

THE CHARLOTTE NEWS

And Evening Chronicle

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WEDNESDAY, MARCH 18, 1942

Untimely Misgivings

President Roosevelt's Insistence on Championing The Special Interests of Labor Disturbs the People

The White House's conference yesterday with labor leaders has every appearance of an attempt by the President to head off Congressional action for carrying out a public demand for repeal of the 40-hour week law and the outlawing of strikes. Messrs. Green, Murray and their colleagues "yielded" Messrs. Green and Murray. Will some bright boy in the audience tell us how Messrs. Green and Murray, the one over a loser, the other over a rump organization noted for its bellicose tactics, can "yield" the right of labor to strike?

For that matter, no-strike commitments by these same spokesmen of labor are already on the record. Less than three months ago they came out of a four-day strike of industry and Government with the electrifying croak — and we quote — "to forego strikes and lockouts for the duration of the war." The President was "happy to accept your general points of agreement."

That commitment was made on Dec. 22, 1941, and while strikes on war jobs have been at a minimum since that time, the fact remains that there have been strikes. And what assurance, pray, have we that this second commitment is any better than the first?

Messrs. Green and Murray found the President in agreement with them that the 40-hour week should remain as the

standard in industry, war or no war. At the bottom of the protest which the people are directing toward Washington is that very retention of a law designed to limit production in the face of a crying need for more and more production. With the example of France so fresh in their minds, the people of this country fear to have it said of them that for want of a willingness to give up privileges they are still on the way toward their own homeland overrun.

There may be a case for retention of the 40-hour week. There may be a case for accepting the commitments of the top men of organized labor. There may be a case against depriving labor of its gains under cover of patriotism. But it is going to have to be explained to hard-headed Americans how a law intended to limit the hours of work can fit into a situation where the need is for more and more work.

Unity and support of the President the country needs now at all cost, even at the cost of subordinating our principles, of accepting that which is abhorrent to us of swallowing criticism. But if the President has not lost his intuition of the temper of the people, he will recognize the uneasiness that grips the people. The people look to him to serve as their President, their war President, their great President. They want no grounds for their rising apprehension that he has determined to cling to his pre-war role as leader of a labor movement.

bie contribution to the world was Napoleon Bonaparte.

Still the cry rang out in Rome. Then, they were again heard in France to hear knees, "the hand that held the dagger" struck. The Duce could hardly have asked for a greater advantage. But during the bruising Italian disasters in Greece and Libya, something went wrong. Even now France lies beaten and helpless.

But the jackal Duce hesitates to approach, fearing that the Lion might return to his kill. Instead, he circles about, fiercely circling, howling a half-forgotten battle-cry of "better days: 'Nice! Savoy! Corsica!'"

Siberian Target

It May Soon Be Too Late For Japs To Shoot at It

Among Japan's actual and potential enemies, only two nations are able to spy upon her home land consistently and effectively. Free China has the best system of espionage in Nippon; Russia has the second best.

This enables Chinese Army spokesmen to state, in predicting an attack on Siberia, that two more Jap army divisions have been moved from Korea to Manchuria and that Jap soldiers are concentrating along the line that divides Sakhalin Island between Russia and Japan.

There has been an unfortunate tendency on the part of China's allies to be over-skeptical of these reports. There was considerable chatter in certain Washington offices, for instance, when, after Pearl Harbor, it was revealed that the Chinese Government had been warning Washington confidentially for weeks before Dec. 7 that an attack was imminent. The reports all but fixed the day and the hour of the assault. But our unimpressed officials dismissed the information with a few wise-cracks about Chinese imagination.

Russia is inclined to take such reports more seriously.

It is certain that the Chinese and Soviet espionage systems are working in closest collaboration. And it must be perfectly clear to both that Hitler would be stupid if he did not insist upon a Japanese attack on Siberia, to be begun simultaneously with his Spring offensive against Russia. And the Japanese, for their part, would be equally foolish to throw their full force westward while Stalin hurls Vladivostok like a cracked pistol aimed at Tokyo.

The Japs are Japan will strike at Siberia, the more the United States has to complete the great bomber bases in Alaska and the Aleutian Islands. If these stepping stones can be made ready before the Japs let drive at Vladivostok, Manchuria and, as well as cherry blossoms dropping in the Flower Empire.

Nothing more clearly illustrates the ludicrous impotence of Italy than the recent reveal by the Fascist press of the campaign for the return of Nice, Savoy, and Corsica.

'Nice! Savoy! Corsica!'

There's a battle cry with a history. It first rang out, remember, back in the tense days after the Duce's "brave" speech, had substituted the backward and barefooted Ethiopians with mustard gas. It was put in the mouths of the students, who uttered it by Fascist order, and for that reason made the front pages in America.

'Nice! Savoy! Corsica!'

As if by plan, the cry was taken up in the Chamber of Deputies. France must give back what she had so wrongfully seized. Nice and Savoy—two minutes of practically no economic or strategic value! Corsica—a rocky, infertile island whose only nota-

Trailer Tires Rot

By Paul Mallon

WASHINGTON

MR. ROOSEVELT has written the state Governors asking a 40-hour national speed limit to save tires. Motorists will nod assent, but the tires themselves are not redeemable, rubber will be lost.

But the President should also have written a more caustic letter to one of his Assistant Secretaries in the departments, which it now appears, is a great — if not the greatest — waste of rubber in the entire country.

A tire rationing board in central Ohio was astonished when a "trailer" came in a few days back and testified that the trailer homes of defense workers all through the country had been furnished tires by the Federal Government—and these precious tires were still on the way to the trailer houses, standing and rotting under the factories.

TRAILERS LEFT STANDING ON TIRES

The applicant said he hauled trailers from a Michigan manufacturer to Baltimore. These were occupied by workers at an airplane factory. All he had hauled there were left standing on tires, he told the board.

A member of the board wrote me the circumstances and, upon investigation, I discovered the following facts:

About 2,701 trailers were quartered by the Federal Government in approximately 50 camps scattered throughout the country up to Feb. 1, and most of these trailers apparently still had tires on them when they were being sent away in June last Summer and Fall.

The trailer project started last June under auspices of the Farm Security Administration of the Agriculture Department. The project had nothing to do with agriculture, but the department had some experience in handling the grazing farmhands that way. Recently the National Housing Agency took the project over and reorganized under order of several weeks ago.

PLAN REQUIRES RETURN OF WORN TIRES

The project calls for 8,483 more trailers immediately and NHA is adopting a program which would require the return of worn tires to the factory for other vehicles as soon as they are worn out.

FSA, defending itself, says it has bought only 400 new tires in the past six months. It has a delivery pool started and no new tires are now being bought, although the tires in use in the central Ohio, are "probably getting obsolete" for tires on the trucks or towing vehicles they use.

BACKSTERS PREYING ON UNLucky CITIZENS

A ghastly legal racket upon relatives of war veterans has been reported to authorities and is being investigated. Some unidentified parties are supposed to be carrying out a "policy" of "kick" of those killed in action, promising for a small fee to represent them legally in their claims against the Government.

No one needs legal representation in such a case, but the "claim" against the Government. The law is clear, and the War and Navy Departments, eagerly so, operative.

Any "next of kin" would be foolish to throw money away on this apparently legal graft.

Federal Degradations Are Thwarted Again

Business Week

One thing that continues as usual is the shipping between the Federal Trade Commission and the commerce industry, most particularly the performers.

Last Summer the industry protested—but with a chuckle up its sleeve—when FTC accused a small perfume of making seats for war-lous flowers when they were not expounded from the oil of those who were considered in the relation, industry trade group, was quick to point out, that a recent campaign of out of stock, and probably would smell like anything but a violet. FTC, somewhat embarrassed, had to drop its case.

Now the commission has been thwarted again in its efforts to de-stigmatize the industry. This time the law sides with the industry. The U. S. Circuit Court of Appeals in the report of the Establishment's Board, Inc. and E. Pomora, Inc. from an FTC order using French words in naming, labeling, and advertising the perfume. The court said: "It is not for the court to decide whether the use of words which indicate a French origin in the name of a perfume, when such words are used in French words when designating the perfume."

TODAY'S BIBLE THOUGHT

If you imitate Christ you will be saved from shame and sorrow because you will be like Him. Do not let His Son into the world to condemn the world, but that the world through Him might be saved.—John 3:17.

Haunted Houses

—By Herblock



Nobody Wants The Japs

From Baltimore Evening Sun

LOS ANGELES, CAL.

THE Japanese are going to be emptied out of the West Coast. It is fairly typical of California logic that the Japs are a dangerous war area, while at the same time an effort is being made to fill up the hotels with tourists because, after all, there's no real danger.

But the first definite step has already been taken in the removal. By order of Lieut. Gen. J. L. De Witt, of the Western Defense Command, Proclamation No. 1 has been issued, and that proclamation which will probably serve as a pattern in future handling of the Japanese problem.

FOUR STATES AFFECTED BY MILITARY ORDER

The proclamation covers the states of Washington, Oregon and California, and it also includes a deep strip along the Mexican border, from the Pacific Ocean to the eastern boundary of Arizona. The whole area is divided into two prohibited zones, A-1 and Restricted Zone B.

Proclamation No. 1 referred not only to German, Italian and Japanese aliens, but also to persons of Japanese ancestry, which covers the Japanese who are American citizens by birth and who hold all constitutional rights in common with the other citizens of this nation.

The proclamation laid down the proposition that evacuation from military areas, i. e., Prohibited Zone A-1 is a necessity for war and that all aliens and "persons of Japanese lineage" must ultimately leave the prohibited zone. The proclamation assured fair treatment to all. "Military necessity is the major situation consideration, but the fullest attention is being given to the effect on individual and property."

But notwithstanding that, the proclamation urged all aliens and persons of Japanese lineage to leave the prohibited zone on their own account, since a process of winding out is being initiated immediately and sooner or later they all must depart from the area.

The Japanese problem on the West Coast is far from simple. While Easterners think that all the situation requires is a command to all Japanese to leave the prohibited area, the difficulty is far from being solved in that simple fashion.

ONE THIRD OF 10,000 JAPS ARE ALIENS

There are approximately 10,000 Japanese on the West Coast, of whom about one third are aliens; the remainder are American citizens. The Japanese have shown themselves to be sober, hard-working citizens in California, as a whole, they operate about 200,000 acres of vegetable farming out of a total of 525,000 acres given over to that type of farming.

Last year, Japanese farmers in California had the highest production of approximately \$25,000,000. They supplied more than half of the vegetables passing through the Los Angeles market. Removal of these persons from the coastal areas would create an alarming food shortage, now already made acute by the tremendous influx of evacuees into the California war-production industries.

Moreover, Japanese work in factories, food-processing plants, in fisheries and canneries. They are 2,200 Japanese who lived on Terminal Island (in the Los Angeles harbor district), and worked in the fish canneries there. Wholesale removal of these persons from Terminal Island has been carried out, and the naval commandant of this area sleeps easier as a

result — but the canneries there have practically shut down.

FISH CANNERS WILL FEEL ABSENCE, TOO

The Japanese have been forbidden to do any fishing in coastal waters, and the fish market has felt the repercussions. The fish canners around Seattle, Monterey and San Diego have already felt the pinch. In short, wholesale evacuation of the Japanese from the Prohibited Zone A-1 is not only a military headache, but an economic one, too.

Nor is the problem of evacuation any simpler than the difficulty of resettlement. Suppose all persons of Japanese extraction are ordered out of the prohibited zone and possibly even of the scenes of residence zone. Where are they to go? Representative John H. Tolson was out here in his home state trying to help solve the problem. In conference with Governors of fifteen states in the Western United States, he discovered that few of them would put out the welcome mat for the Japanese—whether aliens or citizens. Only one, Gov. Ralph I. Carr of Colorado, expressed full willingness to "aid in solving the Japanese evacuation problem." All the others would have no part of the evacuees.

The army had plans to evacuate about 50,000 Japanese to a string of camps ranging along the California-Nevada line between Death Valley Junction and Fort Mohave, but surveys found that, situated there, the Japanese would sweat to death from the heat of the sun, and, first, the country is an arid wasteland.

Another proposal, to colonize these 40,000 Japanese with American citizens who would pool their resources and buy up huge tracts of land in New Mexico and Arizona for collective-farming purposes, met with flat rejections by the Governors of both these states.

The only other solution appears to be a series of concentration camps under army guard, unless the Japanese will voluntarily and move to the Middle West as individual families.

Letters To The Editors:

City Hall Bible Readers Are Advised

Editors, The News:

I read your paper every day. Please allow me a little space to say this. A few weeks back, I was reading where they had been reading the Bible down at the City Hall. Please tell them to read the third chapter of Joel and the fifth chapter of James. I am sure they will.

—E. MARTIN.

HUGE AIRFIELD HACKED OUT

One of the most incredible sights I ever saw was a large air base built in the jungle in four months. We came down on a broad runway. The field was surrounded with native straw hut hundreds of natives, clad in G-string, were waiting in swarms on the runways. I saw large modern road-building machines crawling over the great field in a race to get it paved before the rainy season.

Perils of the Big City

Uncle —, who has been seriously ill for the past four or five weeks at his home here, seems to be getting along all right at this writing in spite of a crised hip and several ribs were broken when he was thrown over by a large cow in Hickory several weeks ago.

Business And Transportation News

(North Wilkesboro Hustler)

Mr. H. E. Harrod, a splendid citizen, who lives not far from Mulberry school, was in town Friday. He remarked that he had not driven his car to town in over a month—rides the bus. He acclis seven pounds of number one butter every week.

There's a little bit of Economy Royalist in All of us (Fair Grove Item, Lexington Dispatch)

Many people seem to be glad they have no income tax to pay. This writer wishes he had \$100 to pay. If I did I would wear a plug hat in the week time.

The African Air Freight

By Raymond Clapp

AFTER the war is over, when the full story can be told of the air supply route across the jungles and deserts of Africa, it will rank as a chapter in the legends of American enterprise.

Transportation of the most stubborn difficulty of the United Nations now that the previous line of going into London. The war has taken a turn that will make the Middle East the critical center of the United Nations effort to take the slow route across Africa makes it difficult to get weapons into this area. Therefore the air supply line that is being operated across Africa as a short cut will assume the greatest importance during the next few months.

Important because the job is to hold this area as a center for offensives in the months to come.

MIDDLE EAST IS CROSSROADS OF THREE CONTINENTS

The Middle East is a battle-ground for ages. It bears the footprints of Caesar and of Richard the Lion-Hearted. This is the bridge connecting Europe, Asia and Africa. It adjoins the Russian line of defense. It is east of the Libyan Desert, a battlefield west of the Japanese advance. It is the route to Russia, India and China. Thus the Middle East is the center where supplies can be assembled and shifted to any front. This is the place where the United Nations can get the inside position, instead of being outside on the rim.

Over these ancient paths snarled American in khaki shorts are already appearing in increasing numbers, preparing for the day when the United Nations will mass their forces for the Armageddon of Biblical prophecy.

I have just come over this new supply line that is being developed as a short cut. It has been the way our plane carried a cargo of spare parts. Within a week after leaving New York I was on the banks of the Nile. The old world and the new meet as American planes come down over the Pyramids and the Sphinx to Cairo. Plans have been made and personnel that would be eight weeks in the water reach here in as many days.

AIR FREIGHTERS FLY AFRICAN SKIES

Washington announced the project last August. New cargo planes large enough to carry automobiles, equipped inside with block and tackle to handle heavy goods, are flying the skies across Africa. On a certain recent short haul, planes carried in three days what trucks would have been 25 days hauling.

Into this project Americans have put the same sort of imagination, the same sort of bold, large-scale planning and efficient execution, that went into the building of the American West. Those who thought such a feat was beyond our countenance will find that this time it is not so. In four months, American enterprise has spread its wings across 4,000 miles of Africa in the world's biggest air-line operation.

The British had the pioneering idea, thus making it possible to get going quickly.

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Side Glances



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