



EDITORIAL PAGE THE CHARLOTTE NEWS

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The Charter

Out in San Francisco big things are afoot today. Delegates of 50 nations, having labored together for weeks to draw up a United Nations Charter, are gathering around to affix their signatures. Then they can go home.

Now this charter is a pretty complicated document. Some millions of words have already been written explaining the intricate details, and we don't propose to add any more here. If you don't understand it by now, be patient; you will in time.

But in the weeks and months ahead there will be many criticisms of the charter. Some of them will be frontal attacks, others will strike indirectly. But unless we are careful, we may get side-tracked in our thinking and become confused by minor issues.

There are a few things which are ought to say over and over to ourselves until no amount of criticism or Congress or elsewhere can tear them from our minds and divert us from our course.

First, the charter is not perfect. But it can be amended.

Second, it will not end present wars. There must be a will to bear stronger than that for peace.

Third, it represents the highest stage yet in the evolution of mankind.

Fourth, Americans more than any other people in the world, have reason to believe it may succeed. For they can call on the background of our experience in building a nation from the same uncertain beginnings.

Fifth, there is but one alternative if we allow the charter to fail. We will fight again, probably within our lifetime.

Above all else, perhaps, the charter was made by the United Nations, and that is a far different thing from a pact made by the old League of Nations, composed of nations who had to such common areas of interest. It was forged in the presence of the danger of a new world, and in the hour of danger of greater dangers. It represents an almost endless process of compromise, but it is not necessarily a process of expediency.

It is not to be accounted strange that there were major differences of interest and opinion between the great powers as they sat to write this charter. Nor is it strange that the smaller powers found themselves arrayed against the great at times. The document was born in conflict, but a friend of the Constitution. Under it as under our Constitution, it is possible that the smaller powers will find the way. And that is the most that we can ask.

One Hit, One Miss

Public reception of the BEHE resolution—a declaration for an international peace organization by Senators Hall and Burton, Hatch and Hill—was a good deal more enthusiastic than that which has greeted the BEHE bill. This dropped out in its place in labor relations. Even those ardent and ardent mutual critics, William Green, Philip Murray and John L. Lewis, see eye to eye again.

What they think is the labor bill. The Act which it creates is labor relations. The act, however, does not seem to be the responsibility which fall upon organized labor, along with the principles which are fundamental. It is not clear if it is clear over the passionate opposition of labor, that the Wagner Act was passed over the passionate opposition of employers and many labor leaders.

What is the result? The result of the labor bill is that it will be a good deal more than a labor bill. It will be a labor bill, but it will be a labor bill, and it will be a labor bill. It will be a labor bill, and it will be a labor bill. It will be a labor bill, and it will be a labor bill.

Statesmen At Work

SEN. LAWRENCE H. HUGHES, of Pennsylvania, will have a busy day today. He will be in the Senate chamber where he will be one of the statesmen at work. He will be one of the statesmen at work, and he will be one of the statesmen at work.

fully for compulsory arbitration. Labor rather than the boss, is usually the plaintiff in suits over the result is a rule-of-thumb compromise between what labor is grating and what it asks. Frequent asking means frequent setting.

Out-Killed

The navy box score for Okinawa, tragic as it may be in terms of killed and wounded young Americans, will make no pleasurable reading in Tokyo. In addition to getting themselves totally exterminated, the Nips on Okinawa didn't come anywhere near slugging it out with our air-armor base.

We had never before, however, seen her as many men as we chose to put into action. After the first few weeks our troops began to retire to rest camps while others died in the lines. In addition to the 514 wounded, the Navy lost 10,000 men in the air.

On Okinawa as on Iwo Jima, the Japs fought from deep stone bunkers set even in those two bloody engagements we killed more of them for every man of ours we killed. The Japs and the Japs were headhunted had to be established under deadly fire we killed in the end seven Japs for every 10 Japs we killed. And the days of the Japs on Okinawa island are running out. It is the Japs who are the main enemy of the United States.

Departing Chief

The loss of Chief Wagoner, a prominent figure in the Department of Justice, has been a great loss. He has been a great loss, and he has been a great loss.

For the first time, Wagoner's conduct as an organizer, the Department has known lesser executives invested with authority. The chief did not carry the long load. Chief Anderson effectively was a great loss, and he has been a great loss.

As Chief, he had the full cooperation of the City Administration, and of great numbers of influential citizens. And the fact that he was a great loss, and he has been a great loss.

Having furthered the reputation he made in his previous years at Winston-Salem, he steps into a better, more responsible job as head of the Highway Patrol and Highway Safety Division in a genuine attempt to render greater public service. His salary, it is thought, will be a great loss, and he has been a great loss.

Chief Anderson now steps into a job in which he must demonstrate new qualities as an organizer. This time he is a far vaster scale. He will also stand at the head of a department which in the past has existed without a chief. It is a great loss, and he has been a great loss.

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The Merry-Go-Round

By Drew Pearson

WASHINGTON
When the final history of the war is told, one of its greatest chapters will describe that branch of the service totally new to war—the Air Transport Command.



Transporting Prime Ministers and Presidents, wounded men, Jeeps and Pan Hurbys, Cadillac over oceans and deserts has now become commonplace news to the American public. But behind that commonplace news is a thrilling story of pioneering.

Here are some things few people know about the Air Transport Command. Most used air route in the world is not between Washington and New York, but between Washington and Chicago, but over "The Hump" between China and India. Traffic over this world's highest mountain range, the Himalayas, is so heavy that planes travel at different altitudes so there will be no collisions.

Next most heavily used air route is across the North Atlantic. The ATC sends a plane across the Atlantic every 38 seconds. That's about as fast as traffic moves on the Pennsylvania RR between New York and Philadelphia, busiest rail line in the world.

The ATC is now flying returning troops across the Atlantic at a rate of 50,000 per month. For years ATC pilots have been briefed on how to land on the difficult airports of Greenland, Ireland or China. Now the ATC has the tremendous thrill of bringing our returning air troops home to Boston, Portland Long Island, etc. Pilots say that no briefing was ever more thrilling.

Many Wounded Carried
More than 12,000 wounded men have been carried in ATC planes from the battle front. During the early months of Okinawa fighting planes swooped down on wounded troops, picked up the wounded and took them to the rear. The Japs were so busy with their own wounded that they did not bother to shoot at the planes.

Bon Voyage
The ATC has a fleet of 100 planes, many of which are the world's largest and fastest. They are flying over the world's highest mountains, and they are flying over the world's most dangerous waters. They are flying over the world's most dangerous waters, and they are flying over the world's most dangerous waters.

FEPC Faces Its Biggest Test
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SIDE GLANCES By Galbraith

WASHINGTON
The 10,000 tons per month over The Hump to China is a feat. Some brass hats threw up their hands, said this was impossible. ATC, however, met the schedule daily by flying 50,000 tons per month over The Hump.

Ascension Island Feat
Another great engineering feat was Ascension, the island rock in the middle of the South Atlantic. The ATC needed Ascension to make the hop from Brazil to Africa. Only trouble was that Ascension is a solid rock with a peak in the center and no room for a runway.

Treaty Making
The Senate will begin performing the role in treaty-making assigned by the Constitution when President Truman brings back the charter for a world security organization drawn up at San Francisco and submits it with a request for Senate consent to ratification.

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"I suppose your son will be going to the Pacific now—I caught a dreadful cold once changing climates, so do tell him to be careful!"

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