

THE CHARLOTTE NEWS

And Evening Chronicle

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MONDAY, JANUARY 6, 1942

Starter

This First Drive Still Needs Some Winding Up

The Red Cross's first War Relief campaign in Charlotte is heading toward a successful but laborious completion. At the week-end some \$17,000, still a considerable sum, remained to be raised. The raising of it will require donations from those who may have been placed in the drive and further donations by those who have already given.

By such means Charlotte will attain, in all probability, its quota of \$30,000 in the first Red Cross War Relief campaign. It is only a fair warning of other campaigns to come. How rapidly they come and what amounts of money this community may be asked to contribute depend on the courses taken by the two wars we find ourselves engaged in. If these proceed in a desultory manner, our pocketsbooks will get off easily. If, on the other hand, the Spring witnesses an intensification of the furthest Winter fighting now in progress, the Red Cross will have a role of heroic proportions cut out for it, in which we shall have to play our part.

In connection with the high cost of war in taxes and contributions, some body ought to point out that the ultimate obligation of well-to-do patriotism is not always fulfilled by the investment of funds in Defense Bonds. But your money in Defense Bonds, yes; and Mr. Morgenthau will be obliged to you. It's a loan, not a gift; and you will get your money back with a fair return of interest. And the transaction does not discharge a citizen's entire duty to his country.

Bottleneck

The President's Neglected Desk Obscures War Effort

The New Year is five days old. The nation has been at war for four weeks. While the Dutch have been sinking an average of a Japanese ship every day, the United States has been signing or making some new and bold declaration just about as often.

Our latest maneuver in the field of international politics was the joint allied agreement signed by 28 nations. It made the front pages. But has anyone been able to find out what the document has accomplished?

It provides (1) that all the signatory nations which have declared war on any member of the Axis are at war with that member of the Axis and will do their best; (2) that no signatory nation will make a separate peace. That's all. Point No. 1 is to say the least, obvious. If a nation is at war it is at war. Point No. 2 is ridiculous. A nation that is defeated by an Axis for will make a separate peace, all pledges to the contrary notwithstanding. France did. Perhaps the same government that signs the no-separate-peace pact will refuse to give in. But there is always another government ready to take over a beaten nation.

Yet we read that the joint declaration "eliminated lengthy conferences among President Roosevelt, Prime Minister Churchill, and the representatives of the associated nations." We, for one, question the advisability of devoting so much time to pacts and declarations and speeches while the entire American war effort suffers grievously from lack of proper co-ordination and direction by the President.

It is not our responsibility to question Winston Churchill's decision to visit Washington. That is for the British people to discuss. But apparently Mr. Churchill long ago had the foresight to delegate sufficient authority to his subordinates so that the British war effort would not suffer by his absence. This President Roosevelt's has consistently refused to do. Every important step in the transformation of our industry from peace to war production must pass over his desk. Jealously, he has kept for himself so many powers that this same cluttered desk has become the supreme bottleneck in our whole war effort.

Consequently, when he forsakes other tasks to draw up another international agreement—this could just have well been handled by our State Department—other, and more tangible, phases of the war effort suffer. Men are dying in London because this country piddled with airplane production for a year and a half before the Japanese struck. A thousand planes scattered in small fields over the Philippines might have saved the island.

Now in the midst of a belated, transformation to all-out war production, President Roosevelt takes another time out to dabble with new declarations of solidarity. Such declarations may serve some purpose. Perhaps they are necessary. But can't they be handled by Cordell Hull and his able associates?

The nation is fast becoming fed up on Japanese military victories in the Pacific and Allied diplomatic victories in Washington. With all due respect, may we suggest that all of its talk less and do more, that we consider the example of the Dutch who suit action to their words.

With what we had out there, never was there a chance that the island could be held against an overland attack as the Japanese mustered. They must have been six months in its preparation, collecting boats and arranging supplies.

Everyone here knew the situation from the start, but kept quiet so long as there was a chance that General MacArthur and his valiant defenders could perform the impossible.

Housing Scandal

32,000 Defense Dwellings Cost Us \$13,000 Each

A bad—possibly the worst—example of the kind of maladministration President Roosevelt has allowed to flourish among his subordinates in Washington is the effort to build houses for defense workers.

In October, 1940, Congress appropriated \$400,000,000 to finance a defense housing program. By October, 1941, the whole had been blown. During the interim there had been a battle royal between Federal Works Agency Administrator John Carmody and Defense Housing Co-ordinator Charles Palmer, a great picture of the ultimate in confusion and confusion. And exactly 32,000 of the 300,000 dwellings needed for defense workers had been constructed.

Cost of constructing the relatively few houses that somehow got built figures out to the astonishing average of nearly \$400 per unit. Think of it: And imagine the kind of mansion you could have built for \$13,000 (provided you could get materials).

As a matter of fact the debris of homes actually built were anything but palatial. Some of them were adequate; good many would fall into the classification of shacks.

The question then arises, what happened to all of that money? Perhaps the country will find out one day, and we shouldn't be surprised if the scandal that accompanies this disclosure smells as strong as the grant of public lands as railroad back during the last century.

The money, apparently, was split up like gangsters' loot. Some of it fattened the bulging pockets of unscrupulous contractors, who so far have been the profiteers in this war. Grafting unions and union officials probably got a little. Some went into the legitimate expenditures of building the 32,000 houses. As for the rest, well, it was just administered away.

And Congress has voted the housing program another \$300,000,000.

On We Ride

America Will Dash Up to Deadline, Jam on Brakes

Hardship is supposed to be a great bond between people. Out of their seasonal hardships of the last year and a half, the people of London are credited with having developed great respect and regard for one another. One gets the notion that they are only waiting for the war to be won before expressing this new understanding in a liberalizing of English social institutions and law.

In the United States hardship is not yet at hand. There have been intimations of tire rationing and automobileless garages, but out of this threatened inconvenience has come no sign of co-operation. Many automobiles as ever, despite the ultimate limit on their mileage, still carry a driver and no passengers. Traffic jams diminished not at all. Everybody goes his separate way, eating up his separate allotment, hastening toward the evil day when his car may run no more.

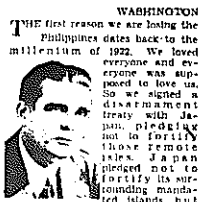
Well, it's all right. If fellowship's a virtue, and hardship creates fellowship, then hardship's a means to virtue, and all those who are helping to bring on hardship are really behaving most virtuously. Eh?

In one way or another, in times like these, all can live on a tight hand, and it comes to us that maybe the drum major's call can knit.

A statesman is one who buries the hatchet for the duration. A politician is one who remembers where it was buried.

Vulnerable Air Fields

By Paul Mallon



WASHINGTON
THE first reason we are losing the Philippines goes back to the millennium of 1922. We loved everyone and everyone was supposed to love us. So we signed a disarmament treaty with Japan, pledging not to fortify those remote islands. Japan pledged not to fortify its surrounding mandated islands, but shortly thereafter started doing so. We kept to our pledge until, too late. Only three years ago did General MacArthur start training 40,000 Filipinos annually as a reserve force to the small native army of 20,000 which included policemen.

With what we had out there, never was there a chance that the island could be held against an overland attack as the Japanese mustered. They must have been six months in its preparation, collecting boats and arranging supplies.

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WE SPENT MONEY BUT PLANNED TO LIVE

A second reason is, this Government thought it could hold in the Far East and win in Europe, and prepared for the war that way. It sent planes to Libya, particularly pursuit ships which could have made the fight tougher in Manila. It did not send enough planes to "hold."

The Philippines have a far-flung coastline, requiring numerous airfields and coast defense guns, neither of which it got.

Many planes in the islands at Pearl Harbor were lost. The request for more planes was not enough. Airfields had been provided for our ships should have been furnished around and around the heavy sea. At neither place had underground facilities been built. In the Philippines, the availability of supplemental fields was frustrated by the overwhelming air power the enemy were able to spare from their other ventures.

Our fleet could not be expected to sail into the third of the way around the world from the Pacific Coast, leaving that home-land unprotected in such an effort. The Japanese landings in the Philippines. If heavy losses had been suffered in such an effort, Hawaii would certainly have been put in danger of capture by the Japanese. As for the air, and its superiority over Philippine waters, such losses could be expected.

So the unsavory thought perhaps sooner than it might have.

UNDERGROUND HANGARS

CONSIDER THE FACTS

The fatal air losses on the ground in the Pacific has provoked new discussion about underground hangars, but not among the military men. Their decision has been made. It is founded upon the principle of the "if it ain't broke, don't fix it." That is why you see little hangars scattered all over the islands, but no big ones. The hangars have been built in the open.

American air defense is founded on the principle of the "if it ain't broke, don't fix it." They have interceptors scattered around the countryside in small fields, but not in big ones. They kept at large fields for runways. Never more than seven planes at a time in the field, and then not close together. Camouflage is placed in the field, but in farmhouses nearby.

With a good spotting system in effect, the planes on our fields are in the line of sight of an enemy bomber could reach them. At Mitchell Field, the houses on the field, the commander cleared all single planes in a few seconds.

It was now over Pearl Harbor today, you would see only ships actually being reported, in the houses on the field.

NAZIS FOULNED POLISH SETBACKS

The Nazis received much publicity from their underground hangars, but officials here wonder how many they really have. A bomb explosion or sabotage at the entrance could tie up all stored planes. In Poland, the Germans bombed certain cities in particular, but not the air bases. They wanted to destroy the planes, but not the bases. The Nazis penetrated, at last, into the underground hangars, but they could not get to the underground hangars the same way.

Some in our air corps would like to have a few nevertheless, but the question of steel priorities for more vital armaments has been raised.

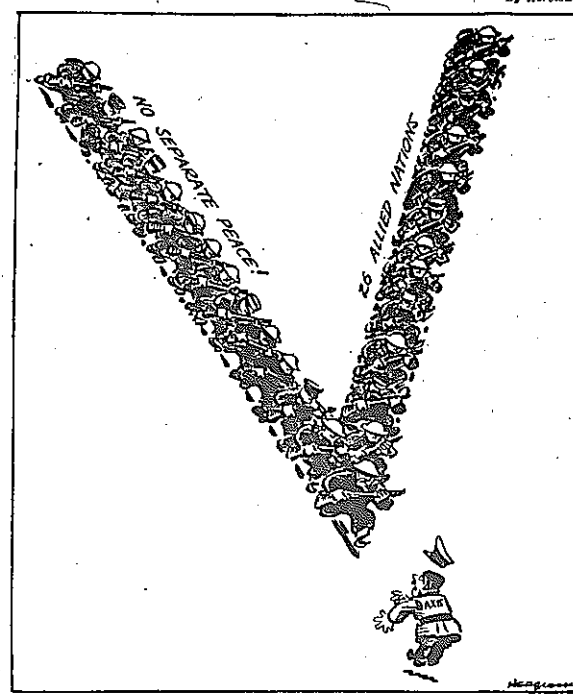
How you may help to win this war is by making sure that our services have received evidence that foreign agents are working to sabotage our planes, trucks and street cars. Stop talking about your defense business or personal war information in public places.

TODAY'S BIBLE THOUGHT

Pray that men should heed God's prophet now with in John the Baptist came in the spirit of Elias; Behold I will send you Elijah and the coming of the great and dreadful day of the Lord.—Malachi 4: 5-6

Hard to Dicker With a Flying Wedge

—By Herblock



Bananas Finn's Wife

W. A. S. Douglas in the Chicago Sun

Bananas Finn was an extraordinary white man in that he could live on the West African coast for years on end without having to go home to get the digests from out of his system. I write of a time when the French possessions, the former German possessions and the British possessions were not as similar as they are today, and when medical care had not progressed as far as it has since.

Bananas got his name from the product he handled: most of the time he was in the Congo, Calabar River, the Cross River, and was hailed, green, to Liverpool in his company's boats. He had begun with the concern as a cabin boy, managed to pick up the native trade and quickly, because the export manager's clerk in Calabar, then his boss died, and Bananas got the job.

HE MARRIED THE OWNER'S DAUGHTER

On a visit to the home office in Liverpool, he and the owner's daughter met and fell in love. They were married and lived happily. Bananas was to go back to Calabar, but his last fifth, he returned to Liverpool and settled down to the import end of the business. White women never came to the coast in those days; weren't supposed to be able to stand it.

The banana boat was well out of the Mersey River and into the Irish Sea when Finn's wife came out of the hotel and showed herself. She was a beauty, and she had everything her husband said. All he could do was hope for the best. He built her a lovely white house way up on the heights above the docks, the native quarter of Old Calabar, with palm and mango trees all around it. But he was scared still about her.

Mrs. Finn, however, seemed to stand the climate as well as Bananas; and when she insisted on going up the Cross River with him, he said, "I'll go with you, if he did that she would follow him anyway."

HER GRAVE WAS ON A HIGH HILL

Away up in the hinterland, where it was cool and green and lovely, and where you would think you had dodged all the snakes of the lower jungles, she died—suddenly. He buried her on a high hill from which you could see all of Nigeria and the lovely River of Biafra. He had a famous sculptor make a statue of Mrs. Finn all in white marble, which stood, still as standing, on that high hill, away from the river.

Fitting right into the wartime weather, the statue was so that old western misprint, "no change, Thursday, followed by Friday."

It will be remembered that the Jap attack was to unleash the irresistible fury of the available armaments against the demoralized Chinese. That was four years ago.

Speaking of all-out celebrating over the holidays, police in Atlanta recently brought in a subject who couldn't all on the chalk line.

A new carrot salad is not only good looking and full of health-giving vitamins but as a rule the rabbit enjoys it.

Don't Want Lindbergh In the Army

Editor, The News:

Your article appearing on Dec. 30, in "The News," wherein "Copperhead" Lindbergh has offered his services in the Air Corps, has been noted, and in this connection we are wondering if it would be his old rank of Colonel, or has he volunteered to enter as a private from the ranks?

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Do you think any red-blooded American could conscientiously follow this man as a leader who still holds a decoration from Hitler?

He signs and boxes a friendly bow: "So sorry, this my garden now."

—FRED A. TAYLOR, 120 W. Seventh Street, Charlotte.

The Courteous Japanese

GODEN NASH

How courteous is the Japanese! He always says, "Excuse me, please."

He climbs into his neighbor's garden.

And smiles and says, "I beg your pardon."

He bows and gives a friendly grin, and calls his hungry family in: "So sorry, this my garden now."

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Side Glances

Mr. Roosevelt talks about turning half of our production into war work. That can and will be done. But into what kind of production? Materials are limited. Machinery is limited. Skilled labor is limited. We shall run into all kinds of bottlenecks and shortages.

If we try to increase our production horizontally—we shall be scattering our fire and be constantly delayed by competition for materials and labor. If we give first place to planes, we can insure that there will be no interruptions or delays in these most urgent weapons. Then we can follow to behind with as much of everything else as is needed, in the order of urgency.

That is the way a good many people here are thinking. It appears to me as a sensible view.

Visitin' Around

79.817

(Honey Point Item, Stateville Daily)

Mr. and Mrs. Tom Watt have moved from Springfield to Winston-Salem.

A Perfect 1000 (Franklin Times)

The new residence of F. L. O'Neil on Spring Street is looking square nicely. Well, That's All Right

In Knot-In (Shut-In Item, Marshall News-Record)

Rev. E. N. Lovin is planting onions.

We Need Planes Now

By Raymond Clapper

WASHINGTON
MOST of all we need speed in making airplanes. They come at the head of the list now. Unless we have planes quickly and in large numbers, we may be under attack on the West Coast, the Panama Canal and Alaska.

Many a hero has been killed in the air. Mr. Roosevelt and Prime Minister Churchill are agreed that first place shall go to planes.

The second hope is that Mr. Roosevelt will be able to take time out to shake up OPM and SPAB. The hope is that Mr. Roosevelt will give the ball to Donald Nelson, now executive director of SPAB but easily cramped by lack of full authority. Turn him loose to put every possible factory, big and little, at work making plane parts.

HOW JAPAN COULD BRING US TO TERMS

Take William Knudsen away from his post here. He is all tangled up in red tape and doesn't know how to handle it. Get him out in the field where he can do a real job as a trouble shooter in production, for which he has the real instinct.

I don't know much about these things. But some people who do know about them feel strongly that this is the way we must go now. I have every confidence in their judgment and I am riding with them.

Japan has control of some vital area in the Pacific. Japan controls the sea and air around the Philippines, and lands forces at will. Japan has our stepping stones across the Pacific—Wake and Guam, Adm. Nimitz, I believe, command at Hawaii, says an attack to capture the Hawaiian Islands is possible. He warns that Japanese submarines may try to shell our coast cities. The Admiral in command at Panama says it is inconceivable that Japan will try to attack the Panama Canal with carrier-borne airplanes—which is the way the devastating damage at Hawaii was accomplished. Published dispatches indicate anxiety about an attack on Alaska.

HOW JAPAN COULD BRING US TO TERMS

Perhaps Japan cannot do all this overnight. But she is now showing ability to strike about the Pacific at will. Japan moves large units of transports and lands armored units with comparatively little interference. Already Japan has captured rich tin centers and rubber country in Malaya. With a little more effort Japan will have access to many of the raw materials so desperately needed.

Suppose the far Pacific is reduced within the next few months. Japan has run this far on a fast timetable. Once across in the Far East, her next effort will be to strike at the Panama Canal, to press her attack against the canal and our West Coast shipping and aircraft centers, and perhaps attempt to obtain a base in Alaska. That would be the natural way for Japan to try to bring us to terms, and to persuade us to accept an armistice that would leave her in control in the Pacific, which is what she is after.

THE TEST MAY COME WITHIN MONTHS

We may have to meet these possibilities in a matter of months. This war moves fast.

We can't build a new Navy in a few months. Under the old conception it would almost take a new Navy to deal with the situation. But we can turn out airplanes quickly. It is primarily by air attack and by keeping control of the air that Japan has been able to damage both American and British naval forces. Our first necessity is to regain control of the air. We have a running start on plane production. Now the job is to concentrate on that and drive it through until we gain superiority.

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