NATIONAL AFFAIRS

Reviewed by
CARTER FIELD

Defense delays caused by inter-union strife may bring congressional intervention . . . "Aluminum shortage" caused by technical limitations.

(Bell Syndicate—WNU Service.)

WASHINGTON. — Feeling about strikes which impede the national defense program is rising in congress. It is far too soon to predict what may be the ultimate result, but it is important to note that presidential as well as congressional patience is beginning to show signs of giving out.

What fans the flame is that so many strikes, and threatened strikes, have nothing whatever to do with working conditions, pay or even hours of the workers.

What annoys officials and congressmen vitally interested in the defense program most are the so-called jurisdictional strikes, and particularly strikes which result solely from rivalry between the American Federation of Labor and the C. I. O.

For instance, right across the street, practically, from a zinc smelter in St. Louis it is proposed to build another zinc smelter. But immediately it becomes impossible to proceed because both the A. F. of L. and the C. I. O. want their union members to do the masonry work! So the defense program will have to struggle along without enough zinc, just because of a controversy as to which union will have the franchise for supplying workers on this particular construction.

SHIPBUILDING VITAL

If anyone thinks that does not breed sentiment for some curb on strikes in connection with defense contracts, the person holding that opinion has no conception of the war temper in Washington—for war temper it is. And while the end is not in sight, there is a good deal of truth in that old saying about the "straw which broke the camel's back."

More irritating by far to the average member of congress, particularly those of the large majority who want this country to use every effort available to produce needed supplies, are the strikes affecting shipbuilding. Even the least technically minded of congressmen realize the vital need for speedy construction of ships to carry supplies to Britain, in view of the considerable success which the submarines, dive bombers, mines and commerce raiders have had in destroying bottoms needed for that purpose.

So when every few days your senator or representative reads of a new walkout on the part of the shipbuilders he comes pretty close to seeing red, whether or not he voices his views in public—as only a few have done so far.

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Aluminum Forgings Only Real 'Shortage'

Is there an aluminum shortage? Is the supply of this metal so vital to airplanes, not only for our own national defense but for export to Britain, inadequate?

Some persons say it is. Officials of the Aluminum Company have their version. But certainly there is little popular understanding of the difficulties involved in supplying aluminum parts for airplanes.

The most serious shortages, if we admit the term, are in the supply of aluminum forgings, rather than in ingots of the metal. An aluminum forging is made by hammering aluminum in two dies, one on the hammer and one on the anvil.

Making the dies for aluminum forgings is a long and complex process. Aluminum is forged at a much cooler temperature than steel and approximately three times as great power is needed to forge it. The dies must therefore be made of the hardest known steel. They are the work of skilled craftsmen.

ONE-SHIFT JOB

Because of the rigid specifications of aircraft forgings, the work of these men must be perfect. No one has ever successfully worked out a method by which more than one diemaker can work on one die.

Just stop a moment and think what that means. The artisan works his allotted number of hours in a day. Then he goes home. And it is impossible to put another man on his job in his absence. Virtually every time an attempt has been made to work two or more shifts on the construction of a particular die, the whole job has been ruined.

Making a single forging die may require from 6 to 24 weeks and the making of a more complicated die may require six to eight months.

Many transport planes in service today have no more than ten or a dozen forgings. But now that military planes are being ordered by the thousand and the cost of the dies may be spread over a large number of units, forgings are being insisted upon. The latest bomber, for example, of the same general size as the transport plane with a dozen forgings, is likely to require nearer 250 forgings, each one requiring a die. Consequently long delays are unavoidable.

City of London Financial 'Hub' Of British Empire

Great Commercial Center Selected as Target By Bombers.

(Released by Western Newspaper Union.)

WASHINGTON. — The compact "downtown" financial district of London known as the City, which is the special target for German raiders' incendiary bombs and the scene of England's greatest fire in three centuries, has been acclaimed one of the most important commercial areas of its size in the world.

The irregular semicircle of ancient streets beside the Thames known as the City is only one square mile in area, but for centuries it has set the financial pace of the world, according to the National Geographic society.

The Bank of England, known as the exclusive "Old Lady of Threadneedle Street," sits in the midst of it—a private institution which since 1694 has had the exclusive right to issue England's paper money and to hold the reserve funds of all other banks in the country. A coin's throw to the east on Throgmorton street, stands the Stock exchange, which deals in the government bonds of its own and foreign countries, and in the stocks of most important corporations of the world.

London's 'Wall Street.'

Throgmorton street becomes the "curb market" for trading in American securities during the daily interval between the closing of the London exchange and the closing five hours later of New York's stock market. Lombard street, noted for its banks, adjoins Threadneedle and Throgmorton streets to form the "Wall street" district of London.

Lloyd's of London, a short walk east of Leadenhall street, in 250 years has grown to be the world's largest insurance institution. It is an association of underwriters. Within the area also are the famous old financial house of Rothschild, and the even older Child's bank, which Dickens described in his "Tale of Two Cities" as Tellson's bank.

Within vast metropolitan London, whose 8,000,000 people have spread their buildings over 692 square miles, the "City" is a tight little center packed inside ancient boundaries like an English walnut in its shell. It reaches from the Inns of Court and Fleet street in the west to the Tower of London in the east, from London bridge north to Clerkenwell road. This is the oldest part of London. Through 20 centuries it has preserved its identity and practically its original limits, thanks to the thick wall 35 feet high built around it by Roman conquerors.

Remnants of this frequently rebuilt wall and its nine gates are responsible for the names of such streets as London Wall, Newgate, Aldgate, and Cripplegate, as well as Billingsgate Market. The wall enabled City dwellers to hold off William the Conqueror, who prudently built his Tower of London just outside the City. Since then, no sovereign has lived within the City. The king today first receives permission from the lord mayor of London before passing the spots, such as the Temple Bar, where modern streets cross the City's antique boundaries.

'City' Deserted at Night.

Historic and literary landmarks, some dating from Roman times, fill the City, barely a yard apart. By night the district is usually deserted, since almost the only permanent residents are the custodians or watchmen of buildings which are treasured by the Empire for their past or present significance. By day, however, a million people daily crowd in and out of this small area on business.

The volume of news dispatched from the newspaper offices of Fleet street in normal times makes this a world center for journalism as well as finance.

This same square mile of London's inner core was the birthplace of John Milton, Sir Thomas More, Charles Lamb, and William Penn. It was the residence of Chaucer, and was visited by countless notables who were involved in the literary activities of Grub street or Paternoster row. There at 17 Gough square, Dr. Johnson wrote his epochal dictionary of the English language.

A few blocks south, within the high paneled walls of Middle Temple hall, on February 2, 1602, a troupe of actors presented a comedy by one of their company, a newcomer named Shakespeare; it was "Twelfth Night," destined for Broadway in 1941.

Famous Men Lived in Area.

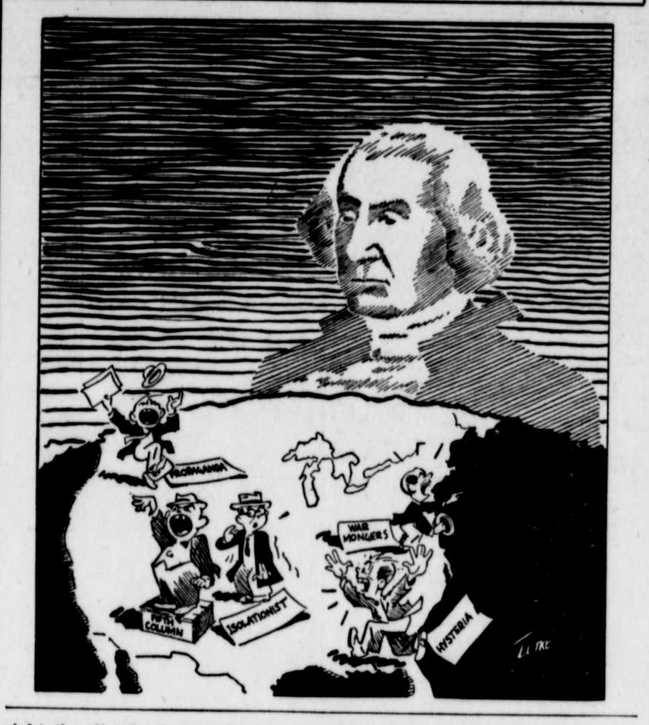
A physician at old St. Bartholomew's hospital, which had been founded by a king's jester, discovered the circulation of the blood—William Harvey.* Meanwhile, in the Fifteenth-century Guildhall, successive lord mayors were elected and banqueted under the traditional but mysterious figures of Gog and Magog. Another landmark of the region was the Cheshire Cheese, the inn made famous by Dr. Johnson and Boswell. The Old Bailey, site of London's modern criminal courts, has associations with the old debtors' prison and the execution place where malefactors were hanged or burned at the stake; the last burning took place in 1789.

John Bunyan, William Blake, and Daniel Defoe wandered through the City to a common burial place on its northern fringes. Other tombs in the district include those of John Wesley, the Methodist founding father, and George Fox, first Quaker.

Both traffic and tradition center of the City is St. Paul's cathedral, "the empire's parish church."

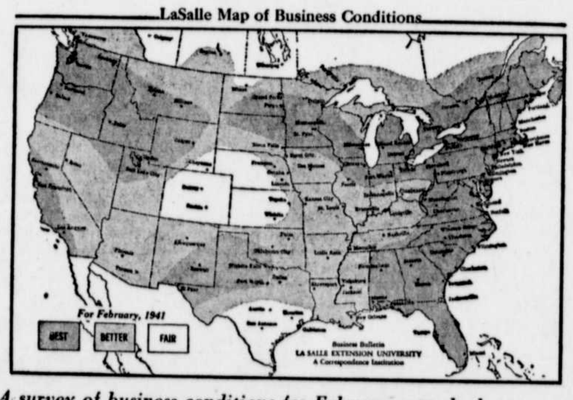
Names of the knotted streets of the City are almost unbelievably quaint: Stew lane, Friday street, Budge row, Knightrider street, Red Lion court, and Fetter lane.

Maybe We Need Him Again



Farm Prosperity Continues Rise

LaSalle Map of Business Conditions



A survey of business conditions for February reveals that prosperity is steadily rising. Increased industrial employment is stimulating demand for farm products. The resultant larger farm purchasing power is raising demand for manufactured products. Meanwhile many prices are gradually moving higher.

By L. G. ELLIOTT
(President, LaSalle Extension University)

Prosperity of the farmers is slowly improving. Farm income has again risen higher, and is now the best in 10 years. The outlook is for continued improvement as long as defense expenditures remain large.

Greater demand has pushed the prices of many products higher. The general average of the prices received by farmers is about 5 per cent above that of last year at this time. The trend continues to be slowly upward with only temporary interruptions.

Effects of expansion in industry and larger consumer incomes are rapidly spreading out into every community.

Consumer purchasing power has been most strikingly reflected in recent weeks by the heavy buying in retail stores, both in cities and in rural districts. Sales have declined from the high holiday peak but they are still from 10 to 15 per cent higher than a year ago.

Workers' Income Rises as Expenses Stay at 1936 Level

Increased Buying Power Reflected in High Store Sales.

MINNEAPOLIS.—Spreading payrolls from roaring defense industries have hoisted the American family's buying power to new recovery heights, a current family buying-power survey reveals. The average urban worker's household saw its monthly income soar nearly $7 in the last six months of 1940, while household expenses remained at 1936 levels, according to a current family buying-power study.

The favorable margin between average earnings and living costs is the largest in the eight-year history of the company's index, according to the survey conducted by the Northwestern National Life Insurance company. Record department store trade volume, and improved installment collection ratios reflect this greater net buying power in the hands of the American consumer.

Living costs sank to a low for the year in October, and have stiffened a trifle since, but have been far outstripped by the rise in industrial pay checks, the report states.

Measuring the effects of payroll and living cost changes on the American pocketbook, the study shows that an average employed worker's family of four, with earnings of $120 at average 1933 payroll levels and spending the same amount for its living expenses at average 1933 retail prices, had to pay $131.11 in June, 1936, to maintain the same standard of living; meanwhile the family pay check had climbed to $133.92.

In June, 1940, the same standard of living for a family of four cost $131.86, while the family's pay check had climbed to $150.86; by the year-end, the monthly pay check had rocketed almost another $7, to $157.49, while living costs had actually fallen $1.10 from June levels, totalling $130.76 in December, 1940, or practically the same as in mid-1936, the report shows.

Thus the great increase in payrolls in recent months has meant a net increase in American spending power, the report points out, as total living costs are the same as they were a year ago, and actually less than they were last summer. Minor increases in clothing and fuel, have been offset by the decline in food prices, the study shows.

Army Mechanic Rescues Navy Aviator in Desert

RANDOLPH FIELD, TEXAS.—If it had happened in the movies, audiences would have shrieked in disbelief.

Technical Sergeant O. A. Miller, veteran air corps mechanic, of Randolph field, Texas, was driving across the Arizona desert not far from Gila Bend. Suddenly a navy training plane sputtered overhead and then glided to earth on the desert wastes, just off the highway.

"Forced landing . . . Motor quit," explained the navy pilot to Sergeant Miller. With the aid of his auto tool kit, the army man proceeded to "trouble shoot" the ailing engine. In a couple of hours it was purring smoothly again.

A passing motorist was pressed into service to halt any stray traffic that might happen along on the road, the plane was taxied onto the highway and after a final check, Sergeant Miller turned it over to the navy man, who used the roadbed for a runway to get into the air.

A very nice letter of appreciation was received by Sergeant Miller a few days later from the navy pilot who had been assisted from what might have been a rather hazardous situation. The signature at the close of the note of thanks . . . Robert E. Lee, Ensign, USNR.

GRASSROOTS

by WRIGHT A. PATTERSON

(Released by Western Newspaper Union.)

SENATOR ALDRICH—AND THE NATIONAL WEALTH

SOME YEARS AGO the then Senator Aldrich of Rhode Island said to me in his office in Washington:

"People would be best served if all the wealth of the nation might be controlled by, say, a dozen men. These men would realize their responsibility and see to it that no one might go hungry or cold."

"Yes, Senator," I replied, "that possibly might prove true if you picked the right 12 men. I presume you believe you should be one of them? I believe I should be, and the man who is sweeping Pennsylvania avenue will agree with your premise if he, too, is to be one of the 12."

With a smile spreading over his usually dignified countenance, he said:

"My statement was a foolish one, let's forget it."

That it was foolish is evidenced by the constantly increasing amount of national wealth and its ever-increasing equalization among people of the nation.

When that statement was made, only a limited few could own an automobile. Today there is a car for every four people in America.

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THE SO-CALLED RICH MAN is merely the custodian of wealth. He cannot take his accumulation with him either to heaven or to hell. He must leave it to be divided among posterity. The old adage of three generations from shirt sleeves to shirt sleeves still works.

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ONE OF THE ROLES OF A KING

DAVID LLOYD GEORGE told me an interesting story in London in the fall of 1918. I had offered congratulations on his having settled the Welsh miners' strike and getting the men to go back to work, with their grievances to be settled when the war ended.

"But I did not do that job," said Lloyd George. "I thought I could, for those miners are my people, but I tried and failed. It was His Majesty who accomplished what I could not. He went alone to Wales. He went to the miners' meetings, called on many of them in their homes, pled with them as one Englishman to another to forget their grievances until the war was won. They went back to the mines for the king, not for me."

It gave me a new idea as to what King George meant to the English people, and his influence with them.

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VON LUCKNER

IT IS REPORTED that Count Felix von Luckner is in command of a German sea raider operating in the Pacific. In the first World war, Count Von Luckner commanded the Seeadler. I knew him in this country after the war. He was proud of what he had accomplished for his native country, but especially proud of not having caused the death of a single individual during all of his operations. He said he did not believe the killing of non-combatants helped in any way in winning a war. If I had to be captured by a German raider, I should hope it might be commanded by Count Felix von Luckner.

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WHEN PROSPECTORS MADE FORTUNES AND CAREERS

IN THE EARLY YEARS of this century Jack Hamill and Percy Robbins were partners prospecting in the Canadian northland for gold. Later Robbins, a trained mining engineer, became the managing director of one of the big gold mines at Timmins, Ontario. When we entered the first World war he, as an American citizen, returned to Chicago and joined the army. After the war he went to South Africa as the managing director of the De Beers diamond mines. At the time of his death some two years ago, Robbins was operating big dredges on a placer gold field at Candle, Alaska, on the shores of the Arctic ocean.

Jack Hamill has been in the millionaire class a dozen times, and has been broke equally as many times. Today he controls big copper mines in the northwest Canadian territories, and is mining pitch blend and extracting radium at Great Bear lake, beyond the Arctic circle in Canada.

This represents a couple of intensely interesting careers of men who have done things in the wide-open spaces, men who have added to the wealth of the world. They are, and were, of a type that is worth knowing.

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FRIENDLY AMERICA

STRANGER. There is no such individual in any small city or town of rural America. In these places all are friends.

On my first day in a town I had never visited before, each person I passed gave me a cheerful, friendly greeting. The little children told me their names and their parents' names. I was not a stranger in a strange place. I was surrounded by friends in a place strange to me. It was the friendliness of rural America.

His and Her Linens Easy and Effective

Pattern No. 2588

EVERYONE'S favorite, these modern, easy-to-do designs. Embroider them on towel or pillow case and let your needlework score a hit.

• • •

Pattern 2588 contains a transfer pattern of 12 motifs averaging 4½ by 6½ inches; color schemes; materials required; illustrations of stitches. Send order to:

Sewing Circle Needlecraft Dept.
82 Eighth Ave. New York

Enclose 15 cents in coins for Pattern No.....
Name .....
Address .....

INDIGESTION
may affect the Heart
Gas trapped in the stomach or gullet may act like a hair-trigger on the heart. At the first sign of distress smart men and women depend on Bell-ans Tablets to set gas free. No laxative but made of the fastest-acting medicines known for acid indigestion. If the FIRST DOSE doesn't prove Bell-ans better, return bottle to us and receive DOUBLE Money Back. 25c.

As Is Enough

Those who seek for much are left in want of much. Happy is he to whom God has given, with sparing hand, as much as is enough. —Horace.

Beware Coughs
from common colds
That Hang On
Creomulsion relieves promptly because it goes right to the seat of the trouble to help loosen and expel germ laden phlegm, and aid nature to soothe and heal raw, tender, inflamed bronchial mucous membranes. Tell your druggist to sell you a bottle of Creomulsion with the understanding you must like the way it quickly allays the cough or you are to have your money back.
CREOMULSION
for Coughs, Chest Colds, Bronchitis

Man Is Affected

Histories make men wise; poets, witty; the mathematics, subtile; natural philosophy, deep; morals, grave; logic and rhetoric, able to contend.—Bacon.

"MIDDLE-AGE" WOMEN [38-52 yrs. old]
HEED THIS ADVICE!!
Thousands of women are helped to go smiling thru distress peculiar to women—caused by this period in life—with Lydia E. Pinkham's Vegetable Compound—famous for over 60 years. Pinkham's Compound—made *especially for women*—has helped *thousands* to relieve such weak, nervous feelings due to this functional disturbance. Try it!

Modesty Esteemed

He who does not think too much of himself is much more esteemed than he imagines.—Goethe.

Children's Colds . . .
Temporary Constipation may increase the discomfort of symptoms of Feverishness, Headache, Upset Stomach which frequently accompany early stages of colds.
MOTHER GRAY'S SWEET POWDERS
TRADE MARK
A mild laxative and carminative. At all druggists. Send for Free Sample and Walking Doll. Mother Gray Co., Le Roy, N. Y.

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—that will save you many a dollar will escape you if you fail to read carefully and regularly the advertising of local merchants » » »
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