

## The Wilmington Star

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THURSDAY, JANUARY 16, 1941

### Star-News Program

Consolidated City-County Government  
under Council-Manager Administration.  
Public Port Terminals.

Perfecting Truck and Berry Preserving  
and Marketing Facilities.

Arena for Sports and Industrial Shows.  
Seaside Highway from Wrightsville  
Beach to Bald Head Island.

Extension of City Limits.  
35-Foot Cape Fear River channel, wider  
turning basin, with ship lanes into  
industrial sites along Eastern bank south  
of Wilmington.

Paved River Road to Southport, via  
Orton Plantation.

Development of Pulp Wood Production  
through sustained-yield methods through-  
out Southeastern North Carolina.

Unified Industrial and Resort Promo-  
tional Agency, supported by one county-  
wide tax.

Shipyards and Drydocks.  
Negro Health Center for Southeastern  
North Carolina, developed around the  
Community Hospital.

Adequate hospital facilities for whites,  
Junior High School.

Tobacco Warehouse for Export Buyers.  
Development of native grape growing  
throughout Southeastern North Carolina.

Modern Tuberculosis Sanatorium.

### TOP OF THE MORNING

Four things, I think, make life worth while:  
To love—to help—to hope—to smile!  
—From "BOOKS OF DAYS"

### Backed By Broughton

Governor Broughton's assistance for the port terminal project comes at an opportune time. It should have some weight with the Reconstruction Finance Corporation which, after first refusing the desired loan for port facilities, has reopened the case to receive additional briefs setting forth in greater detail the need for and advantages of the improvements so earnestly sought by Wilmington's port developers.

Governor Broughton, who has the vision of a great port at Wilmington, and is deeply interested in that vision's realization, has told Jesse Jones, secretary of commerce and RFC chairman, "I have the conviction that the development of this port not only will serve North Carolina but will prove to be a development of national importance."

In the war emergency, we know that adequate terminals here would be valuable to defense projects and that once the war emergency is past they would give North Carolina manufacturers a rate advantage over other southern Atlantic ports which could not fail to be reflected in their earnings and increased fitness to enter highly competitive markets. We know that a developed port would attract commerce in sufficient volume to meet all financial obligations incurred for construction and operation and create a sinking fund for debt retirement and interest charges.

With the experience Mr. Jones had in Houston during the time he led the effort for Houston's port development, it is reasonable to expect that he will recognize the possibilities for community and statewide commercial advancement through a similar enterprise in Wilmington. Hopefully, the reopening of the case will prove the signal for its final favor.

### Bundles For Britain

Too much praise cannot be given the Red Cross Production unit which is making clothing for British war sufferers as a part of the "Bundles for Britain" movement. Thus far there have been made 94 woolen shirts, 20 woolen women's dresses, 86 woolen girls' dresses, 39 boys' outing flannel shirts, 13 men's outing flannel convalescent robes, 116 children's sweaters, 27 women's shawls, eight pairs of socks and 67 layettes. A truly credit-

able showing, which gives promise of more production by busy needles.

A second allotment of materials will be distributed next week. The thought is that if more of Wilmington's women take a hand the work will move faster and to that extend the suffering of England's bomb-impooverished people be lessened.

The women of this city have never held back when the needs of humanity were pressing. Wherever there has been suffering, from whatever cause, Wilmington has been in the forefront of relief. Now, with the people of England courageously enduring the privation and distress, the crippling of their normal activities, by a ruthless enemy, there is an additional incentive for Wilmington women to do what they can to ease their plight.

Consider, ladies, how much more effective the Wilmington project could be if the force engaged in preparing bundles for Britain were doubled.

### For Traffic Relief

Traffic on Highway No. 17 has increased so heavily since work started at Holly Ridge, and has still to reach the peak, that it is obvious some provision must be made to take care of the excess if a serious handicap to construction operations at Camp Davis is to be escaped.

The best provision for a smooth traffic flow, as everybody knows, would be a four-lane highway from Jacksonville to Wilmington. But this would take considerable time to build after the project was approved.

Meanwhile congestion could be relieved to a considerable extent by an alternate route not directly connected with Camp Davis. This route is available and involves only a negligible increase in mileage. Highway No. 53, which connects Highways 258 and 117 traverses a part of Onslow county from a few miles out of Jacksonville and diagonally across Pender county direct to Burgaw, and is paved from Burgaw to the Northeast Cape Fear river. The roadway is graded and surfaced with gravel-top soil, which means that much of the preliminary work is completed and paving could proceed without delay. Virtually all winter and spring tourist traffic could be diverted to it.

If the top soil stretch of the road from Castle Hayne to Hampstead were paved, this road would offer a connecting link with Highway No. 17, and would also relieve congestion in the vicinity of Camp Davis.

Among the many efforts Wilmington must engage in to do a good job of service for defense and for northeastern North Carolina development, none seems to call for more constructive planning than essential highway improvement.

### Raid Goes Wrong

Something went wrong with the German air raid directed at London on Sunday night, the details of which have just come to light in dispatches from England. There was an early alarm, and the anti-aircraft guns erupted as usual, but the German planes seemed unable to get through and few bombs fell. Motors heard over the city later on did not sound like Nazi engines.

This experience was different from the strafing inflicted on Portsmouth the night before, when the Germans came in numbers and inflicted terrific damage. But after that raid Berlin reported that six ships failed to return. The strange thing about that admission was that the British had claimed the destruction of only two German craft - one by gunfire from the ground and the other, significantly, by a "night patrol."

From the results of the Portsmouth raid the air correspondent of the British Press Association concluded that "progress is being made in the search for a thoroughly convincing answer to the night bomber."

This expert places his chief emphasis on anti-aircraft defense, pointing out that the Bofors gun with improved detector apparatus has solved the problem of dealing with the low-flying raider. He explains that British equipment already in use is ahead of anything devised by the Germans.

But, in view of hints dropped by British authorities and substantiated, to some extent, by such statements as those recently made by Sir Hugh Dowding, it may be that a still more hopeful solution has been found in the night patrol. The raid on Portsmouth was costly for the Germans. At least we may hope that in the future similar attacks will become too expensive.

### The Middle Way

Much of the confusion that has arisen in congress and the country generally over the aid-to-Britain bill is the product of two conflicting fears which are now present in the American mind.

People, and this includes even those who are most anxious to see Britain receive all possible aid, are deeply worried over the prospect of handing over so much unrestricted power to one man. They are anxious, and rightly so, about where this will lead now and later on. They are afraid that the power, rashly used, may lead us directly into war and that the authority, once granted, will be retained to effect radical changes in our system of government.

On the other hand there is another, and nearly equal, fear of what will happen if congress refuses to delegate authority and ties the hands of the Chief Executive. For it is generally recognized by now that an emergency of the kind we are facing demands prompt action by a central authority able to

make instant decisions when necessity demands.

Because these anxieties are sincerely and genuinely felt, without regard to partisanship, we believe they point the way that congress should take in dealing with the legislation. That is to take a course midway between the demands of the extremists on either side.

It might well prove suicidal, for example, to accede to the demands of the extreme isolationists, and refuse to delegate any additional powers to the President. He is the leader of the nation by choice of the electorate and, as long as the emergency lasts, he must be given whatever authority is necessary to deal with it.

But it is only common sense to limit the scope of such delegations of authority and the length of time over which it may be employed. The President has probably asked for far more than he expected to get, and certainly much more than he ought to have. It is the duty of congress to write in whatever checks can be devised without impairing essential freedom of action and to insure the restoration of democratic checks and balances once the emergency has passed.

### Editorial Comment

#### KILLING TOURIST TRADE.

Fayetteville Observer

Quoting our favorite columnist in our favorite afternoon newspaper:

"We have a hunch that if Fayetteville does get a truck lane pretty soon, much of the truck and the tourist business will be rotted around the town."

The traffic congestion in Fayetteville caused by the failure of the city authorities to provide a truck lane undoubtedly is killing Fayetteville's tourist business. We do not appreciate this much now because of the feverish activity and defense boom in connection with the expansion of Fort Bragg, but the slump will begin to be noticed as the construction flurry fades away and Fayetteville's surplus population of carpenters goes back to the farm.

Operators of tourist homes and front street gasoline stations who are opposing a truck route for fear that it will take business away from them are really cutting their own throats.

They are helping give Fayetteville a bad name for traffic congestion from New York to Florida and are killing the goose that lays the golden egg.

The only way in which Fayetteville can neutralize the very bad advertising which is resulting from the failure of the Board of Aldermen to provide safe and decent routes of transportation through the city is simply to provide them.

The longer Fayetteville waits and the more specious excuses for inaction which are made by our city fathers the longer it will be until Fayetteville gains the place it should hold as one of the premier tourist-stop cities in the United States.

We are slaughtering a major industry in its cradle for the sake of petty and temporary profits.

### Washington Daybook

BY JACK STINNETT

WASHINGTON, Jan. 15.—The foreman of a huge airplane factory walks through the shop, tapping this man and that on the shoulder. "As part of the defense program," he says, "we're having a camouflage drill. Get up on the roof and play a round of golf."

Sounds silly, doesn't it? But take the word of a group of Pittsburgh steel firm officials here to discuss plant construction possibilities with the National Defense Commission, something like that can happen in a few months in Texas. Here's how:

Work already has started at Hensley field, near Dallas, according to J. Gordon Trumbull, steel company engineer, on a 20-acre, all-blackout, camouflaged plant for the North American Aviation Co. Construction plans call for a dummy golf course on the 20-acre roof. And what would make the camouflage so effective as having a couple of foursomes apparently dubbing around in case enemy scouting planes were out searching for possible objectives.

### WITHOUT WINDOWS

Walls of the plant are to be pre-fabricated, corrugated, splinter-proof steel. There will not be a window in the building. Exits and entrances will have double doors, like storm doors, so that under no circumstances can light escape from the building. Inside the corrugations of the walls will run the tubing for air-conditioning and wires for fluorescent lights which will illuminate the interior night and day.

The plant is the second structure built along these lines by the Pittsburgh firm, the other being the Allison airplane engine plant at Indianapolis. The company also has a number of plants in Liverpool, England, where the structures have been tested under actual war conditions.

According to cables reports from London, one of the chief benefits to the building under bomb-fire is that when direct or close hits blow out the walls, damaged sections can be replaced almost instantly.

### SEE CONSTRUCTION RECORD

The Texas plant, officials say, will be completed in 105 days from the time work started, believed to be a record for construction of a factory of such size.

The Dallas plant is just another step in the use of pre-fabricated steel in the defense program. At Quantico, Va., the Marine Corps base, 100 enlisted men and their families soon will be occupying the first defense housing program homes built of pre-fabricated, welded steel panels.

The same construction is being used in 100 twelve-family apartment units for shipyard employees at Newport News, Va.

These houses are demountable under roofs of sheet steel panels and, except for outer sidewalls of asbestos shingles over insulation board sheathing, are completely of steel. In the case of the Quantico two-family units, ten men working eight hours can get one ready for occupancy in a single day. Each side of the 48-by-28-foot buildings contains a living room, combination kitchen and dinette, two bedrooms and a bath.

### ALL CAN BE MOVED

All of these buildings are demountable and could be knocked down and transferred to other communities with little loss of time. The Defense Commission has under consideration still a third pre-fabricated steel housing program, the designer of which claims he can house 700,000 persons in six months.

### Fair Enough

By WESTBROOK PEGLER

The Star wishes its readers to know that views and opinions expressed in this article are those of the author and may not always harmonize with its position.—The Editor.

NEW YORK, Jan. 15.—Whenever

Harold L. (for Lovable) Ickes wants to be especially mean to me he recalls that I used to be a sports writer, and there are times when this hurts my feelings, because, after all, it does my store no good to have him walking up and down in front carrying a sign that says my thoughts are just the ignorant musings of a duse, dose and dem guy with a cauliflower mind. Everybody has to get started some way, don't they? Ickes seems to think Stalin is pretty good, but Stalin got his start robbing banks and President Roosevelt was a Wall Street lawyer, and you might say that explains his knack for getting around the constitution without breaking it.

But other days, like today, it just seems that if we had a lot of sports writers analyzing what you might call the situation it would make it easier for everybody to understand how things are going, because everybody knows pretty much about sports, but you start telling them about Machiavelli and they think he is a violinist.

### Will Pay Attention

So, like I say, if a cosmic observer gives out about Napoleon or the Twenty-seven Years war, nine out of ten customers will brush on by, because it reminds them of when they were in school, but if you give them someone like Primo Carnera they will pay attention and learn something. So Mr. Ickes can cut class today while I draw a parallel between Primo or Old Satch, as we used to call him, and The Duce of the new Italian empire.

When Old Satch came over here he was grabbed off by a bunch of the boys, and they gave him a big buildup to make him look terrific, as we say. They remembered that Luis Angel Firpo had been called the Wild Bull of the Pampas, so they called Satch the Wild Boar, and they had a picture of a wild boar embrodered on his ring pants. But that didn't go so good, because they forgot to let Primo in on the gag, so when Paul Gallico asked him about the meaning of the boar Satch laughed and said: "Oh, you mean da leetla peeg? Sheeza nawthing. Sheeza joosta leetla peeg for make pretty da pants."

I don't write dialect very well, but you get the idea.

### Wonderful Business

Well, the boys did a wonderful business with Satch. In the first place, they knew he was a terrible bum, so they took no chances. Just as Mussolini selected round heels for his opponents in Ethiopia and Albania and insisted on a no-decision contest in Spain, Primo's mob used extreme care in their match-making. They went around the country digging up old retired bums of a class known to pugilism as dry-tank men, divers or splashers, meaning guys who could be relied on to take a plunge at the word of command. They put on the splash from coast to coast.

One night in New York the manager of a tanker got fresh, demanding a little extra money and threatening to have his dummy mess up Old Satch, so they locked him in his hotel room while, over in the Garden, Old Satch gave his chump the push. Another time, in Philadelphia, a boxing inspector got ethical in the dressing room, demanding an honest, high-spirited struggle, so they conked him with a board and stuffed him in a clothes locker until after.

But in California they had an accident when an old colored man named Bombo Chevalier got ornery and chased Old Satch around and like to run him bowlegged. Between rounds they tried a little persuasion in Bombo's corner, but Bombo was out of control, and he gave Satch a terrible evening. After that Satch never was the same, and the first time he ever met a real fighter Joe Louis just slew him, because he was only a bum.

This brings us to Mussolini's fuss with Greece. In Greece he sent around one of his mob, a guy named Grazi, who used to be consul general in New York, to tell Metaxas he would have to take a dive, and Grazi told The Duce that the fix was in. But, like Bombo Chevalier, the Greeks got sore, and the first thing you know they were beating the ears off the big bum, so now he has Hitler tearing around the ring and threatening to murder Greece if they don't hold still and catch one. But even if the Germans do lay out the Greeks in the alley for this, that won't ever do The Duce any good.

Once a dictator is made a bum of he is a bum forever, and Benito Mussolini will go down in history as the Old Satch of the empire business.

### High School Choir To Sing At Vesper Services

The High school choir of the First Baptist church will be in charge of the music at the afternoon Vesper services at St. Andrew's Presbyterian church Sunday.

The choir of 25 voices is under the direction of Helen Smith Walker and sings, A Cappella. Bach's "Jesus, Joy of Man's Desiring" will be hummed at the opening of the service. The offertory will be "Ye Watchers and Ye Holy Ones" and the musical benediction will be a three-fold amen.

## CITY BRIEFS

**MAGNOLIA BLOOMS**  
A resident of Carolina apartments yesterday reported that a magnolia in bloom on one of the trees at the Magnolia apartments at Fifth and Market streets. Usually these flowers do not bloom until the latter part of May or early June.

**CLOTHING SCHOOL**  
New Hanover county club women are invited to attend the first Clothing Leaders school directed by Miss Julia Melver in the home agent's office on Monday morning, January 20, at 10 o'clock.

**BOOKS GIVEN**  
Miss Jane D. Wood has recently given 100 foreign books including Spanish, French and German textbooks and short stories, to the public library.

**TOURNAMENT POSTPONED**  
The bridge tournament, which was to be sponsored by the Catholic Daughters of America Thursday night, has been postponed until a later date.

**IN HOSPITAL**  
Friends of Mrs. Reid Lassiter will regret to learn she is a patient at James Walker Memorial hospital.

**SEEK DIVORCE**  
Divorce proceedings on the grounds of two years separation were started yesterday in New Hanover superior court in the cases of Doris Plummer Ruggles vs. John S. Ruggles and Winifred Fergus vs. Frank T. Fergus, records at the office of T. A. Henderson, clerk of court, disclosed.

**RECOVERING**  
Miss Genevieve Starling, daughter of Mr. and Mrs. A. J. Starling, of 707 South Fifth street, is recovering at her home following an appendectomy at James Walker Memorial hospital.

**ATTEND MEETING**  
R. W. Galphin, county farm agent, Peter Braak, chairman county AAA committee, and Miss Elizabeth Morris, chief clerk, on Monday attended a district educational meeting at Burgaw, which featured discussions on the part agricultural will play in the national defense program and the 1941 farm program.

**CORRECTION**  
Due to a typographical error it was stated in Wednesday's Star that the Security National bank had transferred another \$7,000 to its surplus in December. The story should

have read that another \$75,000 had been transferred to the bank's surplus.

**SOROSIS MEET**  
The literary department of the North Carolina Sorosis will hold its January meeting at the clubhouse this afternoon at 4 o'clock at which time Mrs. A. R. Willis will give a review of "Trelavny" by Margaret Armstrong. Mrs. Willis is a member of the English department at New Hanover High school.

**BLOOD TRANSFUSION**  
Bonnie Bishop, white, of Jacksonville, hurt by a tractor at Holly Ridge on Monday, is in Bulluck hospital, and is in need of a blood transfusion. Anyone willing to donate type No. 2 blood is asked to get in touch with Bulluck hospital immediately.

**CHECK FOUND**  
A check signed by Blondie Morse payable to the Atlas Supply company and drawn on the Farmers Bank and Trust company was found in the Tourist Grill on North Third street last night. The owner may secure same by calling at police headquarters and identifying.

**CARS COLLIDE**  
Cars driven by James Justice, of Jacksonville, and K. E. Batson, 703 1-2 North Fourth street were involved in a collision at Front and Castle streets last night with damages to both cars resulting, police reported.

**AUTO ACCIDENT**  
A truck operated by Bishop Pierce, negro, and a car driven by James Earl Sneed collided at Third and Market streets yesterday afternoon with considerable damage to both machines resulting, according to a police report.

**CARS COLLIDE**  
Automobiles operated by Miss Mary Campbell, 1307 Grace street, and Willard Holiday, 202 Walnut street, collided at Second and Grace streets yesterday afternoon with damages resulting to both cars, police reported.

**BANK DIRECTORS**  
In the list of directors elected by the stockholders of the Peoples Savings Bank and Trust company elected Tuesday the names of Walker Taylor and Howard A. Penton were inadvertently omitted. The directors elected at the meeting were J. O. Carr, J. Holmes Davis, D. M. Barden, F. B. Gault, J. H. Gerdner, W. S. Johnson, James F. Post, Walter W. Storm, Mr. Taylor and Mr. Penton.

## SOLONS PREPARE FOR BUDGET WORK

Joint Appropriations Committee Announces a Schedule of Hearings

RALEIGH, Jan. 15.—(AP)—The joint appropriations committee of the general assembly today paved the way for concentrated work on North Carolina's record budget for next biennium by announcing a schedule of hearings for state agencies.

The joint finance committee, meanwhile, began a study of amendments proposed by the advisory budget commission to the continuing revenue act adopted in 1939.

Divisions of the government situated here will be heard by the appropriations committee tomorrow and Friday. Final hearings are set for February 4. The proposed budget calls for expenditures of \$183,685,382 in state funds during 1941-42.

Both houses held short formal sessions today.

In the house, the Mecklenburg delegation sent forward a measure to give the right of eminent domain to motor carriers and bus companies in acquiring sites for union bus terminals, if the utilities commission authorizes such action.

Also, Representatives Poole of Moore, and Gass of Forsyth, introduced a bill to appropriate \$50,000 annually from the general fund for use by the Agriculture department in a Japanese beetle control and eradication program.

Under suspended rules, both divisions rushed through a bill naming Glenn West of Weaverville, as a member of the Buncombe county board of education. He succeeds Senator James S. Howell, author of the bill, which will be ratified into law tomorrow.

By a vote of 41 to 0, the senate passed on second reading a bill to extend Lexington city limits to include the Erlanger community.

Senator Gray of Forsyth, noted that a similar proposal caused heated controversy two years ago and was killed. He questioned the bill's introduction, Senator Wilson of Davidson, who said the measure was drafted by the Lexington city attorney and an attorney from the Erlanger mills, and had been agreed to by all principal interested parties.

**HANES TRIUMPHS**  
BOONE, Jan. 15.—(AP)—Appalachian State Teachers college lost its first basketball game at home in two years tonight in bowing 50-57 to Hanes Hosiery team of Wansboro.

The invaders led slightly most of the way.

## Railroad Workers Name Legislative Chairmen

RALEIGH, Jan. 15.—(AP)—State legislative board chairmen were named here today by the Brotherhood of Locomotive Engineers, Railroad Trainmen, and Locomotive Firemen and Engine Men, and the Order of Railway Conductors.

Those were selected—A. M. Thomas of Raleigh for the engineers; J. D. Carter of Spence for the conductors; and J. E. Baumberger of Asheville for the firemen and engine men.

The new man named was H. E. Withers of Salisbury, for the trainmen.

## FORD AVERS FIRM WANTS TO AID U. S.

Speaks At Dedication Of New Navy Service School At Dearborn Plant

DETROIT, Jan. 15.—(AP)—Henry Ford told a nation-wide radio audience today that during the present crisis the Ford organization "wants to do everything possible to help America and the President."

The 77-year-old industrialist made the statement in connection with the formal dedication of his new Navy service school in the grounds of the River Rouge plant at Dearborn. The school, which is to train young naval recruits for technical and mechanical assignments with the fleet and at its bases, was accepted on behalf of the Navy by Rear Admiral C. W. Nimitz, chief of the bureau of navigation, representing Secretary Knox.

It was one of Ford's infrequent radio addresses. Flanked by a group of naval officers, with some 200 enlisted men in the background, Ford stood in front of the school's administration building, his soft hat pulled tightly down on his head

## Cumberland County Defense Group Named By Broughton

RALEIGH, Jan. 15.—(AP)—Governor Broughton today named a 22-man Cumberland county defense committee to advise with military authorities, particularly about matters concerning Fort Bragg.

The appointments were made at the request of Col. J. W. Harrelson chairman of the state council on national defense. Similar county committees have been named for other areas with important defense posts.

Col. Terry A. Lyon, a member of the state council, has been act-

## CHARLIE SHEPARD GIVEN ROAD TERM

Pleads Guilty To Charge Of Forgery; Johnnie Sidbury Also Sentenced