

## NATIONAL AFFAIRS

Reviewed by  
**CARTER FIELD**

**Railroads can handle freight of coastwise ships required to aid Britain . . . New shipyards hold solution of problem of replacing freighters sunk by Nazis.**

WASHINGTON.—Any day now all the ships in the coast to coast service via the Panama canal will be taken off that run and put into transatlantic business, whether under the British flag or some other. There are 113 vessels in this trade now, and the Pacific coast is all in a dither as to whether they can be spared. There are a lot of curious angles to the picture.

One of the funniest would seem to be that war makes even stranger bed fellows than politics. Back in 1914, the question of Panama canal tolls had the country by the ears.

The Democratic platform on which Woodrow Wilson had been elected in 1912 pledged continuance of free passage through the canal for ships in the coastwise trade—that is ships plying between Seattle, or San Francisco, or Los Angeles, on the Pacific coast, and New York or some other Atlantic coast port in this country.

Under our law, foreign flag ships are not allowed to take part in our "coastwise" trade.

President Wilson decided, however, that under the Hay-Pauncefote treaty this business of exempting coastwise shipping from tolls was unethical, so there was a spectacular fight.

**SHIPS BADLY NEEDED**  
Now the fight—if it can be dignified by that name—is over whether we are going to turn all our coastwise ships over to Britain. Those ships are needed to carry the supplies we want to give Britain across the Atlantic, and, as Col. William J. Donovan says, there is no use making the guns and shells and planes if we can't deliver them.

Next comes the question, what will happen to that freight that these 113 ships have been carrying? That's easy, too. M. J. Gormley, executive assistant of the Association of American Railroads, says the increase in the railroad business resulting would be so slight "we would hardly notice it."

The last available figures, if you are skeptical, are of the year 1937, but that happens to have been the best year since Coolidge. In that period eastbound traffic via the Panama canal amounted to 4,693,541 short tons, or 177,486 carloads, while westbound traffic amounted to 3,039,164 short tons, or 109,355 carloads.

The heavier eastbound traffic would amount, Mr. Gormley points out, to the train daily of 70 cars on each one of the seven transcontinental railroad lines, which, he insists, would not complicate the schedules of any one of them.

**Cargo Ships Needed To Defeat Germany**  
The only risk about final victory over Germany in this war is whether enough ships can be provided to supply Britain in spite of the terrific sinkings of merchant vessels by Nazi submarines, planes, mines and raiders.

For some unexplainable reason this country has been very slow in realizing this danger, and in getting started on ship construction. British agents are urging that we revive Hog Island, which toward the end of the last war, was turning out more than 20 ships a month. Incidentally, while they were not the best ships in the world, they were much better than generally supposed.

So far this government has inclined to expanding existing shipyards rather than to constructing new yards.

**LABOR SHORTAGE UNLIKELY**  
The chief objection made to new shipyards, such as Hog Island, is that they would drain workers away from existing yards. There is, of course, this danger. But there is also a lot of bunk to it. For example, the British in peace time, always made an apprentice work for seven years before he could be a boiler maker, but at Hog Island during the war men who had no more knowledge of machinery before going there than operating a lawn mower were turned into pretty good mechanics.

During the first World War also the ship building facilities of the Great Lakes were used heavily. Plenty of the very type of ships needed most can be built on the lakes now and transported to the ocean through the existing waterway, including the Welland canal.

Perfectly good freight ships have always used this route.

There is a considerable point to building smaller ships for running the submarine blockade. One reason is that it is a much simpler proposition to build a small ship than a Queen Mary. Another is that it takes less experienced officers to navigate her. And finally there is much less loss when a torpedo sends her to the bottom.

Most of the transatlantic freight was always carried in small ships anyhow.

## Florida Extends Nation's Editors Her Hospitality

Scribes Visit State During National Convention At Jacksonville.

By **RUSSELL KAY**  
(Released by Western Newspaper Union.)  
**JACKSONVILLE, FLA.**—Why do people go to Florida? What do they see, what do they do, how are they entertained while there?

These and many other questions concerning the state that has become known as the "nation's playground" were answered for hundreds of editors and publishers of the nation recently, who attended the National Editorial association convention at Jacksonville and toured the state as guests of the Florida Press association.

Florida, alert to impress this distinguished group, proved an admirable host. The three day convention period in Jacksonville itself was a gala occasion, climaxed with a banquet given in their honor by John H. Perry, who also arranged for a coast to coast salute on the National Farm and Home hour, originating from his Jacksonville Journal station WJHP, conducted by the Washington news commentator H. R. Baukhage.

Convention sessions were broken with interesting side trips that one afternoon carried the group to Jacksonville Beach for a dip in the Atlantic and a fish fry, another to St. Augustine where they visited Old Fort Marion, famed Marine Studios and other points of interest and again had supper on the beach.

**Tour of State.**  
Determined that the group should really see something of Florida before leaving, Florida newspaper folks took the visiting scribes on a seven-day all-expense tour of the state.

There were shown the University of Florida at Gainesville, beautiful Silver Springs near Ocala where, from glass bottom boats, they viewed an underwater fairyland, watched the filming of scenes for the forthcoming screen version of "The Yearling," saw Ross Allen milk rattlesnakes at his Reptile Institute and visited the Seminole Indian village.

Journeying on they traversed the scenic lake and hill section with its thousands of acres of citrus groves, stopped briefly at Leesburg and San Lando Springs to arrive at Orlando, central Florida's largest city and hub of the great citrus industry.

Guests of the city, they enjoyed a reception and banquet and found excellent hotel accommodations that insured a restful night.

**Visit Bok Tower.**  
The second day carried them to the Bok Tower near Lake Wales, permitted a stop at Waverly to see the world's largest citrus packinghouse in operation and arrival at beautiful Cypress Gardens at Winter Haven, where they found a delightful luncheon awaiting them which was enjoyed in the enchanting gardens as they witnessed a special program of aquatic sports, aquaplaning and speed boat races.

At every rest stop along the route and with every meal, the scribes were loaded down with baskets of Florida's choicest oranges, grapefruit and tangerines. Citrus juice just seemed to flow without end for all who cared to drink.

Leaving Cypress Gardens the tour touched Winter Haven, Lakeland and Plant City. Here Hon. Nathan



Florida extended a warm welcome to visiting editors. Two fair Floridians (upper left) conduct a tobogganing "demonstration," while others (lower left) display their charms between stalks of sugar cane. Believe it or not, but a native squaw (upper right) learns all about the convention from Bob Ripley himself. In a more serious vein, Governor Spessard L. Holland formally welcomes the delegates to "the land of sunshine."

Mayo, Florida's agricultural commissioner, welcomed the group and escorted them through the world's largest state farmer's market and ladies of the community served fresh strawberry shortcake.

Welcomed in St. Petersburg, the "Sunshine City," with bands and banners they toured the city and were guests at a banquet provided by the local daily papers, Times and Independent.

**See 'Peerless Pinellas.'**  
The next day, traversing the "Peerless Pinellas" peninsula they landed at Clearwater on the Gulf, visited the sponge fisheries at Tarpon Springs and enjoyed a reception at Dupree Gardens, arriving in Tampa in time to view McDill field, the new southeastern army air base, and attend another banquet at which the Tampa Tribune was host.

Turning south through rich citrus and truck areas they saw the towns of Bradenton, Sarasota, Punta Gorda and arrived at Ft. Myers for luncheon, guests of the Chamber of Commerce.

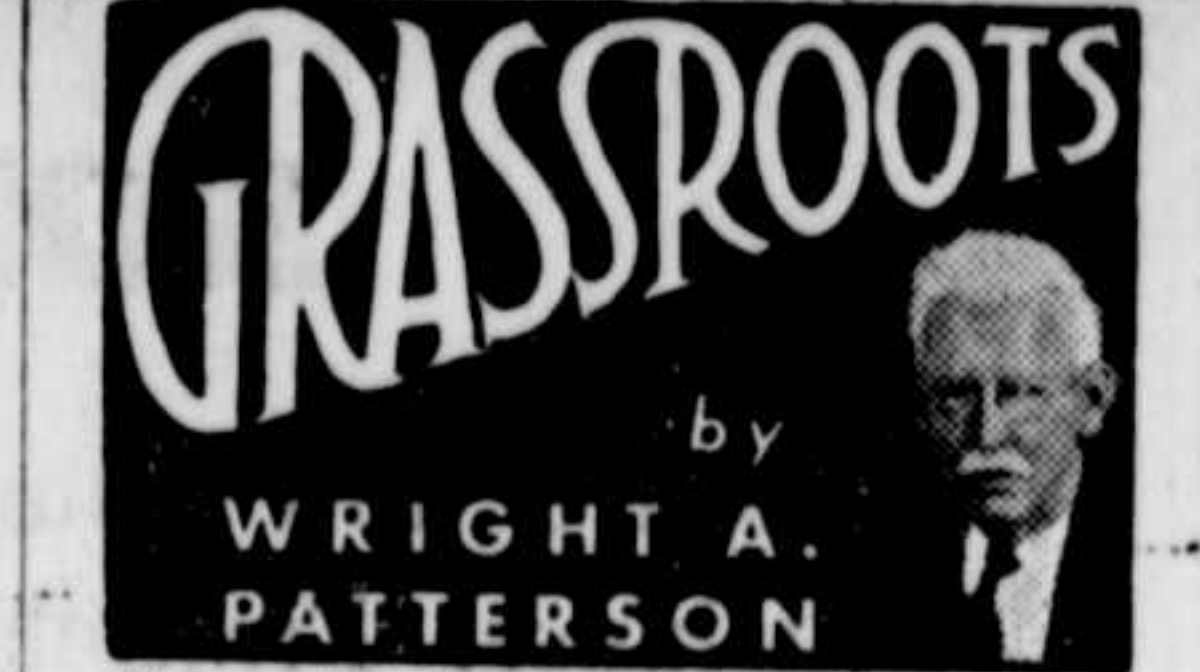
Then across the mysterious Everglades via the Tamiami Trail to arrive in Miami for a supper at the swanky Royal Palm Club.

The next day was devoted to sight-seeing in the greater Miami area and included breakfast at one of the famed beach hotels, luncheon at Coral Gables and supper at the Pan American International airport, where they witnessed the arrival of clipper ships from South America.

Here the party was divided with a portion of the group boarding a steamer for a side trip to Cuba, while those remaining continued the Florida tour and the following day breakfasted at Hollywood Beach, visited plantations of the United States Sugar corporation at Clewiston, where they were luncheoned, sketched the shores of Lake Okechobee to arrive in West Palm Beach where they were guests of the city.

**Along East Coast.**  
Following a sightseeing tour of the Palm Beaches the party journeyed northward up the Florida east coast, stopping for luncheon at McKee Jungle Gardens near Vero Beach.

Bands, reception committees and a variety of souvenirs were waiting all along the route and while stops were of necessity short the visitors were given an opportunity to see



**PAY FARMER FOR RAISING THINGS WE NOW IMPORT**

THE EFFORT to solve the American farm problem cost the United States \$1,567,000,000 last year. That was seven times the cost for 1933. For 1940 the total amounted to an average of \$261 per farm, but the farmers did not get all of that. County administration costs amounted to \$104,020,000, an average of just about \$4,000 per county. The county administration cost represented 6 per cent of the total government appropriation, an increase from 2½ per cent in 1935. These county administration costs do not cover the salaries of county agents.

And still the farm problem is not solved.

We have on hand today more than one full year's average crop of cotton and practically one year's crop of wheat, with the surplus in all products growing each year, our world markets decreasing, and agricultural imports from other countries continuing, and in some lines increasing.

Each year we are importing agricultural products which we can, and to some extent do, raise in this country to the extent of 1½ billion dollars. If the American farmer was encouraged to raise the products we are now importing, if he were paid a small price for raising them, and then given a protected market in which to sell them, we might find a solution to the American farm problem.

The farmer is not seeking government charity. He is asking only fair play. Manufacturers were given protected markets to offset the wage scales in this country as compared with other nations. The American farmer wants the same kind of consideration and should he get it, would be better off financially than he is now, even though the government is paying him for limiting production an amount that far exceeds the entire cost of government 25 years ago.

The American farmer would prefer to be paid for what he does, rather than for what he does not do. He likes to stand on his own feet when that is at all possible.

Some day both major political parties may make that discovery.

**U. S. WILL BE ONLY CREDITOR NATION**

LATE IN OCTOBER of 1918, Andre Tardieu, then a member of the French cabinet, said to me in Paris:

"France cannot again be the customer of America that she has been in the past. Our lack of resources will force us to produce our own food and our own raw materials. We must grow our cotton in the Niger valley of Africa and in Indo China. More intensive cultivation of French, or French colonial farms must produce our foods, unless America is willing to finance us."

That is just what happened to the foreign market of American farm products, not only in France, but in other European nations.

When the present war is over, there will be nothing left in Europe with which to buy. The United States will be the one big creditor nation of the world. We must learn the methods of a creditor nation. We must buy if we would sell, and we must not make the American farmer carry all the load. Today we buy farm products from foreign countries that we may sell those countries manufactured products. That is not fair to the American farmer. He is entitled to his home market.

**A GREAT MAN IN COUNTRY JOURNALISM**

AS I PASSED through Oregon City, Ore., recently, I recalled one of the outstanding men of country journalism who died about a year ago. Edward E. Brodie and his Oregon City Enquirer aided materially in making Oregon City the thriving little city it is. Edward Brodie and his newspaper led the way, and people of the community followed that lead.

I knew Edward Brodie in many places throughout the nation and the world. President Harding sent him to Siam as American minister. Later he was transferred to Finland and was a favorite with the Finnish people. He served the National Editorial association as its president and did much for the advancement of country journalism. He knew the value of rural America to the nation, and the value of the newspaper to the rural community. He was one of the great men of country journalism.

**NON-PAYING BRIDGE**

JUSTUS CRAEMER, railroad commissioner of California, proposes as a defense measure that the Golden Gate bridge be turned over to the federal government, subject to the debt it carries. The government permitted the building of the bridge on condition that no tolls be charged to federal employees, including officers and men of the army, navy, marine corps and other government services. Because of that condition, more than one-third of those using the bridge do not pay.



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**All in Silence**

A scolding wife can say endless discouraging things, and she hits or misses; but a silent woman says everything.—H. G. Wells.



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**Honesty Is Silent**  
The silly when deceived exclaim loudly; the fool complains; the honest man walks away and is silent.—La Noue.

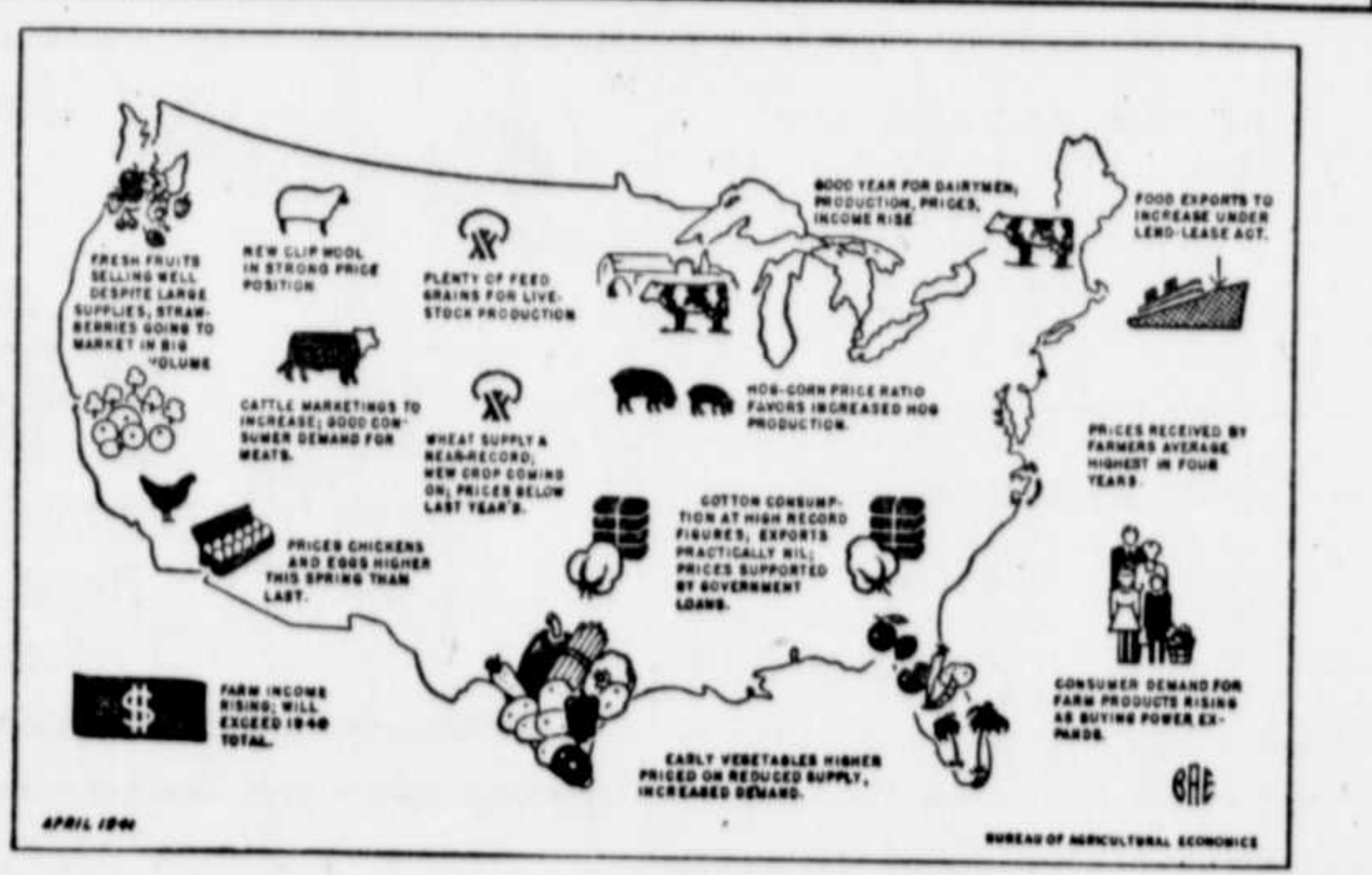
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## Agricultural Outlook Improves



The agricultural situation during April is graphically explained in this map issued by the bureau of agricultural economics, United States department of agriculture. The general outlook is very favorable.

**College Students Speed Studies to 'Beat' Conscription**

EVANSTON, ILL.—The increasing influence of the conscription act will have widespread effects on higher education, according to Dr. Shirley A. Hamrin, director of Northwestern university's summer session and university college.

"Because many students will not be able to complete a four-year college course before they become eligible for selective service," he said, "many will take three years' intensive work, including three summer sessions, in order to get their degree before they become 21 years old."

Since the deferment of college students of draft age ends on July 1 of this year, students will not be able to predict their own status in the future. This will undoubtedly have some effect on enrollment, Dr. Hamrin said. He predicted, however, that unless war is declared, there will be little, if any, in regular year registration.