Editorial Page of The Birmingham Eccentric

A free, responsible and aggressive Press is democracy's first line of defense

Knocking on Wood

with JOHN H. HARWOOD

DYING HARD

The battleship is dying hard. Its protagonists are loth to give it up without a struggle, despite the fact that in this war these floating behemoths have done little except to carry a lot of good men to their graves.

"What if the plane carriers should all be knocked out?" is the question asked. "What would happen in rough seas when carriers could not operate?"

The answer, of course, is that the superior resources of the United States would give us so many carriers that they would not all be knocked out because they would be so disposed to make it impossible for the enemy to sink them all in one blow. Not only that, we would have a superiority of long-range land based planes which would back up the fleet. And insofar as rough weather is concerned, it is usually the case that a fleet can break off an engagement in stormy seas at a time to suit itself, for rough weather makes offense difficult below, on or above the water.

Nowadays a fight with plane carriers is like a pistol duel; the man who gets in the first shot wins, for carriers are easy to hit and because of their paramount importance, the attacking force seeks them out first. In a blitz battle like that, it thus becomes necessary for the nation which can afford them to have a large armada of carriers so that there can be plenty in reserve should the first fail.

—o—

Defensively Weak

Speculation carries us further. Without a doubt today's airplane carriers are obsolete because they are so vulnerable to a quick, knockout blow. What other instrument of war is so lacking in intrinsic defense? A destroyer has great speed and is a small target; a battleship possesses heavy armor and huge guns; a submarine can dive; airplanes can outmaneuver or outrace or outshoot the enemy; a tank is armored and maneuverable. But today's airplane carrier, once its opening shot is fired—that is, the departure of its planes—lies almost helpless and vulnerable to attack by any planes which can get near.

Tomorrow's carrier undoubtedly will be different. Perhaps the decks will be heavily armored to resist bombs; perhaps the carriers won't have a flight deck at all but will catapult their planes which would be able to land on the water and be hauled aboard after the battle.

—o—

Premature

Robert J. Casey, the reporter who got closer than any other newspaper man to the Midway Battle, America's greatest naval victory (in which no battleship fired a single shot) points out that it was the dive bombers which packed the greatest wallop and really won the battle, with the torpedo planes next in importance, and the Army's high altitude bombers merely helping to step on the enemy after his sting had been removed. Therefore, he asks, why attach so much importance to the "giant carriers" of land-based aviation? The carriers are more important.

I think Mr. Casey's view is premature, for this reason: Why should anyone believe that we cannot produce long-range dive bombers that can be based on land? From an industry which has reduced transoceanic flying from a sensation to an every-day occurrence in the past 15 years, we can expect almost anything. America is to have 50,000 airplanes; it is not beyond one's imagination to foresee this great armada of planes—and 1 mean planes yet to be built—controlling the seas in every part of the world, making surface warcraft of doubtful importance.

We still hang on to our battleships because we have not yet built enough carriers to make them 100 per cent useless; and we will hang on to our carriers until we build the land-based planes which will control the oceans as well as the air. The land-based plane will end supreme because it will be able to fly far enough to ignore the water below; and the volume of planes will be so great that it would be utterly impracticable to build enough ships to carry even a fraction of them, although there will be some naval aviation for local operations.

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Surface Navy Useful

Speculating still—I do not mean to imply that surface navies are through, at least not for some years to come, for as long as most heavy freight is moved in ships, there will remain a convoying job to be done, that of hunting down subs and throwing shells into the sky to combat planes. This job, of course, is one cut out for small, fast ships—how much better off we would be in the Caribbean sea today if we had a couple hundred more destroyers and a half dozen more airplane carriers rather than the 15-or-so battleships that are so formidable on paper!

—o—

A Separate Air Force

Major de Seversky comes forward again with another demand for a separate Air Force on par with Army and Navy. I agree with his contention that we must pay more attention to air power, but I can't see a separate Air Force. We need unity, not divergence.

On April 4, 1942, I wrote: "We have no more need of a separate air force than we have of a separate tank force, or a separate field artillery. Rather, we need men in command who are schooled in all three branches and know how to use each to its best advantage."

Experience, particularly in Britain, shows the weakness of a separate air command. The London Times commented recently: "The demand for a combined General Staff springs from the belief that strategy can be planned only by men not owing particular allegiance to one service, but freed, trained and accustomed to think simultaneously and equally in terms of air, sea and land."

The RAF, at times, has failed the King's navy and to a lesser extent, the army, and the result is that the British Lion has suffered some excruciating tail-twisting. The RAF has scored most brilliantly, of course, in raids, but raids, unfortunately, are not likely to be decisive in war—at least not yet. Eventually, of course, there will come daylight air invasions of the sort de Seversky visions.

Officers Should Fly

Right now, every West Pointer must be able to fly, showing that we are headed in the right direction. Let flying Army men take over control of Army strategy, and the same in the Navy, providing that in both branches the men have had general surface training, but as long as movements of manpower are decisive—and that will be the case for a long time to come it is senseless to separate the command of surface and air striking forces.

—o—

THE RUSSIAN STRATEGY

The decisive battle in Russia appears not yet to have been started—at least that is the way it looked Tuesday when these lines were written. The Russians were not yet ready to shoot the works, having made a series of retreats before the panzers, yet, you will note, they decided to hold the northern end of the line at Voronezh and so far, have done so; and meanwhile, the Rostov corner will be held at all costs.

When enough Germans have pushed through and their lines are extended as far as the Russians can afford to permit, the Soviets will then make an attempt to close the gap between Voronezh and Rostov; other troops will attack eastward from Stalingrad and

(Continued on Page 5, Part 2)

WABEEK STATE BANK OF DETROIT

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WABEEK STATE BANK OF DETROIT

BIRMINGHAM OFFICE—WABEEK BUILDING

A Lesson From Germany

A vivid light on the role of railroads in war is found in comments by some of the American correspondents recently exchanged at Lisbon for German correspondents and diplomats.

Louis Lochner, chief of the former Berlin Bureau of the Associated Press, said: "Adolf Hitler's widely advertised superhighways may yet prove an important factor in the undoing of the German war machine. The longer the war lasts, the more evident it becomes that Hitler bet on the wrong horse in solving the nation's transportation problem chiefly through the construction of superhighways rather than the improvement, or even the upkeep, of Germany's extensive railway system. . . . A majority of Germany's 600,000 freight cars were obsolete by 1938. Even in the first winter of the war the transportation system proved inadequate."

Edwin Shanke, another member of the Berlin AP bureau, wrote: "Railways have been in a tangle virtually from the start of the war. The lack of rolling stock replacements and the repair of aging facilities are the principal headaches. . . . The superhighways now lie virtually idle while railways are clogged with war traffic they can't handle."

In this country—where the railroads are privately-owned, not state-owned as in Germany—the rails were ready for war. They had spent twenty years preparing for war, and for demands for service which would surpass all precedents. When the defense drive started, the greatest mass-transportation system the world had ever seen was at this country's beck and call. That system has confounded its critics, and done a job which is literally miraculous.

That system will be called upon to do a bigger job still in the future. And it will do that job if permitted to buy the materials it needs for maintaining and expanding its plant. When Hitler finally collapses, the breakdown in transportation will be one of the causes—movement is the heart and soul of modern war. The lesson we can read from Germany's experience is clear.

WE'VE ALWAYS HAD AN IDEA that most of our notions are predominantly optimistic; but when it comes to agreeing with those who believe that this war will be the last one, we become pessimistic, or perhaps realistic. Nothing yet has loomed on the horizon of international economic perspective to convince us that our "leaders" have acquired a knowledge of basic economic laws to inaugurate in a peace-time world. So the fundamental causes of domestic and international strife will continue to exist—to result in more war.

TO CARRY ON THIS WAR, the U. S. A. wants to buy 600,000 used typewriters from private businesses and citizens; dispatches don't say how much chewing gum is to go with them for the typists.

SOME OF DETROIT'S Recorder's Court judges are said to be very, very lenient in their handling of cases involving gamblers, prostitutes, and the like. The Free Press has performed a distinct public service by making this condition known. The voters ought to be able to solve the problem at the next election.

Army Doesn't Want Them

Lieutenant - General Ben Lear minces no words in expressing his disapproval of the slogan: "Make them work or fight."

The Commander of the Second Army says that combat troops do not want any individual who is unwilling to work because he isn't good enough. The Army doesn't want his spirit and it doesn't want his presence.

General Lear makes a sensible suggestion when he points out that those who need discipline under the "Work or Fight" slogan, should be formed in labor battalions and given the job of building the highway to Alaska, or of working in other places in the interest of the country.

"In the Image Of God"

For a distance of one hundred thousand light years, the astronomers have photographed great systems of stars, each comparable to our own milky way, and, with about a thousand million million stars involved.

So-called self-made men and those who think that they carry the responsibility of the universe on their shoulders, will get some idea of their relative importance from the magnitude of the known universe.

Man acquires his importance only from the scriptural premise that he was made in the image of God.

LEON HENDERSON, price administrator, really has great personal courage—a quality he needs in doing his unpopular job these days. If only he did not have to pay attention to "politics," he might make his office a more successful factor in preventing inflation.

"SURE! WHY SHOULDN'T most of us play politics, even with a war going on, since President Roosevelt sets us such a good example in this respect," say many members of Congress.

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NOTE: The Eccentric is pleased to publish stories of events which have news value and which are written by persons not connected with the editorial staff of the paper. All copy must be presented before noon on Wednesdays. The right is reserved, however, to make such superficial changes in the work submitted as are necessary to the style of the paper, or required by laws of the state. Because of a mechanical situation in the composing room, headlines written by those other than members of the staff cannot be used. Any erroneous reflection upon the character, standing or reputation of any person, firm or corporation which may appear in the columns of The Eccentric will be gladly corrected upon being brought to the attention of the publisher.

NEWS FROM MEN IN SERVICE

Classifications July 13, 1942

1-A

Mudge, Jr., Harry; McMechan, Jervis Bell; Wesolowski, Caesar R.; LaValle, Joseph; Peltier, Ulrich Robert; Cleghorn, John; Shaw, John Thomas; Gregorik, Elmore Stephen; Virgilio, James; Kiley, Lawrence Wilbur; Robertson, Herbert Knox; Lendzian, George Edward; Rigden, Jack Lawrence; Langerman, Rolland John; Chartier, Joseph Dimas; Poppleton, Herbert Knox; Macdonald, Lorne Sinclair; Thomson, William Cook; Johnson, Charles Edward; Hyag, Bernard John; Neff, Arthur Guy; Lockner, George Joseph.

1-B

Prevo, Ray Benson; Brotzke, Benjamin Julious.

1-C

Booth, Charles Victor.

2-A

Holbel, Vincent James.

2-B

Geisel, Maurice R.; Corson, John Roberts; Van Natter, Jr., Harry Francis; Veprek, Frank Joseph; Rice, Harold Maxin; Skinner, Robert Teichert.

3-B

Gorman, George Tryon.

1-C

Herron, John Ogden; Robert, Frank Samuel; Anderson, Carroll Christopher; Preston, Howard Lawrence; Craig, Bruce.

2-A

Shephard, Juddson Elbert.

3-A

Pilcher, Edward Kingsley.

4-D

Major, Everett Ralph.

3-A

Henderson, Samuel Thornton; Maxwell, Earl Alexander; Winfield, Jack Robert; Nix, Rollie F.

ENLISTMENTS

The Selective Service office here has been notified of the following enlistments and commissions:

Bruce Craig, Orchard Ridge road, Naval aviation cadet.

George M. Morton, formerly of 550 West Lincoln, Marines.

Grant E. Hoople, 86 Murphy, Army enlisted reserve.

Hubert James Quinn, Bingham road, Army enlisted reserve.

Howard L. Preston, Bloomfield Highlands, first lieutenant, Army Engineers.

Frank C. McCarthy, 575 Vinewood, Army enlisted reserve.

Steele Lamb Sellers, Lafayette College, ensign, Naval reserve.

William F. Grimmelsman, 359 Puritan, Army enlisted reserve.

David Thomas, 139 Pilgrim, Naval aviation cadet.

Clayton R. Chaminade, 212 Westwood drive, Navy.

Roger W. Blackmore, 515 Tooting Lane, Air Force reserve.

Carroll C. Anderson, 579 Wallace, Navy.

Chester S. MacMillan, 380 Frank street, Navy.

WHAT CODE MEANS

The classification code is as follows: 1-A, called for physical examination; 1-B, available for limited service; 1-C, already in service.

2-A, necessary men in training or in industry; 2-B, deferred students; 3-A, those with dependents; 3-B, men in vital work with dependents; 4-A, those who have completed service; 4-B, taking advanced military training in schools; 4-C, aliens; 4-D, divinity students and clergymen; 4-F, unfit.

FOR 3-A MEN

With curtailment of the commissioning of civilians, Major General George Grunert, commanding general of the Sixth Corps Area with headquarters in Chicago, has emphasized the opportunities for draft-age men in Volunteer Officer Candidate Schools.

There is an urgent need for officers in the Signal Corps, and candidates for officer training at the Signal Corps schools are being enrolled directly from men in 3-A draft classifications, General Grunert pointed out.

Under the Volunteer Officer Candidate plan, men classified 3-A in the draft may volunteer through their draft board for induction for a 13-week basic training period. At the end of this period, if they fail to earn a recommendation for officer training, they are returned to civilian status.

Candidates recommended for officers' school are commissioned as second lieutenants in the Signal Corps upon passing the four-month course.

NOW AN OFFICER

Lieut. Robert J. Emerson, son of Mr. and Mrs. D. G. Emerson, left this week for his first assignment as a commissioned officer in the Signal Corps after visiting his parents here. He received his commission on graduation from Officer's Training School at Fort Monmouth, N. J.

He is to join a signal battalion of ground air support, attached to the air force at Savanah, Ga. The capacity in which he will serve there is as yet unknown. He has received training and instruction in all types of communication, during the past 16 months since his induction.

PLEASE REMEMBER

The editor of this column is always glad to receive news of Men in Service—letters from home on furlough, or what have you. The impersonal parts of letters from men in foreign lands is also of interest to all. Write, or phone 11.

STARTS AERIAL TRAINING

Pvt. Quentin Brelsford has entered the St. Louis School of Aeronautics, Lambert Field, Mo.

FOR THE NAVY

A movement is under way in town to stimulate the enlistment of Naval aviation cadets. Army Air Force cadets are being enlisted, you know, in the Wabeek Building from 10 a. m. to 6 p. m. daily.

VISITS HOME

George Cloud, Seaman 2nd class, United States Coast Guard, came from Toledo, where he is stationed, to spend the weekend with his parents, Mr. and Mrs. Thad Cloud, of Davis street.

PROMOTED

Donald G. McBride, with the USAAF at Bowman Field, Louisville, Ky., is now a private first class. Herbert L. McBride, with the Coast Artillery at Long Beach, Calif., is now a sergeant.

OVERSEAS

News was received here this week that the former national guard unit in which many Birmingham and Bloomfield men enlisted, has been shipped overseas, destination unknown, of course.

ON SUBMARINE PATROL

The Civil Air Patrol has announced that Clyde Peabody, of Birmingham, is among the group from Michigan which has volunteered for the submarine defense patrol along the Atlantic Coast.

PROMOTED

George L. Weyhing, Jr., formerly of 632 Rivenoak, now of Camp Robinson, Ark., has been promoted from corporal to sergeant.

(Continued on Page 5)

ALL TOGETHER, NOW!

THE ECCENTRIC'S Camera Corner

CHAS. B. CHARMATZ, P. S. A., Editor

ARE YOU GUARDING YOUR AMATEUR STANDING?

A few nights ago I was thumbing through some ancient copies of the now defunct "Photo Art" monthly, and ran across the following unsigned article titled "The Wisdom of Bazibazook." So with due credit to the unknown author, we take the liberty of indulging in a bit of moralizing, and beg our readers indulgence for what we are about to dish up this week. Here goes—

"There was a man in our town, and he was wondrous wise. He owned an automobile, and by charging his friends for transportation he made it pay for itself. He bought a camera and immediately started a small gyp business doing commercial and portrait jobs of a sort. His prices were low and his work was cheap. If he had charged as much as a taxi or a real photographer he wouldn't have made a dime. He had a good job and earned a good living at a real business. Sidelines and making hobbies produce became an obsession. The pleasures of an amateur were no longer his. He measured each day not by its meed of happiness but by nickels and dimes. Still a fine fellow, he found himself cultivating acquaintances who might accrue some profit. Money profits, you understand. He is now a business man during working hours, and in his leisure he is a cheap photographer and jitney driver. No foolishness for him. No wasted money. Now, was he wondrous wise? Or just plain sordid?"

DURABLE PYRO DEVELOPER

Pyro will always be the favorite all around negative developer for those who are familiar with its versatility and merits. Were it not for the short time of its remaining clear it might be the popular developing agent today. A little known formula easily compounded and requiring only two solutions instead of the three of the old A. B. C formula is given here:

Solution A.

Water	6 ounces
Pyro	1 ounce

When completely dissolved add 1 dram of alcohol. If pure spirits cannot be obtained Methyl (wood) alcohol will serve. Then drop by drop add three minims of sulphuric acid.

Solution B.

Water	16 ounces
Sodium Carbonate (Dry)	192 grains
Sodium Sulphite (Dry)	1½ ounces

To use for normal exposures take one dram of A, two ounces of B, and five ounces of water. For known overexposures add bromide as needed. For very strong and contrasty negatives use an ounce less water. For very soft and thin results increase the water by one to three ounces. While this developer will not discolor for many months if kept in stoppered bottles, it cannot be expected to retain its clarity when long exposed to air, or overworked.

WINS PRIZE

Miss Jeanne Goodwin, 575 Merrill, Birmingham, was a winner of one of the $5 prizes in the recent Kroger amateur snapshot contest, according to W. W. Rogers, manager of the Detroit branch of the Company. As explained by Mr. Rogers, a total of $2,500 is being distributed as awards to the 111 prize winners throughout the Middle West and South.

NAMED CHAIRMAN

CHICAGO—Dr. John P. Wood, of Birmingham was appointed chairman, bureau of industrial and institutional service of the American Osteopathic Association at the association's 46th annual convention.

The appointment was made by the new president, Dr. R. MacFarlane Tilley of Brooklyn, N. Y., and was ratified by the board of trustees. The convention was attended by some 2,000 osteopathic physicians, surgeons and other specialists from the United States and Canada.

Consumer News

Let's All Help!

Sugar Rationing Rules

The Government hopes that no food will go to waste this year. Food is a war weapon.

This means that Mrs. Average Consumer must buy wisely, conserve foods by cooking properly, and can enough surplus fruits and vegetables to stock her shelves for this winter.

The rationing board will issue certificates for 11 pounds of sugar per person to all who apply. As a matter of record the board will ask you how much canning you plan to do. For farmers and persons owning orchards, etc., 16 pounds per person is allowed. If you should use up all allowed you for canning, you may have beyond the regular allotment, one pound of sugar for every additional four quarts you plan to can.

Planning Your Canning

Following are some helpful statistics on the amounts of fruits you will need to buy:

PEACHES: One bushel of peaches makes about 18 quarts. For one quart, buy about 10 peaches, or 2½ pounds.

PEARS: One bushel makes about 30 quarts. For one quart, 6 to 8 pears, about 2 lbs.

PLUMS: One bushel makes about 30 quarts. For one quart, 26 to 32 plums, about 2 lbs.

APPLES: One bushel, about 20 quarts. One quart takes 7 to 8 apples, 2½ lbs.

BERRIES: One crate makes about 20 quarts. One quart takes about 5 cups or 1½ pounds hulled berries.

CHERRIES: One bushel, about 25 quarts. For one quart, 2 to 2½ lbs. of unpitted, unstemmed cherries.

For this year at least, the supplies of glass jars, rubbers, caps and other canning equipment are expected to be adequate. Buy these wisely, taking only enough to do your job—and take care of them. Pressure cookers, however, are not too plentiful.

Government Bulletins Available

Two helpful leaflets on canning may be obtained from the U. S. Department of Agriculture. "Home-made Jellies, Jams nd Preserves," Farmers' Bulletin, No. 1806, and "Home Canning of Fruits, Vegetables and eats," Farmers' Bulletin No. 1762.

A copy of each of these may be seen at the Consumers' Center, where they may be read at any time.

Questions have been reaching us about suggestions for drying of fruits and vegetables. A copy of the government bulletin, "Consumers' Guide" for February of this year maintains that food drying is still in the experimental stage. The government, which sends such food abroad, is studying the problems involved most intensively—but dehydration of foods is still largely a job for special companies and equipment, not for homes.

A helpful article on things which may be dried at home appears in this month's issue of A & P's "Woman's Day." Another Department of Agriculture Bulletin, "Farm and Home Drying of Fruits and Vegetables," may be had by writing for it.

If liberty is worth fighting for it is worth paying for—buy War Bonds.

STATE OF MICHIGAN—The Probate Court for the County of Oakland.

At a session of said Court, held at the Probate Office in the City of Pontiac, in said County, on the 6th day of July, A. D. 1942.

Present: Hon. Arthur E. Moore, Judge of Probate.

In the Matter of the Estate of J. William H. DeBeaubien, Deceased.

Eileen Anne DeBeaubien, administratrix of said estate, having filed in said court a petition praying that the time for the presentation of claims against said estate be limited and that a time and place be appointed to receive, examine and adjust all claims and demands against said deceased by and before said court.

It is Ordered, that two months from this date be allowed for creditors to present claims against said estate.

It is Further Ordered, that the eighth day of September, 1942, at nine o'clock in the forenoon, at said probate office be and is hereby appointed for the examination and adjustment of all claims against said deceased.

And for the examination and allowance of her final account; determination of the heirs of said deceased; assignment of the residue of said estate; and the discharge of said administratrix.

ARTHUR E. MOORE,
Judge of Probate.
15-16-17.

STATE OF MICHIGAN—In the Probate Court for the County of Oakland.

At a session of said Court, held at the Probate Office in the City of Pontiac, in said County, on the 3rd day of July, A. D. 1942.

Present, Honorable Arthur E. Moore, Judge of Probate.

In the Matter of the Estate of Elizabeth P. Broughton, Deceased.

Clarence W. Bierman, administrator with will annexed of said estate, having filed in said Court his Final Account and petition praying for the examination and allowance thereof; the discharge of said administrator with will annexed, and the appointment of a Trustee.

It is Ordered, that the third day of August, A. D. 1942, at nine o'clock in the forenoon, at said Probate Office, be and is hereby appointed for hearing said petition;

It is Further Ordered, that public notice thereof be given by publication of a copy of this order, for three successive weeks previous to said day of hearing, in the Birmingham Eccentric, a newspaper printed and circulated in said County.

ARTHUR E. MOORE,
Judge of Probate.

SIDNEY E. DOYLE,
Attorney at Law,
Dime Bank Building,
Detroit, Michigan.

15-16-17.