THE CHARLOTTE NEWS

And Evening Chronicle

Published Every Afternoon Except Sunday by The News Publishing Company, Inc.

W. C. Dowd Jr., President and General Manager — J. E. Dowd, Vice-President and Editor

● W. C. Dowd, 1868-1927 ●

This daily edition of The Charlotte News was established in 1888. The Evening Chronicle (established 1903) was purchased by and consolidated with The Charlotte News May 4, 1914.

The News desires to be notified promptly of errors in any of its reports that proper correction may be made at once.

MEMBER ASSOCIATED PRESS AND WIDE WORLD

The Associated Press is exclusively entitled to the use for publication of all news dispatches credited to it or not otherwise credited to this paper, and also the local news published herein.

Entered as second-class matter at the Post Office at Charlotte, N. C., under the act of March 3, 1879

SUBSCRIPTION RATES

By carrier: 20 cents a week; one month, 87 cents. By mail: One month 87 cents; three months, $2.60; six months, $5.20; one year, $10.40.

WEDNESDAY OCTOBER 7, 1942

Alumni

Morganton Acquires Friends Of Influence and Standing

An observation frequently made concerning the neglect of the State Hospital at Morganton by the Legislature was that Morganton had no alumni association. This was a half-facetious half-ironic way of contrasting the meek spirit in which the hospital authorities always accepted their appropriation while Frank Graham, president of the greater University, was proceeding to buttonhole, cajole, plead and contend with legislative sons of Alma Mater to get in there and fight for UNC.

Morganton has acquired, in the process which began with Tom Jimison's articles in *The News* last January, not only a sort of alumni association but a potent one. There are only five members of it, but each is a person of influence and conviction. Lawyer, doctor, banker, newspaper publisher and former lady member of the State Senate, they are, of course, the Governor's Board of Inquiry which turned out so thorough and comprehensive a report on the institution. And while each of them is a person of sound mind and good mental constitution, they have, nevertheless, been through Morganton, from top to bottom and back again.

Governor Broughton has invited the members of his Board to come to Raleigh on the afternoon of Oct. 14, when the Advisory Budget Commission will take up the biennial appropriation request of the hospital at Morganton and other like institutions in the state. No smarter step could have been taken to see that justice is done.

First Blood

Chief Anderson Hits Bondsmen as He Begins His Work

It took Police Chief Walter Anderson almost no time at all to open his house-cleaning campaign in Charlotte. He started quickly and quietly on what may seem to be a trifling detail, but in his first act he tipped his hand. He is going to be a man we have long needed; to him the law is the law and must move unencumbered to its goal. He proved that by reading out of the book to professional bondsmen who have long frequented the police station.

No more, Chief Anderson says, will these men be allowed to shadow citizens as they are booked here, quickly post bond for them and collect their fees for the service, all as though they were an adjunct of the Police Department, operating with official sanction.

These few bondsmen and their precarious transactions are not of any great consequence. They represent hardly more than pawnbrokers dispensing a sort of rough and ready writ of *habeas corpus.* But the prestige of the Law and the dignity of the police require that they be kept their distance. Chief Anderson perceived as much at once.

Footnote

Stalin's Reply to Reporter War's No. 1 Document

Before the opportunity passes, let us note that the simple, factual statement which is perhaps the most important yet made in this war was elicited and given to the world by a reporter in line of work. Joseph Stalin, Premier, War Commissar, General Secretary of the Communist Party and retiring Chairman of the Defense Council, is not only leader of the world's champion fighting nation. He is also the foremost disciple of silence in officialdom.

When Henry Cassidy of the Associated Press wrote him a note asking three questions of vital importance to the warring world, and drew forth a full reply, he was making history. It was almost as if an earthman had written his Deity, asking for the secrets of the universe—and miraculously received a reply. And that is not to say that Cassidy is anything less than a crack reporter. This one feat only confirms his ability.

But the plain sheet of paper, inscribed in Russian with purple ink, and signed by Stalin, happened to be a living document. Traditionally a say-nothing man, Stalin had not publicly mentioned the second front, for example, in over a year—and a year in which millions of countrymen must have died). Yet, at a fortunate moment, he set down his position to give them to the world. The world, Allied and Axis, went into a dither of discussion.

Here is something above the speeches of other leaders who are given to frequent public utterances. Here is a thing more stirring than the deliberate words of Churchill or Roosevelt in London or Washington. Here are words not to be compared with the frenzies of Berlin. The long-suffering man of the people who have suffered most in the war had outdone them all. His words, only a little note to an Irish-American reporter, were louder and clearer than all the rest.

It will be something for the books; Yes, Mr. Cassidy, the Second Front is of first-rate importance to us. Well, Mr. Cassidy, Allied aid has been of little consequence so far. Ah, Mr. Cassidy, Russian ability to resist is greater than that of the German brigands.

Now, if this double play, Stalin to Cassidy to the world, doesn't come to be a collector's item, what else of our times will?

Climax

Gas Truck Supplies the Ultimate in Lessons

We did not have the heart, immediately after that holocaust near Lumberton last Saturday in which eleven persons (twelve, finally) lost their lives, to say that it was bound to have happened sooner or later. But it was. Whenever and wherever so volatile a fuel as gasoline is transported in quantities of three or four thousand gallons at a fast clip over highways on which other vehicles are whsh-shing, the stage is set for conflagration, and for the extinction of human life.

It need not be, as it appeared not to have been in the Lumberton tragedy, the fault of the driver of the tank truck. We daresay that, acutely aware of the inflammable nature of his freight, the tank driver is to be counted on for extraordinary alertness and caution. But even if it is the other fellow who causes a wreck, tank trucks which may explode or loose a roaring cascade of liquid flame on the highways are not congenial traveling companions.

For some years THE NEWS has advocated in the interest of highway safety, the strictest regulation or outlawing of these trucks. We have a file full of reports of wrecks in which they were involved, some of them pretty costly in terms of human life. This last one caps a long-drawn-out climax, yet finds the essential commodity of gasoline so difficult to obtain that nobody would go further than to propose that as long as they have to run, they be run at slow speed and with prayer.

Miss Alphabet

Capital Beauty Contest Pulls 'Em Out of Every Bureau Drawer

Well, if you've been expecting it all along, you weren't ahead of us. For several weeks, we've been afeared to read the little items on the lower halves of the news pages. Once too often we dared, and there it was. Time to cringe, and we were orthodox.

They're having a Government gals' beauty contest in Washington.

First entries, with the bulk of the field still to come, are Miss OPA, Miss WPB, Miss FSA, Miss WAR, Miss OWI, Miss Republic 7500. The winner is going to become Miss Victory. Prizes will be war bonds. Sponsor is the United Federal Workers of America.

If things follow their normal course the ladies will receive merits for each lush, tender curve, demerits for each unsightly bulge. In this case, however, each sub-department of each little bureau in Washington may turn into itself while selecting its representative. For instance, Miss OWI would logically be the gal with the most war information, and so on down the line.

We're not reconciled at all, but we've abated, and now only await the biggest event of all. Looking forward, you know, to the entrance of those two lovely ladies from the Department of Agriculture, Miss EJBGMBTMQECBCDED-CBEPQ (Enforcement of Japanese Beetle, Gypsy Moth, and Brown-Tail Moth Quarantines; European Corn Borer Certification, Dutch Elm Disease Control, Bureau of Entomology and Plant Quarantine) and Miss PBTWCBEPQ (Pink Bollworm and Thurberia Weevil Control, Bureau of Entomology and Plant Quarantine).

They'll make the show sure-fire.

Side Glances

"I'm not bringing you this apple because I expect any favors—it's just one of my little experiments in psychology!"

After So Long

We're In Line

By Raymond Clapper

WASHINGTON

IN the noisy, bickering way that is characteristic of democracy, perhaps we have turned the corner into the main road.

President Roosevelt's action in bringing practically everything we use under price control, and in blocking increases in rents, wages and salaries, puts the entire population under the bridle of the war. This is the end of life as usual in America for the duration.

We have had a high standard of living in America. It was the envy of the rest of the world. But we know now that we cannot fight this war on that standard of living.

Long before the war began Europe was pulling in its belt. In 1937 in Europe I saw queues in cities I visited. Lines of people waited in front of vegetable stands in Moscow. In Berlin my wife went shopping with a friend and they found an amazed crowd of housewives standing around a produce dealer's little stock of eggs—the first that had been on sale in months. Children in Berlin were at that time gathering up toothpaste tubes and metal scrap on Saturdays. They were already at war on the home front. People shivered in their homes in the Winter months.

For a long time Donald Nelson and Leon Henderson have been warning us that the standard of living in this country would go down to 1932 levels before the war was over. It will not be easy in this country unless we readjust ourselves mentally to the fact that during the war we are not living in a land of plenty but in a land of shortage. Our bakery shop here has one man doing the work formerly done by four men. Hope of increasing individual income must end now.

What does the new Office of Economic Stabilization mean? It means that finally we have put the war ahead of everything else in daily life in America. Nobody is a free agent now. Powers given to James F. Byrnes, new director of Economic Stabilization, are about as broad as he and President Roosevelt want to make them. That these powers will be used with consideration and reasonableness so far as is possible in justice to war needs is guaranteed by the personality of Justice Byrnes and his long experience in public life.

Americans don't like to be pushed around. If Jimmy Byrnes showed one quality above all others when he was in the Senate, it was his ability to do what had to be done and make people like it. This Administration will have to be hard in much that it does. But Justice Byrnes is not the kind of fellow who would haul you out while he was pulling your teeth. He'd get it out all right, but he wouldn't also paste you in the jaw just for the hell of it.

When you look back a year, and remember that we were still debating whether the automobile industry should be converted to war work, you can see how far we have come. The last two weeks have been raucous ones in Washington. Everybody has been snapping at everybody else, and President Roosevelt did his best when he got back to add to the irritation. It was a hard period because we were taking a big and fateful step. We were deciding that it had to be all-out war at home as well as abroad, and everyone was a little edgy while the decision was being made. Yet we reached a most important milestone.

When you look back only a month and remember that we were still waiting for the Baruch rubber report to tell us that automobile driving would have to be curtailed throughout the country, you can see that even in the last few weeks we have progressed. Congress broke to some degree from the farm lobby, and gave the Administration the power it needed to act.

Remaining for immediate attention is the manpower problem. Prompt action on that will complete the principal emergency legislation concerning the home front, except for war taxes which are still being haggled in Congress.

Our war machine is building up. The big job is to feed it, to keep enough coal shoveled on. That means shortages, queues, and, for many, less to live on. But it means earlier victory.

Platform Of The People

Afternoon School

Editors, The News:

Attached is a copy of letter addressed to Supt H. P. Harding, and which is likewise addressed to you so that you may publish it in the "peoples column" if you care to do so.

J. LEE FOLEY

Charlotte.

Mr H P. Harding, Supt.,
Charlotte City Schools.

Dear Sir:

It has been suggested that the city schools open at 9:30 or 10 A. M. in order to relieve the morning traffic congestion to any great extent, as evidenced by the congestion prior to the opening of the schools. If by opening the schools at 9.30 or 10 A. M. instead of nine did relieve the congestion somewhat in the mornings, it would not relieve the situation in late afternoons, as we will have this congestion in any event.

From a practical standpoint I recommend for the consideration of the School Board that the city schools open at 12 noon and close at 5 P. M., with a fresh air recreation period of 15 minutes from 3 to 3:15. The pupils could eat lunch at home before going to school, making it unnecessary to buy lunch at school, and the lunch hour could be used for one of the regular periods.

This schedule would eliminate night-work for the pupils, and would enable them to do their home work in the mornings when they are best fitted for doing and absorbing the work. The pupils would also be freed for needed recreation late afternoon and in the evenings, and with no night home work they could retire early and get the necessary sleep that contributes so much to good health. The teachers would most likely welcome this change as it would afford them an opportunity to do their work during the day, and they would have the evenings open for needed recreation.

J. LEE FOLEY

Charlotte.

Thanks From The Soldiers

Editors, The News:

The boys of the Amarillo Air Base want to thank you and the people of the Red Cross and the U.S.O. for all the nice things they have done for us. We enjoyed the books they gave us in Charlotte when were on our way down here, and the candy too.

We had a nice trip, thanks to you people, and we will return the favor by fighting a good battle. Thanks a million.

PVT. PAUL D. GODWIN
and the 418th Technical Squadron
Amarillo Air Field,
Amarillo, Texas.

Her Ten Great Americans

Editors, The News:

Here is my list of ten great Americans:

President Roosevelt
Eleanor Roosevelt
Sara Delano Roosevelt
Fiorello H. La Guardia
Olin D. Johnston
Thomas A. Edison
Henry M. Lindlahr
General Pershing
Jane Addams
Martha Berry

ALICE McFARLAND
1223 Camp Green Ave.,
Charlotte.

For An "Important Visitor"

The Police Had To Jump

By Robert Humphreys

WASHINGTON

WHITE HOUSE Secret Service men, who are pretty good at judging crowds, estimate that not more than 150,000 persons saw President Roosevelt on his recent 8,700-mile inspection trip.

Of the 150,000 who saw the Chief Executive, it is estimated that 100,000 were men in the armed services (Mr. Roosevelt inspected fifteen Army and Navy establishments). The remainder were defense workers, and casual pedestrians who happened to catch glimpses from the streets or in stations.

The President made only two speeches. One was prepared in advance and was delivered to approximately 5,000 Bremerton, Wash., shipyard workers; the other was impromptu, and was heard by an estimated 7,000 workers at the Kaiser Shipyard in Portland. Both were non-political.

When the President commenced his trip on the night of Sept. 17, and the "secret" began to spread through the Capitol, most Republicans were sure it was a political junket; most Democrats afraid that it was. Despite all the controversy of the last few days, that's not what they think now. Privately, most politicians, now that they have cooled down, will tell you that they believe the political state of the union is about where it was on the night of Sept. 17.

They don't think many voters were reached by rushing past 150,000 persons behind a screen of Secret Service men. They don't think that any political destinies were settled by seeing eleven Governors and John Nance Garner.

Congress, regardless of what members have said publicly, has not taken kindly to the whole business. Nine members out of ten, including Administration leaders, were already bitter about the "you-do-it-or-I-will" ultimatum delivered on the anti-inflation bill before the trip was made.

Deep beneath the resentment in Congress, however, was sincere anxiety for the President of the United States. Fear for his safety was real, and when the word was flashed to Capitol Hill that he had returned you could almost hear the collective sigh of relief.

Had the President listened to the railroads and to the Secret Service, the trip would never have been undertaken. They were dead against it. The railroads did not want the responsibility and the Secret Service could envision the gigantic task of setting up the protection necessary. But the President prevailed, and the organization for the trip began more than a month ago.

Frank J. Wilson, head of the Secret Service, and M. F. "Mike" Reilly, who directs the White House force, laid out the plans with railroad, Army, Navy and local police officials co-operating. Over the President's route from Spokane to San Diego, the precautions were elaborate beyond belief.

Soldiers patrolled the tracks at 300-yard intervals. They occupied cliffs, buildings and anything else along Presidential auto routes from where an assassin might have operated.

State and local police reinforced the members of the armed services. Reilly traveled as much as three days ahead of the President's train, checking and re-checking every detail. At each plant, shipyard or military installation, only the highest officials—usually one man, but in a few cases more—knew that the President was coming. The remainder simply were informed that an "important visitor" was expected.

The SS men had only one real scare. At Athol, Idaho, where the President inspected Farragut Naval Training Station, a man was discovered crouching in the bushes only a few feet from Mr. Roosevelt's car. Four Secret Service agents leaped through the air from their car, landing on the lurking man just as he rose and pointed an object at the President.

Smothered under the See men, he was seized and rushed to the commandant's office. He proved to be a civilian photographer, hired by the Navy to make a few photographs of the station. He had planned to throw in a few extra pictures of the President for good measure.

Not the V for Victory

—By Herblock

An Incredible Book

"Sabotage!" Opens The Eye

AMERICANS who believe that, though we are not winning the war on the battlefronts, we are perfectly and completely safe at home, could take no better eye-opener than a reading of an incredible book called Sabotage! (Harper & Brothers) by Michael Sayers and Albert E. Kahn. The latter is editor of The Hour, a tireless little enemy of alien agents in this country. The book is the long story of Axis saboteurs in the United States, the sum total of the secret war against us. It will leave no patriot unimpressed.

Both physical and psychological sabotage, equally important, are dked out in full dress, authenticated with dates, photographs, and outlined circumstances which are matters of record. Most graphic illustrations of the battle being fought against us are the listed facts. Some of them:

1941: Sept. 12: Hercules Powder Plant explosion killed 52 men, cost millions in property; Nov. 12, within twenty minutes explosions in three war production plants in New Jersey and Pennsylvania; Nov. 12, crane collapsed in San Francisco shipyard, fire destroyed Atlanta auditorium and $1,000,000 in Army equipment. During the year, 39 other fires and explosions on ships and in war plants—all of undetermined origin.

On the psychological front, the expose is even more startling. After the conviction of George Sylvester Viereck as a Nazi agent and the death of the ill-starred American First Committee, these Congressmen were found to have given use of their franking privileges to send out Axis-blessed literature: Senators: D. Worth Clark, Rush D. Holt, E. C. Johnson, Gerald P. Nye, Robert R. Reynolds, Burton K. Wheeler; Representatives: Philip Bennett, Stephen Day, Henry Dworshak, Hamilton Fish, Clare Hoffman, Bartel Jonkman, Harold Knutson, James C. Oliver, Dewey Short, William Stratton, Martin L. Sweeney, Jacob Thorkelson, George Holden Tinkham, John M. Vorys. These members of Congress were the political heroes of the America First Committee.

America First, not organized as an Axis body, soon found its leaders among men and women in the pay of Germany and Japan (Laura Ingalls and Ralph Townsend). On May 29, 1941, 16,000 men and women, among them Sen. David I. Walsh, Mrs. Burton K. Wheeler, Mrs. Bennett Champ Clark and Kathleen Norris, gathered in Philadelphia to hear Charles Lindbergh denounce the President of the United States. At the end of his speech the great hall looked like something from Germany.

"Is it not time for us to turn new policies and to a new leadership?" Lindbergh asked at the end. "The response of the audience was hysterical . . . Shrill cries . . . 'What are we waiting for?' . . . 'Impeach Roosevelt!' . . . 'Are we going to let the Jews run this country?'

. . . In their excitement, some members of the audience stood up and gave the Nazi salute . . . Senator David Walsh smiled, beamed on the crowd." It almost happened here.

There is a short review of the high spots in the career of Senator Robert Rice Reynolds, well known to most North Carolinians, but worthy of review at this late date:

"When Senator Reynolds was questioned by Washington newspapermen regarding his endorsement of Smith's publication (Gerald Smith's 'The Cross and The Flag'), the Chairman of the Senate Military Affairs Committee' declared, 'I have no apologies to offer for endorsing the program of any individual or group standing for the things I have stood for for years.' "

" . . . " Senator Reynolds was not exaggerating. He was himself the founder and leader of an organization called The Vindicator, and the publisher of The American Vindicator, a newspaper widely distributed in the United States by Nazi sympathizers and native fascists, and devoted to attacking the Administration and urging a hands-off policy towards Axis aggression.

"Hitler's newspaper, Voelkischer Beobachter, had carried an article on Feb. 5, 1938, with the by-line, 'Senator Robert R. Reynolds, North Carolina.' The article, which was in the form of an interview, was entitled, 'Advice to Roosevelt: Stick To Your Knitting.' Senator Reynolds was quoted as saying: 'I can see no reason why the youth of this country should be uniformed to save the so-called democracies of Europe—imperialistic Britain and communistic France

. . . I am glad to be able to state that I am absolutely against the United States waging war for the purpose of protecting the Jews anywhere in the world.'

"Another Reynolds quote, from a speech in the Senate in 1938: 'Hitler and Mussolini have a date with destiny. It's foolish to oppose them, so why not play ball with them.' "

Those, of course, are only high spots, and perhaps unfair to book and authors. All the way, they have fact and figure marching in an orderly line. Sabotage! is well worth America's notice, both as a new slant on what has come before, and a warning for the future.—Burke Davis.