an hour but would refrain from granting any rules, disregarding the decision of the President's board.

"We understand the railroads have put out a statement that the rules program (we are talking about, our modified program) would cost \$300,000,000 if granted. We have made an analysis of that program and it would not exceed \$80,000,000 to \$85,000,000 a year. The program does however comprehend some changes in operations and a closer supervision of operation of the railroads by the carriers than has heretofore been given.

"We feel that the public has been laboring under the delusion that our rules program is an insurmountable matter. But the facts are that the rules we have requested, and which we have discussed with Dr. Steelman are to a large extent in effect on many of the railroad, and our proposal comprehends standardization of those rules throughout the nation. It is not our desire to inconvenience the American public but the facts are that the railroads have not offered us a single penny or an improved rule since we have entered into negotiations with them in November, 1945.

"It is also a notorious fact that the railroads declined to meet us for a period of four months and three days after we had filed our demands on July 24, 1945. "We want the public to know that these fine citizens who operated the trains throughout the war for the railroads and who worked extraordinarily long hours and were applauded for their patriotism during the war are the same who are today being denied consideration in their rules program.

"We appreciate the fact that we are misunderstood. But that has been true throughout the years in many causes that have been just and righteous.

"We understand that some members of the Senate are out to crush labor in its effort to secure fair consideration for its employees. We have always looked upon the United States Senate as a protector of human rights, human liberties, and the democracy we have so proudly acclaimed in this nation throughout the years.

"We sincerely hope that those members of the Senate who are angry will give consideration to the subject matter and act in a way that will enable us to keep this country free from the shame and disgrace that has befallen Germany and many countries throughout the world.

"For after all, labor stands for what is right and it is labor plus the progressive peoples of our country that has kept the spark of democracy alive."

The Weather

FORECAST North Carolina: Partly cloudy and warm Saturday, scattered showers west and central portions during the afternoon.

South Carolina: Partly cloudy and continued warm, scattered showers (Eastern Standard Time) (By U. S. Weather Bureau)

Meteorological data for the 24 hours ending 7:30 p.m. yesterday.

Temperatures 1:30a 65; 7:30a 68; 1:30p 78; 7:30p 72; Normal 72; Minimum 59; Mean 70.

Humidity 1:30a 60; 7:30a 77; 1:30p 44; 7:30p 75.

Precipitation Total for 24 hours ending 7:30 p.m. 0.00 inch.

Total since the first of the month 3.21 inches.

Tides for Today (From the Tide Tables published by U. S. Coast and Geodetic Survey.)

Table with 3 columns: Station, High, Low. Includes Wilmington, Masonboro Inlet, Sunrise 5:04a, Sunset 7:19p, Moonrise 1:52a, Moonset 1:27p. River Stage at Fayetteville, N. C. at 8 a.m. Friday, 15.8 feet.

WASHINGTON, May 24.—(AP)—Weather Bureau report of temperature and rainfall for the 24 hours ending 8 p.m. in the principal cotton growing areas and elsewhere:

Table with 3 columns: Station, High, Low Prec. Includes Wilmington, Memphis, Dallas, St. Louis, Kansas City, etc.

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the situation is practically unsolvable and has recommended that the position of Governor be abolished. Virgin Islands The Virgin Islands are somewhat better off and are about to embark on an all out bid for American tourist trade.

Like most other Caribbean islands they have insufficient accommodations for tourists but seem to feel that money will pour in nevertheless.

Of all the Antilles, and the French islands of Guadeloupe and Martinique are the worst off. Lend-lease and the U. S. Army Air Base in Antigua supported the population of the island for the past several years. Lend-lease was cut off and the air base is operating with a handful of personnel. The British Government failed to make any provision for such a quick change, the result being that food is short and unemployment rampant. The island has one crop namely, sugar. Hurricanes and a one crop economy have taken their toll.

French Departments Martinique and Guadeloupe have become Departments of France along with French Guiana. At the present time while their governments are changing over from colonial to metropolitan French little or no stability exists. Economically all three French possessions are tied to France. They have no dollar credits of their own and little if any direct trade with the outside world is possible.

If a man in Martinique owns an American automobile and needs a part for it he must order it through the French government in France. The order, if approved in Paris, is sent to the French Purchasing commission in New York who has the final say if the purchase may be made. If the needed part is France and re-shipped to Martinique. No air-line operates into either Martinique nor Guadeloupe and only a few ships call there on unscheduled visits. Wages are high, but nothing can be purchased in the stores. This has brought about a black market and inter-island smuggling has become the order of the day.

Personel Cut American air bases on the British Windward Islands (St. Lucia, St. Vincent, Barbados and Trinidad), have cut personnel to the point where little contribution is made any more by the American to these island's economic welfare. Meanwhile, plans are being drawn up by the British Colonial governments for expanded trade but the lack of dollar credits appears to be the toughest hurdle to cross. Of the future The Dutch government progressive. The Dutch government even during the war continued to allot money for health projects for the native population and on these islands the highest standard of living in the area exists.

Venezuela and Colombia have recently had changes of government. Both countries are economically in a strong position and the incumbent governments of each have wide social and economic plans for the future. Insufficient Accommodations All the Caribbean Islands are

making a bid for tourists. Next September members of the Caribbean Conferences will meet in New York to discuss plans for future tourist trade. At present the Caribbean except for Cuba has insufficient accommodations or foods for any great number of visitors. Shortage of transportation and gasoline make travel around the islands almost impossible. Inter-island transportation is unscheduled and in some cases non-existent.

There is a plan at present to incorporate all the British Islands and British Honduras into a Dominion. If this is done many of the current troubles may well be eliminated. In the meantime, unless one wants to put up with nearly every possible inconvenience in order to see a lot of pretty tropical scenery, the Caribbean area is a good place to visit at a more future date.

Editor's Note:—The following was written by C. W. (Willie) Dewing, American newspaper correspondent now visiting friends in Wilmington following a five-month tour through the Caribbean and South America for Kings Features syndicate. During World War II, Dewing was an officer in the European Army's Counter-Intelligence corps, serving in the European, Mediterranean and Middle East theaters. Among his exploits during the "undeclared war" in Greece following German evacuation of that country. He lost sight of an eye when a German grenade thrown by a Greek exploded in General Scobie's headquarters. The American Army decorated him with the Legion of Merit for his work in Greece, and both Britain and Greece decorated him. The Morning Star feels privileged to publish this brief account of Dewing's observation of the Latin-American scene. Editor.

jeune Marine base, with Marine operators and truck guards being furnished for the service. Postmaster Wilbur R. Doshier said last night that three more truckloads of U. S. mail will leave here this morning at 7 o'clock for Hamlet, Rocky Mount and Florence, S. C. Only First Class However he stressed the point that the trucks are still carrying only first class mail, letters weighing only 16 ounces, or less. For two days now second, third and fourth class mail as well as parcel post, has been piling up in the post office, as a result of the rail strike. At Union Bus terminal D. S. Carr, terminal manager, said the Queen City Coach company "has plenty of buses to take care of necessary transportation of passengers."

MORE ABOUT FACILITIES FROM PAGE ONE

situation pretty well in hand as they carried the mail in trucks. Pessimistic Air Yet throughout Wilmington and Southeastern North Carolina there prevailed a pessimistic air as to what will be the outcome of the strike as it affects the health, happiness and economy of the area, and the nation as well.

Only optimistic signs came from C. McD. Davis, president of Atlantic Coast Line railroad, who said in a signalgram to officials throughout the South, "We hope to be able to operate additional train service as circumstances permit, and the willingness of our loyal people to make every effort to provide service which is so vitally needed by the public, is bound to be appreciated."

Davis' message was "an appreciation" to the men who helped with "emergency supervisory operation" runs yesterday which, according to Davis, will continue until such time as the strike situation has been cleared up.

Work For Government

"I realize that those who work for the railroad are now in government service, engaged in promoting the public welfare, upon direct appeal from Mr. Truman, President of the United States, and I than them for what they are doing," the president of ACL told the men in his signalgram.

Meanwhile as a result of the rail strike, military leaves at nearby installations had been lengthened "to allow the Army and Navy personnel time to get back to camp in anyway they may be able to find" officials said.

Maj. Gen. John W. Marston, commandant of the Marine base at Camp Lejeune, said that extension of leaves has been made, but no more leaves or furloughs are being granted for the strike's duration, except in cases of dire necessity, or to those men and officers who have their own transportation.

Extending Leaves Fort Bragg's officer of the day, Maj. A. B. Foreman, said the post was still issuing leaves in cases of extreme emergencies, and that extensions of leaves and furloughs are being made for the men that are away from camp and have been stranded because of the rail strike, and shortage of other means of travel.

All reserve officers and enlisted men in the Sixth Naval district which includes Wilmington, have been alerted for re-call to active duty for possible service in the rail strike. Comdr. Earl Colison, Navy public information officer in Charleston, S. C., said last night The order was issued by Rear Admiral L. G. Dubose, commandant of the Sixth Naval district.

"Voluntary" Call Commander Colison said the call to active duty is "voluntary." "All reserve officers and men who wish to volunteer their services are asked to do so at once," the commander said. "If the Navy is called upon to act in the emergency, those men who volunteer and are found suitable for duty will be called upon for service."

"The Navy stands ready to act upon any orders issued by the federal government and the Office of Defense Transportation." Report At Once Commander Colison also said that any Navy personnel on leave other than terminal leave must report at once to the closest Navy office and register their names, ranks, leave addresses, and next line of duty following end of leave.

All leaves have been extended to five days after termination of the strike, Commander Colison said. The Navy office in Wilmington is the port director's office on the third floor of the Customhouse. Mail from Wilmington and return mail went out yesterday morning, through an emergency arrangement with the Camp Le-

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ty offices and a smaller one for the congressional office. Sample ballots for the guidance of voters will be found on page six. Separate ballots have been prepared for the Democratic voters in the county and the city, the latter group being required to select a township constable. County constable candidates are all unopposed for nomination.

Republican voters, of which there are 280 on the registration lists will receive one small ballot, on which he or she will mark a choice between B. C. Fussell and J. A. Bodine for the State House of Representatives. They are the only two Republican candidates.

jeune Marine base, with Marine operators and truck guards being furnished for the service. Postmaster Wilbur R. Doshier said last night that three more truckloads of U. S. mail will leave here this morning at 7 o'clock for Hamlet, Rocky Mount and Florence, S. C. Only First Class However he stressed the point that the trucks are still carrying only first class mail, letters weighing only 16 ounces, or less.

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"We are not worried about being able to get the buses to transport the passengers and a limited amount of freight," the manager said. The information desk reported that the office has been "swamped" with calls from local and nearby travelers who usually ride on trains, wanting to know if there will be buses leaving at various hours.

Carr and Queen City Dispatcher D. J. Rowland said that since the strike began Thursday at 4 o'clock people have ridden on their buses who have never done so before—including striking engineers and trainmen—who walked out of ACL and Seaboard railway shops, leaving their usual means of transportation, the trains, standing in the company sheds.

Others Available Carr said that other buses could be added to the Wilmington district if necessary, by diverting buses from Charlotte and Raleigh and other nearby towns.

L. W. Thomas, dispatcher for the Seacoast Transportation company said that he had no official word on doubling up on the line's buses Official word, he says, will be forthcoming from J. T. White, company manager, who is expected here from Jacksonville during the week-end. Meanwhile, he said his loads are becoming heavier and heavier, since the strike became effective, Thursday.

Greyhound lines, who operate through the city but who do not have representatives here, is also "doubling up" on its schedules, it was learned. The buses are carrying some vital express items as well as passengers. Vital auto repair parts are a feature item, Rowland said.

Buses Increased Normally 305 buses are scheduled in and out of the terminal, each 24 hours, Carr said, and since the strike started this number had jumped to 415 in less than that time.

Some of the stepped-up schedules were accredited to beach travel which they admit has doubled during the past two weeks. Taxi cab companies strained every muscle as they advertised the rates and trips which they are allowed to make. They "girded their loins" and prepared to make more and more long-distance hauls—some as far away as New York.

William Bass, cab number 11, United Cab company is believed to have been the first to "decorate his cabs" with the popular fares in letters a foot high. Cabs to New York "To New York, N. Y., \$180; Carolina and Wrightsville beaches, \$5; Washington, D. C., \$115; Baltimore, \$125; Philadelphia, \$150" and so on down the line to Burgaw, Wallace and Southport, the latter three places bringing prices ranging from \$8, \$12, and \$10, respectively.

These prices according to Bass are "regular prices, and they have not been raised." Other cabs reported having made trips as far away as Louisville, Ky., and last night more cabs were starting on trips to New York, and other distant places.

Only Five Persons Painted also on the cabs were the words, "not over five persons per trip." Meanwhile, food vendors both wholesale and retail, were "sweating their brows" again the sad news that their stocks of groceries will become even more depleted with the progress of the rail strike.

Cut in supplies of all rations since early spring, the dealers and consumers prepared to tighten their belts another notch and stand by for the "worst," as little or no steps were being taken to break a

deadlock between Government, management and the unions. W. H. McEachern, Jr., of McEachern and sons, wholesale fresh fruits and vegetable vendors; Jean Edwards, wholesale foods store, and others began to get "the edge" of shortages of food, caused by the rail walkout. "Our supplies seemed adequate, and at first we thought there would be no immediate effect on our stocks, but with shipments of fresh fruits, and vegetables tied up along the lines, a different picture is before us," they said.

Use Local Produce Meanwhile, the dealers made immediate arrangements with local growers, to use as much of their produce as possible, in supplying consumers of the area.

Staple and fancy grocery wholesalers were hard put to it as they justly decide the fate of their retail outlets and consumers, should the strike continue "much longer."

"If the strike should be called off

now, with our already low supplies, and the time it would take to get others moving in, would prove a serious effect on the health and welfare of almost everyone," Norwood Orrell, Brooks Cash Grocery, manager said.

Dial 2-3311 For Newspaper Service PHOTOGRAPHIC PICK-UP - DELIVERY Dial 5186 See Ad In Want Ad Section Boery's Photo Finishers

EASE PAIN OF CORN A few drops...corn lifts out in few days. The pad keeps shoes from hurting. You can walk more comfortably and feel better quickly.

FOR A CONTINUANCE OF THE SERVICE I HAVE ENDEAVORED TO RENDER IN THE PAST VOTE FOR J. A. ORRELL FOR COUNTY AUDITOR YOUR VOTE WILL BE APPRECIATED (Paid Political Advertisement)

For The STATE Legislature VOTE FOR EDGAR L. YOW Former Councilman and Mayor of the City of Wilmington. When Mr. Yow's term of office expired and refusing to stand for re-election he was later the unanimous choice to fill the unexpired term of the late Bruce B. Cameron. Former Juvenile Judge. Experienced in Governmental affairs through knowledge of the needs necessary to continue a progressive City and County. Mr. Yow stands for: Increased financial relief to the aged and blind of New Hanover County. This can be done by the State legislation appropriating additional funds which will be matched by the Federal Government—This means that those persons in New Hanover County qualified to receive old age pension will receive \$40.00 a month instead of the average of \$18.70 they now receive. Mr. Yow will also work for increased financial aid to dependent children by matching Federal funds. The building of State Port Terminals under direction of the State Ports Authority. Endorses effort to secure higher salaries for teachers and Public School expansion. A continuation of the present form of City Government and the employment of a capable experienced City Manager with vision to carry out all needed public improvements. Endorses every help for the farmer, including assistance in marketing. Also industrial growth throughout New Hanover County. Endorses further development of commercial fishing and our Beach resorts.

Additional text for Edgar L. Yow advertisement.

LUMINA Wrightsville Beach SATURDAY NITE MAY 25th - - - 9 Till 1 AL MILLMAN AND HIS ORCHESTRA OF 17 ARTISTS A Favorite Band Among The College Set ADMISSION \$1.50 Per Person (INCLUDING TAX) Buses Direct To Lumina COMING! JUNE 1st. LUCKY MILLINDER

Wilmington's LEADING THEATRES BAILEY Last Time Today THE TECHNOLORI Columbia's great drama of the Son of Robin Hood! CORNEL WILDE The BANDIT OF SHERWOOD FOREST with Anita LOUISE - JIM ESMOND - Edgar BUCHANAN EXTRA! COLOR CARTOON NEWS & MUSICAL SHORT! Shows 11:26 - 1:20 - 3:14 5:08 - 7:05 - 9:00

JAM - PACKED WITH TALENT! CHOCK - FULL OF FUN Tars and Spars ALFRED DRAKE - BLAIR - PLATT with SIB CHASKA - JEFF BOWELL Plus! This is America's "Report on Japan" LAST DAY! See What MacArthur is Doing To The Nips! LATE WORLD NEWS CAROLINA

ROYAL LAST TIMES TODAY THRILLING! CHILLING! The Cat Creeps LOIS COLLIER FRED BRADY PAUL KELLY Extra Leon Errol Comedy - News "FEDERAL OPERATOR 99"

BIJOU TODAY HE'S TOPS WITH A SONG OR SIX GUN! JIMMY WAKELY "Lasses" White - In - "WEST OF THE ALAMO" -EXTRA- Chapter No. 7 "PURPLE MONSTER"

HENRY'S BARBECUE DRIVE - IN HENRY SAYS If you're restless... have that vague feeling... come out today for one of our fine dinners or sandwiches. We'll feed the inner man. 1 Mile out on Carolina Beach Rd. Next to the Plantation Club Open from 12 Noon

MANOR theatre WILMINGTON... DIAL 2-1442 2-FEATURE PICTURES-2 LAST SHOWINGS TODAY "BOOTS AND SADDLES" With Smiley Burnette

GALA CO-FEATURE "GOING TO TOWN" Starring Lum and Abner Tonight Late Show 11:45 p.m. "Brighton Strangler" John Loder - June Duprez TOMORROW MARINE RAIDERS PAT O'BRIEN - ROBERT RYAN - RUTH HUSSEY with Frank HUGH - Barton McCLANE