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Star-News Program

State ports with Wilmington favored in proportion with its resources, to include public terminals, tobacco storage warehouses, ship repair facilities, nearby sites for heavy industry and 35-foot Cape Fear river channel.
City auditorium large enough to meet needs for years to come.
Development of Southeastern North Carolina agricultural and industrial resources through better markets and food processing, pulp wood production and factories.
Emphasis on the region's recreation advantages and improvement of resort accommodations.
Improvement of Southeastern North Carolina's farm-to-market and primary roads, with a paved highway from Top sail inlet to Bald Head Island.
Continued effort through the City's Industrial Agency to attract more industries.
Proper utilization of Blumenthal airport for expanding air service.
Development of Southeastern North Carolina's health facilities, especially in counties lacking hospitals, and including a Negro health center.
Encouragement of the growth of commercial fishing.
Consolidation of City and County governments.

GOOD MORNING

The sower soweth the word.—Mark 4:14.
Sow on in faith!
Sow the good seed! Another after thee shall reap. Hast thou not garnered many fruits?
O sower, sow, whom thou knowest not!
Canst tell how many struggles, sufferings, tears,
All unrecorded, unremembered all,
Have gone to build up what thou hast of good?
—Harriet List.

Now In The Open

The issue of universal military training is now formally before the American people.
Placing it there was the only significance in the House Armed Service committee's approval of the bill to establish compulsory training in peacetime. Coming so late in the session of Congress, no immediate action was expected.

From the standpoint of national defense, hopes should be that the measure will be taken up on the House floor shortly after Congress reconvenes in January. Today's prediction of its fate would be little more than a guess. Coming up in a presidential election year, it is not beneath some members of either party to put politics over security. Changes in the international situation will also be influential on the ultimate treatment it will receive.

But with the measure going on the calendar, perhaps interest in it, by both proponents and opponents, will be enlivened. The apathy that has marked the attitude of practically all certainly has not been in keeping with the importance of the issue. The Congressmen will certainly have a better chance, while at home, to get the feeling of the majority. Believing that the greater number expressing their views will be for UMT, committee approval of the legislation is to be looked upon as the first of many important steps toward establishing a better state of preparedness the United States must have in an unsettled world.

Around Capitol Square

"The Lost Colony" Loses Week's Revenue By Fire

LYNN NISBET
RALEIGH, July 26.—Loss of a week's revenue by reason of suspension of "The Lost Colony," due to fire damage to the stage, is tough luck for the sponsoring organization and to the state.
The production, of course, benefits more directly from the crowds attracted by the drama, but it is easy to see that the whole state derives benefit from out of state visitors.
FIRE-REACHING. — A license plate check of cars parked near the seaside theater on Roanoke Island during the first half of July disclosed cars from 36 states, the District of Columbia, Panama, Ontario and Quebec. Few were reported from west of the Mississippi, good many from Illinois and Ohio, with Atlantic seaboard

A Comparison Of Ports

It could have happened here. That is the thought, and a sad one indeed for advocates of greater commerce for the Port of Wilmington, accompanying the recent announcement that the Port of Charleston has captured 50 to 60 million pounds of Georgia and Carolina flue-cured tobacco for export to the world's markets.
The huge consignment, representing a tenth of the nation's 1946 leaf exports, is one of the most luscious traffic plums plucked by a port in the post-war period. It will release thousands and thousands of dollars through employment in Charleston, beginning in August and continuing for several months.

Why and how did it get this business, the largest single movement of tobacco through a South Atlantic port? Believing Cotesworth P. Means, vice-chairman of the South Carolina Ports authority, to be among those most qualified to answer, we called him yesterday. Undoubtedly proud of this achievement, he readily replied:
"We obtained the tobacco because we have adequate and modern terminals. They are the real key to the whole situation. Without them, we wouldn't have had a chance."

Then, briefly, he gave the history of the \$20,000,000 Port of Embarkation, now under the jurisdiction and management of the South Carolina authority.
The story goes back to 1918. It was then that the Federal government started construction of an overseas shipping point for World War I. But the armistice was signed before the facilities were completed the following year. The extensive installation lay dormant, in fact, reached a state of "junk," and in 1936 the City of Charleston took over the terminals and effected the lease of a part of them to a large industry. But little progress was made in either their preservation and development and, when World War II broke out, the government exercised an old recapture clause. It immediately went to work to make the property into one of the best deep-water terminals in the country. In 1945, the South Carolina authority began efforts to acquire the facilities, now larger than ever before, from the city and industrial concern. Its claim was based on the sound contention that principal benefits to be derived through their use would be state-wide and not primarily local. Its general program was copied, to a large extent, from the one successfully established Alabama in Mobile in the early 1920's.

The authority formally came into possession of the Port of Embarkation last March without paying a cent and on a rent-free basis. Its chief responsibility is to see that the property will be, in event of another national emergency, returned to the Federal government in good condition. By its use,

it is being maintained better than through any other means.
With the terminals as its ace card, the authority immediately launched a development and commerce attraction program which is fast placing Charleston ahead of all other ports on the South Atlantic coast.
"Within the past eight weeks, we have obtained eight regular steamship services," Mr. Means said in outlining the port's accomplishments. These lines, he added, connect Charleston with every part of the globe, with exception of Australia and South America. And, he continued, efforts to fulfill that shortcoming are well under way. The present well-advertised sailings are on schedules ranging from weekly to monthly.

Thus, as he pointed out, Charleston has brought its facilities and service into excellent justification with its commerce, actual and potential. That is the foundation for any port's success. And coupled with it is the theory that success begets success, as exemplified so well along the Palmetto city's busy waterfront.
Wilmington and Charleston are in an interesting, but discouraging to us, parallel.

The now-idle shipyard here is physically comparable to the bustling Port of Embarkation there. But efforts to obtain it from the Federal government, through the Maritime commission, for use have met with refusal. Offers by the North Carolina State Ports authority to buy it at a handsome price have been rejected. Today, a lease arrangement for a part of it is being sought. Meanwhile, its warehouse and other facilities could, with little conversion, be utilized for storage of tobacco and other commodities just as easily as similar structures are being used in Charleston.

While the Army was most cooperative, in fact, anxious for someone to maintain its Charleston holdings, the Maritime commission has adopted and followed an almost opposite policy here. Even though on a stand-by basis, it is doubtful if the \$20,393,358 shipyard can be saved from the ravages of the years.

While Wilmington, handicapped by having this valuable facility withheld from it, marks time, Charleston races ahead in the competition for traffic among South Atlantic ports.
Yes, it could have happened here. But it, meaning the business which would come from the accommodation of the port's share of the Carolinas' water-borne trade, will not until Wilmington acquires facilities and steamship services comparable to those offered by Charleston. The commerce is naturally going where it can be handled best. That is a simple rule of domestic and world trade and no amount of persuasion can change it. But modern terminals and regular ship schedules can.

A Better Highway Record

North Carolina experienced a 47 per cent decrease in traffic fatalities during June in comparison with the corresponding month last year.
This fine improvement in the highway death record didn't just happen. It was the result of greater attention to two very important factors—education and law enforcement. Apparently the people are becoming more safety-conscious and are operating their cars with more consideration for fellow motorists.

What has prompted that?
Attention to safety laws enacted during the last General Assembly is an important contribution. Efforts to eliminate the unfit from the highways and a boost in the cost of carelessness were among the provisions of those measures. Enlargement of the State Highway patrol is also another favorable factor. Admittedly it is impossible to legislate safety but sound laws, with adequate and capable enforcement machinery, go a long way toward making recklessness mighty costly and unpopular.

Whether an individual sides with the Dutch or the Indonesians depends greatly on his interpretation and attitude toward the Atlantic charter. But beyond that principle, it cannot be denied that this country has had an indirect hand in the current warfare. Aid to a combatant can be either in the past or present tense. In this case, it was given to the Dutch at the very time our government was quite busy trying to place the early foundation for permanent universal peace.

Friday and decided their outfit would not have to register. Obviously the flurry of interest occasioned by NCEA President Fritz' statement of endorsement for Charles M. Johnson as governor prompted the check-up.
FUTILE. — Although the act is very specific in its requirements and description of those who must register, it leaves up to the person or agency itself to determine whether the act applies. Practicality, no provision is made for enforcement. So far the Communist Party, the Allied Church League, NCEA, the Good Health Association and various groups concerned with fighting cancer, promoting health camps, milk funds, and what have you, have elected not

to register. The first index mentioned above, party strength, has shown much more stability, and has in the 12 years' experience of the Institute proved a highly accurate gauge of subsequent voting behavior in elections. Whether the Democratic Party will continue to hold its lead during the next year remains to be seen. While today's findings are a general reflection of what is happening today, they are in no sense a forecast of what will happen in 1948.
2. At a comparable period in advance of the 1944 presidential election a "trial heat" between Roosevelt and Dewey found Dewey trailing. The survey was conducted in August, 1943 and showed Roosevelt polling fifty-five per cent, Dewey 45 per cent. In the election Roosevelt won with approximately 54 per cent.
There are many "ifs" of course in any "trial heat" such as today's. For one thing, no one knows whether Dewey will actually be the G.O.P. nominee in

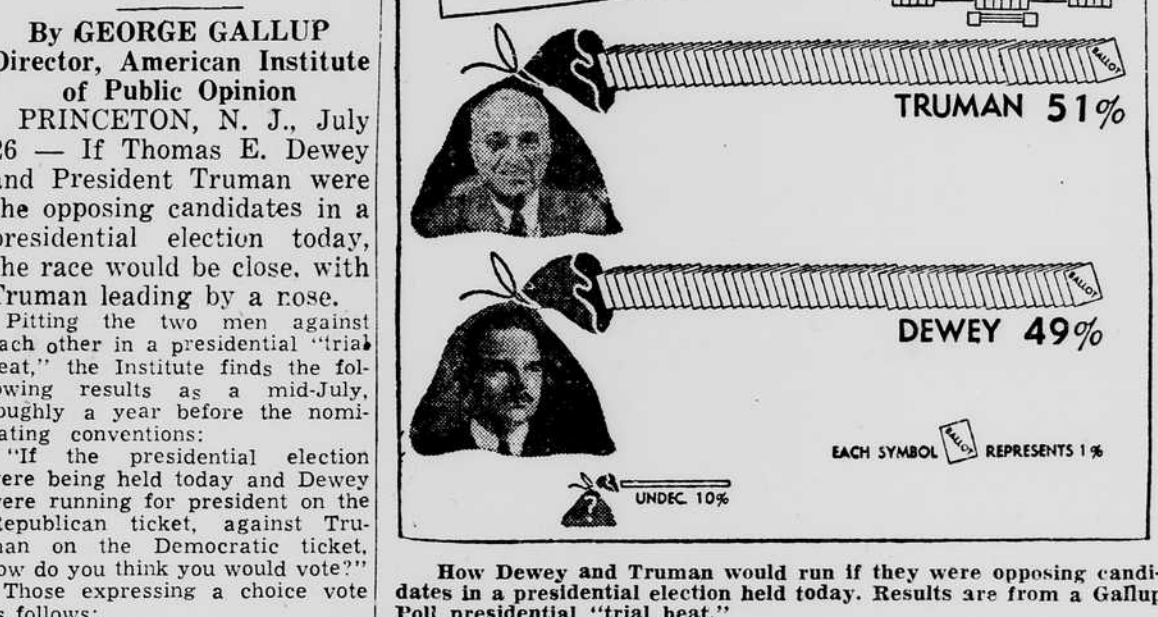
SOUR NOTES



The Gallup Poll

Truman Holds Slight Lead Over Dewey In Today's Presidential 'Trial Heat'

Survey Shows 51 P. c. for President, 49 P. c. For Republican



1948. He is the most popular choice with the rank and file of Republican voters, Institute polls have found, but the selection of the candidate is strictly up to the convention delegates.
In today's survey Dewey draws his main strength from professional and business and white collar workers, and from voters in the older age brackets. Conversely, Truman is strongest with organized labor, young voters, big city dwellers, and farmers.
Unattended Birth
By Negro Girl Is Discovered
SOUTHERN PINES, July 26 — Mrs. Worth McLeod, welfare worker, today reported that a 17-year-old Negro girl gave birth to a daughter alone and kept the baby for four days in a rag-filled box in a basement.
Seventeen-year-old Classie May Watson feared her foster mother would make her leave home if she discovered the child, Mrs. McLeod said. The girl went about her work and sneaked downstairs to feed the baby canned milk.
The girl fled with the baby to a neighbor's house when it was found, Mrs. McLeod said. Doctors reported that the child was in good health.

In New York With Lait

These Horse-And-Bookie Days--

By JACK LAIT
Nasty charges are being bandied in the office of the D. A. and before a Grand Jury, having to do with payoffs to the dicks by bookmakers. . . Anyone who doesn't think the wagers-takers are kicking in copiously is naive. . . The turnover is tremendous. . . Figures so far named are chicken-feed.
Every detective in every borough knows that if he should "col-lar" a bookmaker he'd wind up picking stickers out of his "har-ness," somewhere out so far it would take him two days every day to get to his station. . . Only plainclothesmen deal with book-mak-ers. . . These are policemen, out of uniform, assigned to dis-trict stations. They work under the captains of those spots and answer to them.
No bookmaker can live without telephones. No bookmaker can use a telephone without the phone company knowing of it. . . There is an undercover tieup whereby police know almost instantly when a line is used in such traffic. . . That means a quick and sudden visit from a plainclothesman.
The charge now shocking the city (for the thousandth time) is that bet-merchant shave to cough up. . . \$1,500 a month each, it is alleged. . . I say some come across with that sum a week. . . \$4,000 a month is commonplace. . . Not all pay the same, but, like more legal income tax, the graft is scooped to income brackets.
The graft take is partitioned on up the line. . . It's in the millions. . . Top city officials, who live on their salaries, know all about it, but can't stop it. . . If they did, the system would be rolling again in a week.
The bookmakers, themselves, want it that way. . . They can well afford the handout. . . They get protection—and not in un-lawful means. . . Being in an un-lawful, yes, criminal, racket, they are prey to every extortionist and shakedown operator. . . Against that the cops seem to get im-munity. . . And, as it is, the per-centage layers know just how much they'll have to skim off the top.
Every time I publish this sort of item, I get a polite call from the office of the Police Commissioner. . . Would I be kind enough to divulge the sources of my state-ments? . . . I am a very kind man, but I must decline. . . Not only because I hope to glean further information, but because I don't want a lot of my friends knocked off.
In a burg as big and complex as New York, millions of lives cross one another every moment. . . Many who have never seen each other know the intimate secrets of each other's lives. . . The minister and the pickpocket may have the same brain. . . The lawyer, broker, accountant, and the golf-partner—even the neighbor—

Behind The News

Gen. Wedemeyer Facing Big Job

By DeWitt MacKENZIE
AP Foreign Affairs Analyst
President Truman's new special envoy, Lt. Gen. Albert C. Wedemeyer, has got into action on his old stamping grounds in China to carry out a fact-finding mission which is calculated to provide Washington with material for an overhauling of its policy of assistance for this important but war-battered member of the Big Five.
Without waiting to hear the general we know that he is finding this vast nation in a worse condition politically, economically and militarily than he has seen it before. . . Millions of its half-breed people are hungry unto death. . . The country is wrecked. . . The Nationalist government at Nanking is trying to ride a whirlwind.
The civil war is producing widespread and bloody fighting. . . Generalissimo Chiang Kai-shek's fresh offensive to try to deliver a knock-out blow to the Red armies finds the Communists not only holding their own but on the initiative generally. . . Manchuria and great reaches of northern China largely in their hands. . . And Nanking says that the Chinese Reds are receiving aid from the Russians.
As one surveys this chaotic scene, the elements which are coming to it, there would seem to be only one way out for Chiang Kai-shek and his government and it is this:
1. To fling enough military force against the Communist armies to cripple them and hold them down, and then
2. To do a thorough job of house-cleaning in the Nanking government, and inaugurate sweeping reforms attractive enough to win back the portion of the Chinese population which has forsaken Nanking to chase Communist rainbows.
Of these two essentials, the first obviously presents an obstacle which may be insurmountable. . . The financing of an all-out war by Chiang's armies against the Chinese Communists would run into countless billions of dollars, a sum which would stagger the imagination of the only nation in the world capable of producing it—the United States. . . Not only would there be the huge military expenditures, but meantime the economic machine of the country would have to be kept running full tilt.
Such an operation might easily last for years and the outcome would be problematical, for there are intangibles involved. . . The most important of these is whether Nanking has the right information in saying that Moscow is backing the Chinese Reds. . . If Russia is giving such assistance, the situation looks grim indeed.
There is a school which holds that the Chinese Communists aren't the same brand as the Russians—that the celestial are just discontented agrarians. . . A master of fact General Chou En-lai, one of the top Chinese Communists, told me in 1943 at Chungking that there was no connection between Moscow and Chinese Communism. . . However, there are many observers who think otherwise, and they don't over look the fact that the late Dr. Sun Yat-sen, father of the Chinese republic, called in several Russian Communists as advisers and for the formation of a Communist party. . . It doesn't take much imagination to believe that Chinese Communism and Russian Communism aren't far apart.
In any event, our Uncle Sam certainly will be faced with a momentous decision if General Wedemeyer ultimately should report that the two conditions set forth above must be met if China is to be saved from Communism and put on her feet.
FWA Grants Aid For Asheville, Biltmore School
WASHINGTON, July 26.—The Federal Works Agency today allocated 2,400 square feet of classroom buildings to enable Asheville-Biltmore college, Asheville, to handle its expanded enrollment of 350 ex-servicemen and 150 non-veterans.
Federal Works Administrator Philip B. Fleming said the school was so crowded that it was utilizing a basement for a science laboratory. . . The veterans' enrollment had jumped from seven in the fall of 1945 to the present total of 350.