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Star 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 Topsail inlet to Bald Head island.

Continued effort 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 joys of heaven will begin as soon as we attain the character of heaven and do its duties. Try that and prove its truth. As much goodness and piety, so much heaven.

—Theodore Parker.

In Re Legion Stadium

Any discussion of paid admissions as against passing the hat at sports contests in Legion Stadium on Sundays is every bit as stirring as a debate on the relative merits of twiddle-dee and twiddle-dum.

What is needed at the Stadium is a roof for the grandstand. Audiences that have been drenched during football games this season would confirm this to the last spectator.

Another need is paved approaches from the highway, and the creation of additional entrance roads, via Greenfield park.

Still another is adequate supervision of parking.

Such improvements would convert Legion Stadium into a major community asset.

Some minor improvements — cleaning up the ground within the reservation and removal of the unsightly wire fence along the front, for example — have been completed. The time has come for undertaking some major projects — the few here named and others that are a subject of constant public mention.

As long as they are not made Legion Stadium will remain below par, as in the past.

The Tax Football

It is unfortunate, considering the people's and the nation's economic situation, that tax reduction should have become a political football to be kicked hither and yon with no chance of a touchdown any time soon.

There will be a new tax bill before the house, soon after the regular congressional session opens in January. This reasonably may be depended on. And the House also may be depended upon to pass it; with the Senate following suit.

But the republican majority will write the bill in terms that are bound to be objectionable to President Truman, with the purpose of having it vetoed. Coming, as this would, on the eve of a national presidential campaign, the republicans would use it as a vote getter for their candidate, whoever he may be.

It may be good politics, but offers no relief for the taxpayers for at least another year.

Believes Price Cut Near

Most economists declare there is no reason to expect a general lowering of prices in the foreseeable future. A cut-back will come eventually, but they are unwilling to hazard even a guess when it will come.

There is one economist who takes issue with the majority.

Dr. Howard R. Bowen, dean of the college

Contempt For Brass

General George S. Patton had his faults but the lack of a sense of humor was not one of them. This attribute is well illustrated in his letters to Mr. Frederick Ayer which the Atlantic magazine started to publish in its November issue.

The letters reveal the man Patton—his deep concern for his wife, his frequent thoughts of death, his relationship with General Montgomery, his personal reaction to promotion, but, because of censorship, little enough of his military prowess.

In his closing letter of this first installment of the series, written on September 26, 1943, in Palermo, he shows humorous contempt for brass. "Every once in a while," he writes, "I become completely amused at the amount of formality accorded me, particularly when I think that within a reasonable time I will be riding a solitary bicycle from Green Meadows to Hamilton. Now when I go abroad, the sirens of motorcycles scream, armored cars pursue me, and to cap the climax, the other day I went on a private train on a private railway with a pilot train ahead of me to see that the rails were not mined, and a second pilot behind me to see that some malign influence did not jam into my sacred rear. When we stopped for lunch, soldiers sprang from the bushes to patrol the sides of the track.

"As I say, it was very amusing and I know that it accounts for the stiffness of many generals."

Could it be that General Patton knew about General J. C. H. Lee's adoration of his own brass, perhaps?

ON OMINOUS ANNIVERSARY

An Ominous Anniversary

The atomic age actually came into existence five years ago tomorrow. It was on December 2, 1942, that a small group of scientists, in a converted squash court on the University of Chicago campus, were able to split the nuclei of atoms and control the release of the tremendous energy imprisoned in them.

But the possibility of controlling atomic energy was advanced by Democritus, a contemporary of Socrates, possibly the greatest of Greece's physical philosophers, who was believed insane and whom Hippocrates was called in to cure. Perhaps it was a few years before or a few after 400 B. C. that Democritus proposed an atomic theory.

And in 79 B. C. Lucretius, the Roman philosopher and poet, expounded the same theory in "De Rerum Natura."

It's a far piece from those days to December 2, 1947.

Since this latter date, which paved the way to Hiroshima and Nagasaki, the future utilization of atomic energy has bred fear among the peoples of the world, who know that while it could bring about a period of unmatched progress still dread the possibility that it will point the way to annihilation.

Whatever recognition of this anniversary is accorded tomorrow, and the University of Chicago is planning impressive ceremonies, we ought not to overlook the curse that lies hidden in atomic energy while celebrating its potential blessings.

As Pegler Sees It

By WESTBROOK PEGLER
 (Copyright, King Features Syndicate, Inc.)
 NEW YORK, Nov. 30.—Something tells me that the man who started selling the St. Louis Browns to Richard Muckerman, 10 years ago or so, probably was the same fellow that was spinning around that suite up there in the Chase hotel in St. Louis back in the twenties when the Cardinals had won a pennant and we were very young and so was the hotch inside us.

I was just reading that Mr. Muckerman is a horny-handed millionaire who bought a little bit of stock in the Browns and never thought it might be habit-forming until he was horribly addicted and finally sold off all his players to cure himself.

I was reading that he was buying at the moon at a party in a hotel in Jefferson City that night a few years back when suddenly a stranger broke into his iddle-bum-bo to ask "why don't you buy my \$3,500 worth of stock in the Browns?"

And he kept pestering Mr. Muckerman, and pulling and picking at him, until Mr. M. said: "All right, give me a blank check and I will buy your rancid violets but then leave me alone so I can sing."

What for kind of looking type of party was he, Mr. Muckerman? Was he kind of tall and dangerous-looking with kind of sunk-in eyes and a Texas hat and a watch-chain with an Odd Fellows' fob? Talked a sort of whiney drawl, did he, Mr. Muckerman, and playing caroms off the bathroom door and the sofa where that lady was a setting?

Sounds to me mighty like the same man, Mr. Muckerman. A few years older than the time he sold men Lil Stoner, the old Detroit pitcher, in that suite at the Chase hotel for \$1,500, and \$500 for a catcher, because a pitcher is no good without you got a boy to ketch him. It couldn't be anyone else.

And, tell me, Mr. Muckerman, now was they a right pretty sort of lady, a red-head, setting there on the sofa all night long while the gallant stage was harmonizing and arching their necks and fetching her drams and ev'body thought she was somebody else's true loving spouse? And she set there, loading and loading and smiling sweet at this and that one, and nobody even made a pass to offer to see her home and along about 2 a. m. she just sifted away, alone, like a phantom in a Viennese play?

Mr. Muckerman, you and me, we have had the same dream. Same cast. Same plot, shook up a little. I bought a battery, Stoner and one. You bought into the Browns. I didn't have no more idea to buy me no ball-players that night than gossakes, that's all I hope. And neither did you.

Well, with me it was like, you know, a lot of people in a World Series suite and the bathtub full of beer, like always in those days. And a legger named Sam the gas-man, he comes busting in and sheds pint slabs of chicken-cock and golden wedding and, it makes a man shiver to think of it now, how we used to use giner ale to neutralize the worm-oil from the still.

In a hundred rooms, at the Copley in Boston for the Harvards and the Yales, at the Ritz in Philadelphia, the Commodore, the Drake and those old pigeon-lofts in Washington, the scene was always the same, give or take a few characters. And always there was a nice-acting, pretty-looking, red-headed, sir-I'm-a-lady kind of lady on the couch. Edna! That was her name! Her name was Edna, because I remember one night we all put our little tousled heads together and sang "The Is Always a Girl Named Edna."

Well, this whiney voiced party somehow picked on me to buy Lil Stoner who had been a real good pitcher for the Tigers and had gone down to Dallas when his term was up. "No," I said, "I don't want to buy him."

"Why not?" this fellow said with a glarey look.

"Because," I said, "I am not baseball; I am newspaper. You know, words and phrases, struz together with inimitable facility."

"Sure, I know," he said, "Associated Press. Nothing but bigotry!"

"Who?" I said.

"Associated Press," he said. He seemed ignorant to me.

Then this lady, Edna, began to say, "why don't you buy Lil Stoner, Red?" and she started to cry and yell.

I was a red-head too, then.

I never could stand a lady yelling and carrying on, so the upshot was that somebody pulled out a check on a little old busted bank down around Popular Bluff and I filled it in for \$2,000 and he wrote out a bill of sale for Lil Stoner and one.

The next morning when I met Grantland Rice he said, "I suppose you know what you did last night, don't you?" and Harry Salsinger, from Detroit, said, "and in Missouri at that! He had to pick Missouri to do it! Boy, that certainly is bad. Well, whenever they have a World Series out this way, we will run up to Jefferson City and call on you on visitors' day and bring you cigarettes and candy bars."

"Me?" I yelled. "I didn't do no such of a thing. She went out with her husband. That skinny guy in the Texas hat."

"Oh, her," Rice and Salsinger said. "Nobody ain't fretting about her. She is the house-mother. But you wrote a bum check for \$2,000 and furthermore, come Jan. 1, you are responsible for the board and keep of Lil Stoner and one and they are terrible eaters. You are doomed to poverty, all for a smile from a pretty red-head."

When Christmas came I wrote Lil Stoner a nice note. I said I didn't want to stand in the way of his advancement so, inasmuch as I didn't have any ball club, I was giving him his unconditional release. Then I wrote an article for the great American free press giving the same notice to one, my caterer.

In Florida, I asked Judge Landis and he said all right but the next time he would fine me \$26,240,000, the same that he fined John D. Rockefeller.

So, now, Mr. Muckerman, you tell me.

Was that how it was you bought into the Browns that night at the party in Jefferson City?

An tell me, for my purely historical interest, how was Edna and have the years been kind to her?

Quotations

I believe that the economic future of Japan will be at stake during the next six months. This period probably will be the last opportunity for Japan to discover whether she is able to stand on her own feet or become an economic burden on the world.

—Premier Tetsu Katayama of Japan.

Science alone may make monsters of men.

—Dr. Edmund W. Sinnott, director of Yale's Sheffield Scientific School.

Investment capital cannot be accumulated if the money that people would normally save and invest in job-creating enterprises is siphoned away by excessive taxation. It is such a vital matter to the welfare of the nation that it should not be made a political football.

—Earl Bunting, president of NAM.

Industry, labor and agriculture must march along together or wobble separately.

—H. P. Rusk, dean of the College of Agriculture, University of Illinois.

We know that any future war may mean the end of all we value. Wars are bred by poverty and oppression. Continued peace is possible only in a relatively free and prosperous world.

—Secretary of State Marshall.

Two Traffic Problems

Third street residents are still wondering what the city administration proposes to do to create a truck lane—on some other street. They have been patient, they say, while the City Hall has spent some years trying to make up its mind, and now they feel that, notwithstanding what the copy book says about patience being its own reward, their plight deserves not only kindly consideration but definite action by the Council.

And there is good reason for them to harbor resentment at the delay. Their plaster is still falling, their windows still cracking, their whole houses trembling at night as heavy trucks thunder past.

With the deepest sympathy for their situation, and while the Council is meditating (we hope) on where to route the trucks with least damage to property and protest from residents, a rather traffic problem confronts the Council which needs solution.

This is what shall be done to abate the nuisance created by motorcycles and scooters here and there about the city well into the wee small hours of night.

Can the riders be forced off the streets at a given hour after dark, or are they entitled to ride about at all times with equal rights with motorists, who, themselves, are not always quiet in transit?

Can they be made to install mufflers, if it is the lack of these gadgets that makes these machines so noisy?

Or can they be required to stop their yelling?

These are matters that require legal decision. But certainly some rules ought to be enforced that would enable stay-at-homes to enjoy a full night's rest.

Headaches And Hurly-Burly

By STEWART ALSOP

WASHINGTON—The non Communist provision of the Taft-Hartley Law has already caused an immense hurly-burly throughout the labor movement and migraine headaches for the members of the National Labor Relations Board. The board leaped one hurdle when it ruled that the officers of the national labor organizations need not sign the law's non-Communist affidavits. But it is now evident that despite this ruling, more hurly-burly in the labor movement and more headaches for the labor board are in prospect.

The strange legal maze, which the legislators unwittingly created in their attempt to cut the communists in the labor movement down to size, is typified by the pending case between the Remington Rand Corporation and the United Electrical Workers. This case may have an important impact on the whole pattern of labor-management relations.

The Remington Rand company has asked the N.L.R.B. to hold an election in its plants to determine what union represents the majority of its 10,000 workers. These workers are now organized in the electrical workers' union. But the United Electrical Workers is not only the third biggest union in the C.I.O. It is also the largest communist-dominated union in the country. Largely because if they did so most of them would be clapped into jail on perjury charges, the officers of the U.E.W. have refused to sign the Taft-Hartley Law's non-Communist affidavits.

There seems little doubt that the Congress intended that any union whose officers refused to

What The Rails Want

By PETER EDSON

WASHINGTON—The Association of American Railroads has come forward with a bold, bad plan to give the Interstate Commerce Commission veto power over Congress and the U. S. Public Roads Administration. The latter has over-all planning responsibility and the handling of federal aid funds given to the states for construction of America's highway system. The AAR plan would work like this:

Whenever Congress had before it a federal highway construction appropriation bill, the Public Roads Administration would be required to certify "to what extent, if any, the amount under consideration exceeds the sum which would be adequate but for the commercial use of the highway."

What this seems to mean in simple language is that the Public Roads Administration would have to estimate how much the proposed highways would be used for pleasure driving, how much for motor buses and trucks. But now get the next step in the railroad's proposal.

If the certification of the Public Roads Administration indicated that part of the appropriation would go for building a commercial highway, the Interstate Commerce Commission would be required to investigate and report whether this "excess appropriation" was justified in the public interest.

If the ICC found that a part of the appropriation was "unjustified" as a commercial use, that part of the money would be disallowed. In effect, this would give the ICC the power to tell Congress how much it could appropriate for public roads construction.

This unprecedented proposal is contained in a 22-chapter final report from a committee of 60 top U. S. railroad executives, set up in 1942 to study postwar transportation problems. Chairman of the committee was R. V. Fletcher, former AAR president, now a vice president and special counsel. His principal consultant was Dr. H. B. Meyer, formerly a member of the ICC.

Besides putting a stranglehold on the railroad's motor bus and truck competition, by limiting highway construction through ICC the Fletcher committee also proposes to repeal the long-standing government transportation policy which prohibits one form of transportation from controlling another. Rail, water, motor and

Seaport Development

An Editorial from the Raleigh Times

During the war the shipyard at Wilmington produced quite a few ships for the Nation's war effort and the existence of this shipyard emphasized the fact that Wilmington, potentially, is a first class seaport. Now that the war has ended and the shipyard is idle, members of North Carolina's State Ports Authority are pointing with regret to Wilmington's lack of seaport facilities and urging that deep water terminal facilities be constructed. The Authority points to the mighty development of deep water terminal facilities at Charleston and Savannah. It declares that Wilmington and Morehead have just as great potential as do these cities, but warns that unless something is done to develop

They Burned Books

In its issue of May 8, 1943, The Saturday Review of Literature printed a classic radio play by Stephen Vincent Benet, "They Burned the Books." It was upon the occasion of the ninth anniversary of the burning of the totalitarian lapse into barbarism in Germany. He truly called them "the iron years of terror and evil." Those vandals who lighted a fire in a public square in Berlin were made to say:

A book's a book. It's paper, ink and print.

If you stab it, it won't bleed.

If you beat it, it won't bruise.

If you burn it, it won't scream.

Mr. Benet confounded that Hitlerism by summoning the great writers of a Germany Hitler was disgracing — Schiller, Heinrich Heine, Sigmund Freud, and Thomas Mann and 40 other distinguished scholars. Hitler not only cast into the flames the immortal works of Germans, but he also included the masterpieces of liberal writers of every nation until the blaze extended almost to the clouds, emitting such smoke as obscured the heavens. He did this in the vain attempt to destroy the great tomes that condemned Nazism.

non-communist affidavits. In certain cases such a ruling would actually protect the interests of employers. It would prevent jurisdictional strikes between rival unions, one of which had not signed the affidavits and thus, for the labor board's purposes, did not legally exist. But this interpretation of the law would require much finagling with the clear congressional intent, and N.L.R.B. counsel, Robert Denham, is known to oppose it.

The basic issue — whether the non-Communist clause of the new labor act is constitutional — will eventually be decided by the Supreme Court. No one knows, of course, how that body will decide. But it can certainly be argued that the wording of the law, which requires a union officer to swear that he "does not believe in" communist doctrines skirts perilously close to thought-control, and thus threatens the Bill of Rights.

At any rate, one thing seems clear already. That is that attempt to wipe out communist strength in the labor unions by legislation is a doubtful experiment. As Walter Reuther's smashing victory in the auto workers has demonstrated, it is better to rely on the plain good sense of the rank and file of American labor.

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Violet Radiation Less In Winter

BY WILLIAM A. O'BRIEN, M.D.

Light rays of greatest benefit from a health standpoint are the ultra violet rays, which make up about 7 per cent of the sun's waves. The number which reach the earth varies with the season and the condition of the atmosphere. Most come through when the sky is clear and the sun is directly overhead.

In the wintertime, smoke, dust and fog block ultra violet light, as it lacks penetrating power. Glass, too, filters them out. When we sit indoors near a window on a bright day and soak up sun, it is only the infra-red rays which come through. Ultra violet radiation is reduced in cold weather to one-tenth the amount which reaches the same spot in the summer.

Ultra violet light helps the body utilize the calcium and phosphorus in the food, but the same effects can be obtained by taking vitamin D. The rays also stimulate some of the body functions.

Rickets is the only disease which is prevented or cured by sunlight. It is most apt to develop during periods of rapid growth, especially in young children. Fall and winter babies in northern climates, need extra vitamin D to make up for sunlight deficiency.

Sunlight and vitamin D are of value in preventing colds, winter or summer, and the employment of sun lamps or ultraviolet lamps for this purpose is useless. Acne — common pimples and psoriasis usually become worse in the wintertime, probably from lack of sunshine, and require special treatments.

Body exposure to sun lamps helps to promote relaxation. Tense individuals, unable to relax otherwise, can take a sunbath and doze for a time.

Health-conscious adults can maintain vigor and vitality through the winter months by moderation in eating and by daily exercise. Children require special wintertime care to maintain health, such as irradiated foods and vitamin D.

As Pegler Sees It

THIS TIME, IT'S FOR KEEPS!

PEACE OR WAR?

LONDON MEETING

Seaport Development

During the war the shipyard at Wilmington produced quite a few ships for the Nation's war effort and the existence of this shipyard emphasized the fact that Wilmington, potentially, is a first class seaport. Now that the war has ended and the shipyard is idle, members of North Carolina's State Ports Authority are pointing with regret to Wilmington's lack of seaport facilities and urging that deep water terminal facilities be constructed. The Authority points to the mighty development of deep water terminal facilities at Charleston and Savannah. It declares that Wilmington and Morehead have just as great potential as do these cities, but warns that unless something is done to develop