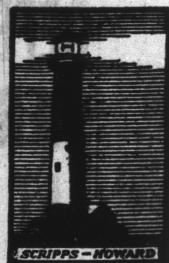


The Indianapolis Times

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Give Light and the People Will Find Their Own Way

WEDNESDAY, FEBRUARY 18, 1942

THE WARNING

THE U-boat attack on the Aruba area is probably our luckiest break since the war began.

It is a terrible warning, but unlike Pearl Harbor it has not crippled us—not yet. Seven to 10 tankers sunk or damaged is a very small price to pay for the discovery that outlying Caribbean defenses of the Panama Canal and of a major allied oil source are inadequate.

If shells from the enemy subs had not gone high, they might have fired the largest refineries in the world—the source of half the oil for the British navy, army and air corps before the fall of Palembang, Sumatra, and even more important now.

If the pack of U-boats, after piercing the outer defense screen 500 miles to the east, had by-passed the Aruba temptation and continued their straight line to Panama, we might have paid much higher for the warning.

THE questions raised by this daring enemy raid, deep into our most closely guarded waters, are as numerous as they are obvious:

Is this another Pearl Harbor case of the Navy and Army, which share the patrol responsibility, being asleep?

Is this another case of depending too much on shore stations and ships and too little on air patrol?

At what place in the defense line of islands and guarded channels screening the Caribbean did the enemy find a convenient hole? In the American part of the line, or the British?

We have no doubt that the President and the chiefs of the fighting services are seeking, and will find, the answers to these disturbing questions. Meanwhile, the nation is fortunate that the warning cost so little.

THE INDISPENSABLES

WHEN it comes to bad timing, here's a beaut.

On the very day that millions of American men were registering for the draft, Selective Service headquarters in Washington revealed that it had issued a "directive" authorizing local boards to grant draft deferment to labor leaders. Also to employers' labor-relations men, and to Government labor-liason men.

This came on top of a similar announcement about movie people.

It's going to be a great comfort to your draftee, as he rolls off a hard cot before dawn to catch a transport for parts unknown, to reflect that the walking delegates, the dues collectors, the picket-line strategists, the men who call out on strike "the men behind the men behind the guns," are safe, along with Hollywood glamour boys, for the duration.

If there's anybody that can be spared from civilian life right now, certainly it's the gentry who have sandbagged carpenters and laborers for extortionate union dues before permitting them to help build Army barracks.

RIGHT TO THE POINT

THOMAS H. REED, the former director of the National Municipal Consultant Service, was dealing in no namby-pamby words in his address yesterday to the Rotary Club here.

Running a metropolitan area, said Mr. Reed, is like fighting a war. The prime need is unified control. Not five or six different governments, not three, not two—one. Abolish your township setups, put the entire county under one administration. Call it what you will—city or county—have one government handling zoning, planning, police, health, school, fire, all the problems that go into running one giant community.

This is war-time and you can't go into any huge public works program. But you can plan, said Mr. Reed. And you can straighten out your governmental problems.

WHAT Mr. Reed had to say was particularly pertinent for Indianapolis. What is going to happen in the post-war days to come? What is happening even now?

Why, the building program keeps spreading in an ever-outward arc. Out beyond the city limits. The problems of police and fire protection, of traffic control, of health rules, all these are haphazardly handled by various overlapping agencies.

It's time for Indianapolis to come of age, to start thinking of consolidating our many-headed governmental monster. Time to start planning for one county-wide government.

It is one way of making democracy work.

COME ON, MR. COFFEE

CONGRESSMAN COFFEE of Washington arose in the House the other day to lambaste newspapers for attacking "Pensions for Congress."

"Will the newspapers," asked Mr. Coffee, "tell how much it costs the taxpayers for the subsidy we give to them through their use of the second class mailing privilege? From \$90,000,000 to \$120,000,000 a year the newspapers of America are subsidized by the taxpayers, because it costs that much more to send out their papers through the mail than they pay the Post Office for this service."

The gentleman is correct. The newspapers do get a subsidy from the Government. And, as we have said before, this subsidy was voted by Congress and should be repealed by Congress. We repeat what we have said previously:

"The Indianapolis Times and the Scripps-Howard organization want no free ride at the taxpayers' expense. We are willing to pay the cost of distributing our newspapers."

We've been hoping for a chance to support a bill to abolish the newspaper subsidy. Will Mr. Coffee introduce one?

Fair Enough

By Westbrook Pegler



CHICAGO, Feb. 18.—Edmund Scott, a reporter for PM, the strange journalistic whatzit which Marshall Field runs in New York, has written a shocking account of conditions aboard the Normandie and along the New York waterfront, generally, under the domination of the Longshoremen's Union of the A. F. of L., which is an unconscionable racket with a long underworld history.

For authentic background on this union read "Dock-Walloper," the memoirs of Dick Butler, an old underworld character who formerly was an official of the racket along the Chelsea piers and as a side job delivered Harry Thaw from Matteawan, a historic jailbreak.

It was ghosted by Joseph Driscoll, I believe, and not only reads well but checks well against the known facts of life on the West Side waterfront.

Scott recently was assigned to obtain work as a longshoreman on the Normandie. He joined the union at a cost of \$28, marked down from the standard price of \$100, without the slightest inquiry and was put to work on the Normandie notwithstanding his own intimation to the business agent of the longshoremen that he had been "in trouble" and might be using a false name.

The FBI Certainly Knows It

SCOTT WAS PICKED for the Normandie job by the union and when he had written his story his editors spiked it because, they report, it was "a blueprint for sabotage." However, PM says the gist of the piece was communicated to Capt. Charles H. Zeeross, the chief of the anti-sabotage division of the Maritime Commission, and that Zeeross scoffed and warned the paper to get Scott out of there "before he gets shot."

Scott reported loafing by the men and himself, stalled a total of one and one-half hours in one day, locking himself in staterooms aboard the liner to smoke. He saw 20 open barrels of gasoline into which a saboteur could have tossed a match and learned that there were no precautions against sabotage by fire through any of the simple chemical devices which the Germans used freely to ignite cargoes in the last war.

The character of the Longshoremen's Union cannot be unknown to the FBI. Or any other Government agency. It is a job monopoly extending to the vital shores of Staten Island and Jersey where racketeers rule with despotic power and prey on the men not only for fees and dues but for various shake-downs.

You Read It, Too, Eleanor

I AM RATHER glad PM did it because when I explode such stories they are instantly denounced as "labor baiting" by such journals which have played up to these rackets along with Mayor LaGuardia whose sympathy generally runs with pickets and unionists and against his own cops whose loss of morale is largely attributable to that.

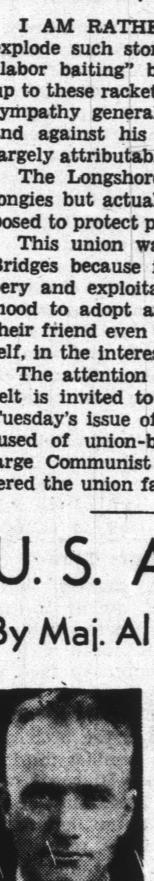
The Longshoremen's Union not only certifies the longest but actually qualifies the guards who are supposed to protect property on the piers.

This union was responsible for the rise of Harry Bridges because its acquiescence in the pitiless robbery and exploitation of the workers put them in a mood to adopt any leader who would pretend to be their friend even though he should exploit them, himself, in the interests of the Communist conspiracy.

The attention of Senator Wagner and Mrs. Roosevelt is invited to the story of Edmund Scott in last Tuesday's issue of PM which certainly will not be accused of union-boating, having started life with a large Communist cell on the editorial side and battered the union fakers consistently down to now.

U. S. Aviation

By Maj. Al Williams



THE OUTSTANDING

explanation for the ease with which the Japs raided Hawaii is the failure of the Army and the Navy to co-ordinate the material and personnel at their disposal. Co-ordination between the Army and Navy has been much of a myth, still is, and very possibly always will be, unless something is done to take responsibility for co-ordination out of the hands of officers of the two old services and put it in the hands of a unified supreme command.

The average American can readily recognize that, when the two parent services do not co-ordinate their efforts, the air forces of those organizations are left in a vacuum.

The Roberts report flatly states that, "The major part of the damage to ships in Pearl Harbor resulted from torpedoes launched from planes." That means that what damage wasn't done by aerial torpedoes was done by aerial bombs. The entire damage at Pearl Harbor was done by airpower.

The System Is Impeding Us

HERE WE FIND again the recurrence so customary in this war—airpower constituting the striking power against surface and land forces commanded by non-fliers.

Admiral Kimmel was not an aviator; neither was Gen. Short. What they knew and thought of airpower was based upon hearsay and was influenced by the prejudices and jealousies found in both their parent organizations for anything with wings on it.

The Army and the Navy have never co-operated effectively, either in peacetime or in wartime, and they won't co-operate until we have a supreme command, in which will be represented the third and most potent arm of modern warfare—airpower.

It's the system which is impeding us in this war.

We've got to have a unified high command, and we've got to have our three national weapons—Army, Navy, Air—under the jurisdiction and at the orders of that command, set up in such fashion that they can be welded in the best interests of the safety of the United States.

I am writing to Governor Schricker to ask if he will do his best to appeal to Indiana, and ask that we lead the other states in carrying out the President's command that we abolish all prejudice and discrimination. I was in a small restaurant the other day in a hurry to go to the hospital to administer to a sick girl, with a fellow minister from another city, and asked to cheap, worthless, hand bills and

for example, every radio program break is filled with an appeal to save your breakfast food boxes, or your old newspapers for they are sorely needed in our war effort. Are they trying to kid us? Each

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