THE CHARLOTTE NEWS

And Evening Chronicle

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● W. C. Dowd, 1865-1927 ●

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SATURDAY, JUNE 13, 1942

Touch And Go

Despite Jap Invasion, U. S. Position Better

In the Pacific things might be better for the U. S. today. Then might also be a great deal worse. At the rocky tip of the foggy Aleutians, the 1,500-mile tail of a continent, the Japs have dug in, within bombing range of Dutch Harbor. They have inserted themselves between America and Russia, potential allies in the area. Mostly, however, they have saved some face, provided excitement for the people at home.

The foothold on American soil, no matter how precarious, will temper news of punishment at Midway. Propagandists will make the U. S. Navy seem inept. While we limited at Midway the Jap will say, we lured the enemy fleet away and invaded the U. S. The presence of troops in the island chain is not without importance. The move will call for constant attack by Dutch Harbor's planes, perhaps surface action. Some day, the U. S. will need a free hand in the Aleutians.

In all other Pacific areas, the decision rested with us. The complete reports from Coral Sea and Midway proved what Navy men have long believed: that the U. S. could blast Japanese power wherever it appeared. But there was a grave loss in the Lexington.

The loss of no one ship could lose the war for us, but the loss of no other ship could be so grave as that of the Lexington. The 33,000-ton floating drome was our fastest and finest, and in the war of today our most important single unit. The Navy, rebuilding on all lines since Pearl Harbor, has made the carrier its capital ship. In the last Naval appropriation (for 1,900,000 tons), 25 carriers were included.

For the Lexington, of course, Japan paid a fierce price she could ill afford to pay. In all, since the war began, Nippon has lost 232 ships by official count—110 of them warships. Against that record, the U. S. has lost 40, 12 of them warships. We can afford to trade in that ratio, but that rate of exchange still leaves war's end far away.

From this point, onis is the advantage. Japan cannot make a move in safety without full surface protection, and having lost a great part of her navy, the days of her successful extension are numbered. With the release of more U. S. ships from the West Coast after Midway, war in the Pacific offers us more freedom, more threat.

Still a long way from our goal, we are finally in position to make the rest of the fight downhill. To that end, the Pacific struggle should be more as it was planned years ago: An American manhunt of Japan.

Gas Pains

Violations May Ruin A Rationing Program

We are of the positive opinion, after countless reports from disinterested (and grudging) motorists, that the gasoline rationing program in the Charlotte area, at least, is very nearly a farce. A great many filling stations, we are told, are running as wide open as ever. No coupons are necessary, if the driver knows where to go. The personnel is no other than is simple. Tilleman.

The American public of the Eastern segment thereof earned dedicated its conscience to the problem as it has to others. Thousands of automobile operators are surely taking only their share, buying gas as they have been told other thousands are not. And to date filling station men have not been required to account for coupons received and gasoline sold. The bookkeeping will come.

The violations come, we think, from an Eastern resentment of the fact that most of the U. S. is so far. The citizens here who continue to buy all the fuel they want feel a resentment and take pleasure in getting even. In the West, apparently, the feeling is no better. Against the threat of nation-wide rationing, people of that section have rebelled. There is little reason, they conclude, in putting them on short rations merely because the East complains.

In this case, there is no unity, of purpose, of nation or group of merchants, of buyers. Soon, however, there is likely to be. The Office of Price Administration in Raleigh sent out its bloodhounds this week after gas bootleggers in Wilmington, where violations are said to be most flagrant. If they go over the ground well, we are sure, they will find what they are looking for.

It is our hope that the program will be completely changed next month, that enforcement will no longer be left to the loose system. Whether or not there is a real shortage of gasoline or transportation, we hold it highly important that all share the existing supply alike. The gas cheating might too easily spread to other fields.

Have A Care

Cutting Civil Defense Work Brings Danger

Men and women from Britain's ruined towns could give Mecklenburg some peerless advice these days. Now that the City plans to slash expenses on civilian defense projects, bomb victims of many another land would express horror at our thoughtlessness. There has been, from the first, an idea that the United States, and particularly inland Charlotte, rested in no danger of enemy bombing. That was the civilian notion. Military men have been sure that token bombing would come.

If it does come, many a man will despair that he has not done his part for civilian defense—and if city budgets cut any part of the program out of effective existence before raids come, there will be a black and rueful day of regret. Perhaps the City disagrees on its responsibility for civil defense, thinks it should be a national Government burden. So buck-passing will help if trouble comes.

Ration boards, it appears, are open targets for the economists. Other units, unnamed, are in danger of the budget knife. With the world and war burning as they are, we hold any cut in the defence program, whether it seems important in the absence of enemy planes or not, to be dangerous.

If the responsibility of protection of civilians in the city and county does not fall upon local governments, we have been misled. And if the governments seek to slash the emergency appropriations (minute in comparison) and maintain many another fund-as-usual, we hold that someone else has been misled.

Bombing threats may be remote. But their very threat, from any part of the world, should be sufficient to demand our every effort in precautionary measures. (Only the foolish would take a chance.)

Sad Aftermath

For Victory Off Midway, These Two Offered Their Lives

And now the aftermath of victory weighs heavily upon the hearts of some of us, for the aftermath of victory in battle is inevitably losses, in what the military men call personnel, which is a military term for personality.

Lieutenant Gilmer H. Holton Jr., and Walter E. Gurley, reported missing after the battle off Midway and believed to have gone down with the bomber of General Tinker, both were Charlottians. They had gone to college together, roomed together, been young men together, and nothing was more natural in the times which hailed their maturity than that they should fly together against the enemy. And the end of the heroic enterprise which saw the beaten enemy steaming away as fast as his engines could carry him, found them, alas, missing together.

It is a sad fate, and it grieves us all. Yet there is comfort in it of that vast, universal kind which is about all the comfort that war devises to stricken families. To the last reported moments of these two young men of the skies, glory was in attendant. And the understanding of which they were a forethought was, in sum, so magnificently a successful undertaking as to bestow great honor upon all who had taken part in it. And in war the factor of factors is not, alas, whether this one shall survive and that one shall perish but that our forces shall win and that their forces shall be beaten.

And these two young men had their part in the determination of victory to the extent that they threw into it all they had, even unto their lives.

Despite gas rationing, some no doubt will try touring the east as usual, and by Fall U. S. 1 ought to be strewn with sedans like the skulls of cattle along the old Death Valley trail.

Black Sea

—By Herblock

When It Counted

FDR Held 'Em

By Raymond Clapper

WASHINGTON

THE story of the Molotov visit goes back to December. When fully revealed, it will show the true greatness of President Roosevelt at a moment which was perhaps decisive in its bearing upon the future world.

While Prime Minister Churchill was visiting President Roosevelt last Christmas, Anthony Eden, British Foreign Minister, was with Stalin in Moscow. Stalin insisted that Great Britain sign a treaty with him guaranteeing that out of the war Russia would get the three Baltic states, part of Finland, part of Poland, Bukovina and Bessarabia.

Eden made no promises although Stalin urged him hard. He said he would have to lay the matter before the British Cabinet and also that he would have to inform the United States.

Britain was hard-pressed in the Far East. It was necessary to hold Russia in the war at all costs. The British Cabinet was to agree to Stalin's proposal. Eden, Cripps and Beaverbrook supported it. Churchill didn't like it but was in the minority and he caved reluctantly.

President Roosevelt was flatly opposed. He was opposed to any secret treaties, to any territorial promises.

To have acquiesced in the proposition would have been to tear up the Atlantic Charter before it was six months old. The first point in the Atlantic Charter is that there shall be no territorial aggrandizement. The second point is that no territorial changes should be made that do not accord with the freely expressed wishes of the peoples concerned.

President Roosevelt threw all of his Dutch stubbornness into this struggle for the principles to which he was committed.

As a result of President Roosevelt's insistence, the project was dropped. Territorial questions were deferred until after the war. Russia and Great Britain signed a military alliance and a postwar alliance to run for twenty years, subject however to abandonment in favor of a world security organization. Russia agrees to participate in International postwar policing.

Throughout the whole period Moscow was increasingly insistent on a second front. Possibly the second-front announcements in Washington and London were the quid pro quo, although the matter is hardly that simple. Russia wants a second front desperately but Great Britain and the United States also want a second front as soon as it can be established, as there is every reason for all three powers to hammer Germany simultaneously from both sides. So the second-front question would have been up regardless of the other diplomatic negotiations.

Molotov's visit here was devoted 90 per cent to questions relating to the second front. The diplomatic side had been practically disposed of before he arrived, he having signed the British papers in London on his way here.

England and Russia were so desperate that they were ready to go to any length to gain mutual strength. Here President Roosevelt's gifts as a statesman appeared at their best. He was able to turn this situation, so full of ominous possibilities, into a means of laying the practical groundwork for a real United Nation, with force of its own, with the leading members of it committed by act, rather than word only, to the principles of the Atlantic Charter. President Roosevelt has brought the noble words down from the clouds and has put them to work.

Rubber Failure

By Paul Mallon

WASHINGTON.

THE IDEA that a country which possesses unlimited supplies of petroleum and alcohol and a process for making rubber from either one, and yet cannot make enough rubber tires to satisfy its needs, is difficult to explain.

If it were not officially offered by various Government Departments over a long period, you would not believe it. It is the only great confession of inefficiency I know of this Government has made during this war, unless you consider the related subject of gasoline.

The Government got started early enough. Back in the Spring of 1941, a Polish diplomat tipped Leon Henderson's office about the Polish formula for making synthetic rubber from alcohol. The Poles had 1,600 agricultural alcohol plants making synthetic rubber, and there were 36,000 in Germany and many in Russia way back in 1938.

Henderson's office turned the Polish formula over to the Agriculture Department experts, who found the key catalyst was missing. It was so secret it had never been in written form.

Then after Pearl Harbor, Jesse Jones got busy and Jan. 12 started a synthetic rubber program for 400,000 tons a year. It was to be made from a petroleum refining by-product, butadiene gas; then sent to Akron and other rubber centers to be made into the synthetic rubber.

This butadiene gas can also be made from corn, wheat, molasses and many farm products of which we have enormous surpluses, but Jones claims the War Production Board did not think there would be much alcohol available for synthetic rubber, so this phase was not pursued.

After all these months of arguing, the experts at WPB say that if everybody does all that is planned, there still cannot be enough tires made during this war for civilian use, that only military needs can be filled.

TODAY'S BIBLE THOUGHT

God speaks to souls alert, not to indifferent men. *Son of man, stand upon thy feet, and I will speak unto thee.* Ezekiel 2 1.

The House In Order:

Congress Speaks Out

(As a glance at moments behind the scenes in Government, we offer these selected speeches from The Congressional Record of June 9. They are part of procedure in the House of Representatives.—The Editors).

Works Progress Administration Appropriation

MR. CANNON of Missouri. Mr. Speaker, I ask unanimous consent that it may be in order to consider tomorrow under the general rules of the House, House Joint Resolution 324, the WPA bill, that general debate be limited to three hours, one-half the time to be controlled by the gentleman from New York (Mr. Taber), and one-half by myself.

THE SPEAKER. Is there objection to the request of the gentleman from Missouri?

Mr. RICH. Mr. Speaker, reserving the right to object, the bill which the gentleman from Missouri is bringing in amounts to $314,000,000, and $7,000,000 for the set-up. Are you going to permit in that bill construction by the WPA of more golf courses, more orchestras, and things of that kind that are unnecessary at this day when we are in war? If you are going to permit things of that kind, we ought not to permit you to even bring a bill of that kind on the floor without getting a rule. It seems to me the membership ought to be here tomorrow to rip this bill in the bud, and put it off the map like we did the CCC. That is what the membership ought to do. The gentleman from Missouri ought not bring a bill of that kind in here.

Mr. CANNON of Missouri. I will say in response to the very pertinent inquiry of the gentleman from Pennsylvania (Mr. Rich) that this bill decreases the amount from $875,000,000 to $300,000,000, a reduction of 65 per cent, and that a large part of it will be spent for war projects.

Mr. RICH. The gentleman and I did not even know that the WPA was permitting these things or we would have tried to stop them. I know the gentleman would have, and I know I would have. The fact of the matter is you cannot control WPA unless the Congress tells them to stop a thing.

Mr. CANNON of Missouri. We are assured there will be no ineffectual projects. On the contrary, the expenditures will contribute materially to the war program.

THE SPEAKER. Is there objection to the request of the gentleman from Missouri?

There was no objection.

Read into Record By Representative J. W. Wadsworth (N. Y.)

(By William S. Hendrie, President, Empire State Society, Sons of the American Revolution.)

OUR flag always thrills me. It is beautiful. None other compares with it. It is beautiful under all conditions—in the sunlight; under a lowering sky; rising to staff head as dawn with the morning light, and fluttering to dusk in sunset; floating over our ships and at the head of marching columns; enfolding the casket of the soldier-dead—always beautiful, always appropriate.

There is nothing accidental about the flag. Before its present form was agreed upon, at least 45 other forms were tried and discarded. At the time that it was adopted it differed from every other flag. There is no kingly crown on our flag, no prince's coat of arms. It is a people's flag. There is no motto. The flag itself speaks. Everything about it is symbolic. The thirteen stripes represent the Thirteen Colonies that gave us our country. The white typifies the purity of the motives of the men who formed our Republic. Ten countless centuries white has been the emblem of innocence. The red is a perpetual memorial. It represents blood. It is a memorial to every man, and every woman, too, who at any time or place has died for liberty. It represents our Revolutionary ancestors, but it represents, too, the men at Bataan, at Corregidor, on the seven seas, and in many foreign lands who are dying, daily, for liberty.

The color, blue, typifies the thoughts and aspirations of practically all of our people. They were an agricultural people, and a portion of them gained their living on the seas. They worked under the blue arch of the heavens. They sailed on the blue surface of the seas. On the horizon of many, the blue arch of the heavens continually met the blue of the sea.

And the stars. A bright star for each State. Why was the star chosen? Ours were a religious people. They saw, as did the psalmist, that "the heavens declare the glory of God, and the firmament showeth his handiwork, day unto day utterth speech, and night unto night showeth knowledge." It is a religious emblem of all people. None other is so universal. It is the symbol of hope and aspiration. So they chose the blue ground and the shining star. They are a complete symbol of unity.

Representative John E. Rankin (Miss.)

MR. RANKIN of Mississippi. Mr. Speaker, the radical, communistic elements that are trying to browbeat the Red Cross into taking the labels off the blood that is being furnished to the Army and Navy for our boys who are wounded on the various fighting fronts, so one could tell whether it came from a white or a colored person are spreading the false propaganda that some of this blood is already being sent out unmarked by the Red Cross.

That is a deliberate falsehood, and is calculated to stir resentment, dissension, and disunity in this country, and desperately among the men in the service who may have to depend on this blood in cases of life or death.

On last Sunday, May 31, that radical New York paper called PM, which we so often hear referred to as the uptown edition of the Communist Daily Worker, and which has been leading this attack on the Red Cross and on the leaders of our armed forces who refuse to mix this blood, or to take the labels off it, not only made a vicious attack on me for defending the Red Cross against their loathsome assaults but it deliberately slandered the Red Cross.

In its editorial column of that day PM said:

The American Red Cross already has taken large quantities of Japanese blood and mixed it with white.

I checked up on the proposition, and I am prepared to brand that statement as a deliberate, malicious lie.

That base insinuation was made for the sole purpose of trying to make the American people believe that the Red Cross was sending Japanese blood unlabeled to our armed forces to be pumped into the veins of our brave boys who are wounded in this war.

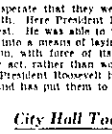
The Red Cross is not banking any Japanese blood without labeling it as such; the Red Cross is not banking any Negro blood without labeling it as such; the Red Cross is not sending out any blood taken from white people without labeling it as such; and it is not going to be intimidated into changing that policy by these communistic radicals who are trying to stir up race trouble all over the country.

City Hall Today:

Young Wins A Victory

By Dick Young

NOTE to the Editor. You disagreed with last Saturday's "City Hall Today" and wrote an editorial about it.



This is to remind you that by majority action the City Council on Wednesday embraced in toto the plan of collection of delinquent street assessments as advanced in this column last Saturday. That naturally made me feel good.

And speaking of the Council's action, in which two of the Seven Iron Dukes jetted with the Four Blocks of Granite to authorize the appointment of an assistant tax collector and to empower the City Manager to make the appointment at a salary not in excess of $375 a month, there is no particular significance in this vote and it does not mean that the iron-bound majority of the Dukes is forever broken. On several occasions in the past, Dukes have slipped away to vote differently from their colleagues and this was just another on which the Councilmen voted their convictions. It will probably happen again but still the Seven Iron Dukes will continue to wield the majority influence.

That report weekly prepared and distributed among members of the Council to show the status of tax collections is somewhat misleading. The report lists the levies, amount of uncollected balances and the percentage of uncollected taxes for prior year taxes. The figures on the percentage of the uncollected balances for the different years are added up and the last report showed this total to be 27.33 per cent.

From this it might be inferred that the total percentage of uncollected taxes for the years 1928 through 1940 is 27.33. As a matter of fact, the uncollected balance for these years is only 2.09 per cent of the total levies for the years. The report shows the total uncollected balance for the 1928-1940 period is $453,453.65 and the total levies for these same years come to $21,706,925.04. This thus reveals that the uncollected balance is only slightly beyond the two per cent mulla bona authorized by law.

All Civilians Must Learn

How To Bomb Berlin On A Bicycle

From The Christian Science Monitor

"WE MUST explain it to you, dear. You're wrong. Why, everybody knows we finally cured the depression by persuading people to have confidence enough to buy things again."

I kept saying, "Yes, but . . ." and dodging off into statistics which they didn't want to hear.

"Yes, all very complicated," they said. I didn't pretend to understand it. But I do know that we're trying to protect our way of life. That's what the war is about, really."

England has been all through it, through the grim exasperated phase into the firm but tolerant attitude. Someone has sent me a little book published by the British Ministry of Information, called "The Little Less, and How Much It Is." It tells the story with a light touch, and caricatures. It tells about 11,000 tons of margarine turning in wasteful soup dishes; one chapter is headed, "How to Bomb Berlin on a Bicycle," and another, "How to Grow Ships in the Garden." It tells about cargoes sunk in the bottom of tearups, and says that if everyone ever 14 saved a yard of string a week, there'd be enough hemp to make 200,000 hundred-foot lengths of urgently needed fire-hose.

But, however we tell the story in the United States, the fact must ultimately be realized. We must conserve less of everything, and we must begin this minute. Even if there were plenty of manufacturing facilities, which there aren't, we would still have to deny ourselves our civilian wishes. For one of the fronts on which this war is raging is along the battle line of transportation.

And the battle of transportation is being fought in your garage, and your kitchen, and your clothes closet.

Every one of us, whether we know it or not, is fighting the battle of the Atlantic. All hands on deck! And not a minute to lose. Every one of us is in the merchant marine now. We ourselves are responsible for those ships that are perilously threading along our coasts in one of the most crucial battles of the war.

These ships are very much our business. By our buying, we choose the cargoes for which men risk their lives. We consumers decide whether these ships and the equally valuable freight cars that relieve them, shall be loaded with essential materials of warfare, or the frivolous, irresponsible merchandise which unwittingly postpones the day of victory.

By what we use on dry land, we determine what kind of protection convoys shall have, and how fast supplies and equipment can be sent to our men on the every inch of this war. If factories are making trifles for us, there cannot be total war effort along our battle fronts. It is as simple as that.

Our waking up now, our being decisive now, will decide how long this war shall last. The little less, and how much it matters in weeks to come and lives to come.

We don't have to understand the economics of it if we don't want to. But we must understand the necessity. And we can decide ourselves whether we wish to face it cheerfully now . . . or grimly later.