

Good, to forgive; Best to forget.—Robert Browning.

EDITORIAL AND FEATURE PAGE

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THE BREMERTON SUN stands for those principles which it regards as beneficial to the welfare of the community, for honest journalism in news and editorial columns.

The Bremerton Sun

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End of 21-Year Delusion

Mark down March 11, 1941, as a date to remember. Students of American history for decades to come will regard it as one of the significant turning points in the life of the republic. On this day, President Roosevelt signed H. R. 1776, the lend-lease bill, in itself a portentous event, but even more important because it terminates drastically and completely the 21-year period during which the isolationists ruled this country.

Under the leadership of Senators Lodge, Borah, Johnson and other "wifful men" who defeated Woodrow Wilson's effort to bring the United States into the League of Nations, the isolationist policy was firmly established back in 1920. They kept us out of the league, and this wrecked that great experiment's chances to succeed. They prevented, over and over, the attempts of broader visioned men to have this country adhere to the World Court. They went, with President Harding, "back to normalcy," i.e., a frenzied seeking for "prosperity" at home, regardless of what happened anywhere else. They raised the tariffs to ungodly heights and tried to build a foreign trade on a program of our doing all the selling and none of the buying. They sought peace but brought us close to war.

During the booming 20's and the lugubrious 30's the isolationists have been in control of congress. They ruled the country. During most of the time, no doubt, they had the majority of the people with them, and the blunders they made consequently are blunders for which the nation must share the blame.

For two or three years, the isolationists gradually have been losing their grip. President Roosevelt's "quarantine aggressors" speech of three years ago gave impetus to a trend that steadily strengthened. Leaders in both major parties have shared in the swing-over. The Republican platform of 1940 called courageously for "the extension to all people fighting for liberty of such aid" as can be given short of war. Candidate Wendell Willkie declared himself in even stronger terms. Many specific steps in that direction were taken by the national administration, and now, with the lend-lease bill enacted, the country is publicly and fully committed to its utmost to halt the reign of aggression, dictatorship, disregard for international law, ruthlessness and barbarity with which the world is menaced.

And it is high time. This is a world in which there is no isolation for any nation, least of all for this wealthiest and most powerful of nations, and nothing but disaster could result from a policy of refusing to recognize facts that are daily cracking us over the head. Our blind and deluded course during an entire generation has been all but fatal in its consequences to us and to others. At last, we have put that folly behind us.

God give us strength and wisdom that we may now live up to our high responsibilities in the family of nations and take our rightful part in the world's troubled affairs.

Profits Still Possible
The private enterprise or "profit and loss" system is having rough going these days, but there's a lot of life in the old yet yet, according to some calculating the New York Stock Exchange has been doing.

Of 829 common stocks listed on that Exchange, 577 paid cash dividends last year, and the \$2,000,000,000 thus paid out represented a 5.7 per cent return on the year's average market value of all common issues listed. So the Exchange reports, adding that during the depressed 1930-40 period, \$19,650,000,000 was paid out in dividends by listed common stocks.

Thus, in spite of world-wide confusion, it is plainly still possible for a great many large business units to make money. The private enterprise or "profit and loss" system, seems to have a lot of vitality in it yet.

IN HOLLYWOOD

By JIMMIE FIDLER
HOLLYWOOD, March 19.—Don't faint if Gail Patrick and Bob Cobb, divorced last November, try again. . . Tip to NY Mirror: Loretta Young is hospitalized there incognito with a throat ailment, maybe serious. . . Rudy Vallee and Franchot Tone keep bumping into each other trying to date Phyllis Lynn, Bobbie Morgan's hand.

New Car-New Chauffeur



The 'Round Towerer By The Staff

Round town with the Round Tower: Mrs. Edward Songer shopping at Colby—Mrs. M. E. Reeling telephoning—Mrs. Florence Whately calling her young son, John Jr., down 4th st.—James McArdle signing his name—Harry L. Johnson in from Silverdale—Edward H. Sander driving his new Buick—Lloyd Loftus busy in his oil company office—Edward Anderson headed for Filimney Bay—Kenneth K. Dawson driving home—Mrs. A. O. Nell preparing a meal.

ABOUT THE WASHINGTON
To the 'Round Towerer's desk comes information of great import—facts about the battleship U. S. S. Washington, which will be commissioned May 15 at Philadelphia navy yard. A building since June, 1933, the great Warship 181: 704 feet long, equipped to carry three planes, has nine 16-inch guns, steam turbines at 115,000 horsepower for a speed of 27 knots.

This sailing vessel Washington of 32 guns, built at Philadelphia in 1776. She was burned by the British at Delaware Bay in 1778, just before she was entirely completed.
A galaxy of eight guns and 80 men; she was built at Skaneateles and joined the fleet in October, 1778. Later the same month she engaged in a running fight with the British on Lake Champlain, and was captured with severe losses.
A large sailing vessel of 2,200 tons, another Washington, boasted 74 guns and 750 men. She was built at the 1812. She did duty on both foreign and domestic stations, and was turned over to the Navy shipbreakers in 1843.
An armored cruiser of 14,500 tons, built at Camden, N. J., completed in 1906. In 1916 her name was changed to Seattle, and she was the flagship of the cruiser and transport force during World War I. She is now in the "unclassified" section of the navy roster.

The fifth Washington was commenced in 1918 by his 40's. . . The unsponsored "Club" (radio) cast will be "Elber McGees and Molly" this week.
MUTTERING: This is the week when stars beef to each other and the world about their income taxes. . . Financiers' ambition: To own a sweater shop and have Lana Turner as a model. . . Wandering muse: Why is it so many phenomenally successful stars are changed to Seattle, and she was the flagship of the cruiser and transport force during World War I. She is now in the "unclassified" section of the navy roster.



Capital Comment

By PETER EDSON

WASHINGTON, March 19.—Should you will be reading a good bit about the investigation of the recent plane crash near Atlanta, read on. You will be hearing a good many echoes from congress demanding further investigation and reconstruction of the civil aviation safety board itself, you will be interested in having a look at this whole C. A. B. setup, to know what all the shouting will be about.

Things congress will be jawing about must will be based on the belief that the series of five commercial airline crashes since Aug. 21, 1936—when 25 were killed near Lovettsville, Va., to end a 17-month no-crash period—might not have happened if the old civil aviation authority, civil aeronautics administration and air safety board had not been combined and reorganized under the department of commerce July 1. More specifically, it is the critics' belief that the old independent air safety board should not have been made a mere department of the new civil aeronautics board, and a further point is made that the C. A. B. as now set up does too much its own prosecuting attorney, judge, jury and police officer.

FEW CHANGES
On the other side of the picture, the reasons given for putting through the reorganization were that the three former agencies were quarreling with each other, and the internal workings of the old air safety board finally were reorganized since last presidential order. Congress just missed disapproving the reorganization by a vote of seven to six in the senate.

You can take your pick as to the merits of these two points of view, but the facts are that while the department of commerce provides shelter, printing and other services, the Federal Bureau of Investigation is in charge of the board's internal operations. Secretary of Commerce James Jones has no control over its budget, personnel, conduct or rules. The board is appointed by the president and it reports to congress.

Furthermore, the changes in personnel of the three agencies when combined into one, were relatively few. Out of a total personnel of 8,000, there have been less than 50 resignations of some 200 others since last July. Out of the 50, only six resigned for personal reasons.

INSPECTED
C. A. B. today is managed by a five-man board headed by the Branch at its head Under the Leadership of the Federal Bureau of new safety bureau, whose functions are to study accidents and make recommendations to the administrative body to carry out. The bureau has made a dozen such recommendations since the reorganization, including requirements for commercial pilots to record altitude in flight, changing of airport landing regulations, prohibiting the presence of passengers in the emergency "jump" seats. Most of the board's new safety regulations, to be made soon, will change all radio direction beams to a high frequency wave which will not be affected by other radio waves by static. All these regulations are the result of lessons learned from investigation of recent accidents.

The safety bureau now has a field staff of 14 investigators and six consultants, and of course says it should have more. The administrative section has 400 inspectors of plane operations, maintenance, radio, pilots and factories.
In the Atlanta crash investigation, local police officers were called in as soon as the crash was reported, to stand guard over every fragment of the wreckage till it could be photographed and sketched.
An investigator and three technical assistants supervised. The pieces were then sent to technical laboratories, such as Bureau of standards, for minute examination to discover breaks or failures. All these reports were then gone over by the analysis section of the safety bureau staff.

Amateur Glamour Girl

By JOSEPH CHADWICK

(Continued From Page One)
his grief and loneliness, had turned to Sully for sympathetic companionship.

He was ten years older than she—thirty-five. He was the hale and hearty type, and was growing stout. Popular in Midvale, he had a host of friends, belonged to numerous organizations, and was considered a local leader. As he and Sally entered the movie theater, Sully suffered, was "Took" to the cashier. "How are you, mother?" he demanded. "Two good seats, Eddie, to the theater."

Seated in the darkness of the theater, Sally was soon absorbed in the picture, vividly living the part portrayed by the beautiful, glamorous Toni Lane. She smiled when Toni smiled, she laughed when Toni laughed, she cried when Toni cried. She was in the arms of the hero.

Several men in the audience laughed during the love scenes. Charlie was one of them. Down front, some kids booed. Sally felt annoyed when they left the theater, Charlie said, "How about driving out to Kelly's roadhouse for a few hours, Sally?"

She shrank from the idea of going to a roadhouse. "I'm very tired. I think I'd better go home," she said. "Okay—but you never want to go home," Charlie insisted. He drove her straight to the rooming house where she lived. He might she thought, have taken her to Marvin's drug store for a soda.

When she started to get out of the car, he laid a hand on her arm. "Wait a minute, Sally—there's something I've got to tell you." He paused. "It's bad news."

"Bad news?" She stared at him in perplexity. "The library is full in funds and on the last board meeting, they decided against my dissenting vote, to do away with a paid librarian. The kids who find a volunteer."

Sally was totally unprepared for this. She had felt so secure in her job, and now—now it was to be taken away from her! She sat in stunned silence. What would she do?

Then, Charlie took her hand in his. "Don't look so distressed, Sally. I think you'd better go home. I'm going to be all right. You see, I— Don't you see, Sally? This is a proposal!"

Crossword Puzzle
By LAIS MORRIS
ACROSS
1. State of Alaska
2. Unconquered
3. A large island
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PERSONAL LOANS
TYPENRITERS
ALL MAKES
Peninsula Stationers
SOLEAGENTS FOR SOLEX
"LIABLE"
Hardware & Furniture