

## NATIONAL AFFAIRS

Reviewed by  
**CARTER FIELD**

### Japs Have Exceeded Germans in Inflicting Naval Losses . . . Will Nazis Use Mass Plane Attacks on British Fleet?

(Bell Syndicate—WNU Service.)

WASHINGTON.—Naturally there was great satisfaction in Berlin, especially at the offices of the admiralty, over the naval losses suffered by the United States and Britain in the actions at Pearl Harbor and near the coast of Brazil. But there must have been some loss of optimism to the German admirals.

For the Germans have been unable to do nearly as much damage to the British navy as have the Japs to the British and U. S. combined fleets. In a few days the Japs have done more to whittle down the superiority of the U. S. British fleets than the Germans have done in more than two years!

At the outset of the war, it will be remembered, a German submarine managed to get inside Scapa Flow and sank the British battleship Royal Oak. This was an old battleship, but a battle wagon is a battle wagon when it comes to a real sea battle. Within a few weeks the Germans sank one of Britain's crack aircraft carriers.

That was quite a start on the whittling down process, always remembering that whatever may have been the ideas of the German army, the plan of the navy was to get the British fleet down to a size which would justify the risk of a major naval battle. This is not a new idea. It has been told in these dispatches before, right after the bombing of the Scharnhorst and the Gneisenau by the R. A. F. at Brast was claimed by the British to have put those old battleships out of commission for the remainder of the war.

The idea is based on several talks the writer had with high German naval officers several years prior to the outbreak of this war. The Germans claimed, and with some logic, that their ships would shoot better than the British, not because their marksmen were any better, man for man, but because their optical glass was better.

**Vital in Big Battle**  
In a big battle between fleets, of course, this is vital, since the distance between them normally would be such as to make personal marksmanship almost unimportant. The men working the guns probably never see the ships they are trying to sink.

Moreover this German brag about their better optical glass seems to have been justified both at Jutland and Dogger Bank in the last war.

However, since those earlier successes—the Royal Oak and the aircraft carrier—the Germans have paid virtually ship for ship for their attempted whittling down of the British fleet. In the case of the Hood and the Bismarck the Germans suffered a distinct loss. The Hood was a battle cruiser, not a battleship, and was a bit on the old side, whereas the Bismarck was beyond doubt a stronger battleship than any single ship in the British fleet. Naval experts admit now that she was better, and therefore the Tirpitz is probably better, than even the latest U. S. battleship, the North Carolina.

What the Germans have been building meanwhile is not known. But the British have been busy, and so has the United States.

### Did the Nazis Miss a Bet?

What the German admiralty is really sick about since the Japanese destruction of U. S. and British capital ships at the outbreak of the Pacific war, is that they did not attempt the same sort of air blitz on the British navy, before the British admiralty learned its first bitter lesson at Scapa Flow.

They must be thinking, that if instead of sending one Nazi U-boat on a "suicide" raid into Scapa Flow—the one which sank the Royal Oak and escaped—they had sent several subs and several hundred bombers, they might have so smashed the British grand fleet that they could have risked a big sea battle in that first winter of the war.

Interesting in this connection is the belief by experts here that the Japanese naval operations in the Pacific were planned by the Germans. Indeed our experts believe the planes which did so much damage at Pearl Harbor and Hickam field were not Japanese planes at all, but four Nazi bomber planes.

Further, it is not believed these big planes were brought by carrier, as has been generally assumed, but that they were flown from the Marshall Islands. But naval knowledge has increased enormously in the last little while. It was the argument of the old admirals, in our navy and the British particularly, that battleships could not be sunk by airplanes. We know now that it is easier, as a matter of fact, to sink a battleship by airplanes than by gunfire!

## 'Front' in Africa Would Bring War Close to America

(While America eyes events in the Pacific, somewhat forgotten is the Berlin-Rome end of the Axis. But, as the special release below points out, it is only 1,870 miles from Africa's western tip to Natal, Brazil. Perhaps here then is a "front" that requires study. Copyrighted by the National Geographic Society, this article explains some of the less known features of this world affairs should either the Axis or the Allies try to occupy or develop it in a military way for strategic reasons.)

Nearer to the New world than any part of Europe is the bulging shoulder of northwest Africa, a thinly settled region ranging from desert to tropical jungle. From Dakar, French colonial port on Africa's western tip, it is only 1,870 miles across the Atlantic ocean to Natal, Brazil.

Busy sea lanes have paralleled this part of the African coast ever since the early Portuguese explorers rounded the Cape of Good Hope to trade with India, China and the East Indies. Ships to and from South Africa, South America, and Australia often stop to refuel at the scattered northwest African ports or at near-by islands.

Only in comparatively recent years, however, has the region been developing from an agricultural and economic standpoint. With the exception of the Republic of Liberia, the territory is divided into British, French, Spanish, and Portuguese colonies. Those nations have been doing much to increase the productivity of the land.

There are several geographic reasons for the delay in exploring and developing not only this section but the whole continent. Topography, climate, and the primitive character of the Negro savages must be taken into account.

**Sahara Is Unexplored.**  
In the north, the vast, desolate sand and rock expanse of the Sahara covers an area the size of the United States. Much of the desert never has been explored; its oases are few and far between. The dry heat of the Sahara is in contrast to the hot humidity of the jungles and forests farther south, but neither climate is very suitable for white men.

Hindering exploration and transportation, too, have been the falls and rapids of the African rivers. These unfortunately are found near the mouths of the streams, at points where the continent's vast plateau dips toward the coastal lowlands. Furthermore, the coastline is so regular that there are few good harbors.

Despite these natural disadvantages, some parts of northwest Africa are becoming highly productive. In the north, the fertile lowlands of the Atlas mountains in Morocco and Algeria yield not only the olives, grapes, and citrus fruits of the Mediterranean basin but wheat and other grains.

Farther south, French West Africa is an important source of peanuts and palm oil. Peanuts, called "ground nuts" by the natives and Europeans, supply a valuable vegetable oil. They do not require irrigation.

In the grasslands of French West Africa, many experts believe there can be developed one of the most important farming areas of the future. In portions where there is sufficient rainfall, experiments have indicated that cotton can be grown. In the drier areas, sheep and cattle already are being raised in quantities. If insects and livestock diseases can be brought under control, the herds may show marked improvement.

The grasslands merge into heavy tropical forests along the southern portion of the northwest African hump. There, as in French West Africa, the natives are proving adaptable to farm work. In Liberia, Americans are supervising the development of rubber plantations. In British colonies, production of cocoa has become a leading business. The cacao trees, from which cocoa is obtained, grow well in the hot, damp regions, where there is no wind to blow down their heavy pods.

## How U. S. Is Building a 'Super' Navy

BUILT	BUILDING	TOTAL
15	17	32
6	12	18
37	48	85
197	171	368
103	82	185
358	330	688

The above chart shows graphically plans for increasing the U. S. fleet under present schedules. Because the naval front seems the most important current phase of the war already demands are being made in congress and among military leaders to speed up these schedules and make even more additions to the fleet. Protection of the sea lanes, to keep critical materials flowing to America from the Far East and to protect American shipping across the Atlantic to our Allies makes a strong navy a most vital factor in the war. Figures in "Built" column show vessels in use after the Jap blow at Pearl Harbor.

## 'All-Out' Industrial Effort Bolsters America's Front Lines

By WILLARD HOLMES

WASHINGTON, D. C. — Twenty-four hours a day, seven days a week, that's the job for American industry to play its part winning the war against the Axis powers.

"Speed now is of the essence just as much in turning out things in plants as it is among the fighting forces," said President Roosevelt to the recent War Labor conference, where representatives of both labor and capital had gathered to work ways of speeding production.

Considered by many to be the most momentous in recent history, these two groups in present history, the conference was headed by William H. Davis, chairman of the National Defense Mediation board as moderator. Representing labor were both William Green, A. F. of L. president, and Philip Murray, head of C. I. O. Leading industrialists represented the interests of capital.

These leaders heard the President issue a "must" assignment. For truly this is a war of production. The assembly line then becomes an important line of the fight.

While these battle lines are strengthening how does America stack up on the front lines? What did we have when the war started and how fast are we getting what we need?

**How Well Prepared?**  
Because war came to us so violently just as we were hitting our stride in defense materials production and because higher than what we actually have produced, the impression was felt in many quarters that we are not at all prepared.

While there are some gaps in many things between what we have and what we would like, the country is far from defenseless. The Knox report on the disaster at Pearl Harbor was bad, but it wasn't as bad as most people expected. We lost six warships and a large number of planes.

**Army's Strength.**  
What of the army in addition to its flying force? As 1942 dawned there is a personnel of about 1,600,000 officers and men. Roughly half of these are selectees, 400,000 are National Guardsmen and the rest regulars. But this is just the beginning. Already selective service has a pool of about 1,000,000 Class A men available for immediate call. Enlistments boomed at a terrific pace following the declarations of war.

With the extension of the age limits for draftees another three or four million men will be immediately available without lowering physical or dependency standards. Plans for tapping this huge supply of manpower are already worked out.

Just as important as a good reserve of manpower in modern warfare is the organization of strong striking units. The army is known to have five divisions comprising its armored force. This unit is composed of tanks and men who know how to handle them. Fifty battalions of tank destroyers, parachute troops and other specialized units have been and are being trained in great numbers. Even this will be speeded up under the impetus of war. Doubling and even tripling of schedule is anticipated.



### DIAMOND HEAD AS GOOD AS GIBRALTAR

SEVERAL YEARS ago I sat with Captain Wilson on the veranda of his home, looking over the placid waters of Pearl Harbor near Honolulu. The harbor is but a salt water lake opening into the island of Oahu from the Pacific. It was originally not much more than a marsh that had been dredged to a depth of some 60 feet in places. It is a lake of many arms and bays, with sufficient anchorage room to accommodate all of the American navy.

On the far side, across from the homes of the naval officers, is the club house of the Honolulu Yacht club, and the landing place of the Pacific clipper planes. Near the center is an island on which is located the naval air field.

There was no war, or thought of war when I sat there with Captain Wilson. There was not even an appearance of any preparation for war. On the far shore a clipper plane, in from Manila, rode at anchor and was being loaded with mail for San Francisco. In that same arm several small sail boats were engaged in a race. In another arm a battleship and cruiser were anchored, and near them were two or three destroyers. No one of these fighting ships offered any evidence of being ready for sea. They did not mar in any way the peaceful appearance of the scene.

"This does not look like the impregnable fortress I had expected to see," I said to Captain Wilson.

It was not intended that all the defense preparations should be in sight, but an enemy would find them here," was his simple reply. He did not tell me more, and should not have done so, but while in the islands, I learned a little of what these preparations were. No effort was made to cover up that entire division of American soldiers at Schofield field, the army headquarters in Hawaii, and as fine a division of fighting men as one could find in any man's army. Officers of the army, quite properly, would not permit me a view inside of Diamond Head crater, a veritable mountain fortress. I know it is literally filled with great guns, each capable of throwing 1,900 pounds of steel for a distance of more than 20 miles. In the subterranean passages of that fortress are stored sufficient munitions, food, water, medicine and other materials to last for more than a year. Diamond Head is not a second, but a first Gibraltar.

**Stepped-Up Production.**  
While the ratio of expansion in American sea and air power is a military secret we can safely assume that it is much larger than anticipated over a year or even six months ago. Coupled with the drastic controls that come with war and with war's resultant national unity this expansion should really boom.

While it is too easy to forget that we are at war also with Germany and Italy in addition to Japan, sea power at present does seem to be the most important phase of the fighting.

Before the Pearl Harbor attack the United States had 17 battleships with 17 building and due for launching in the next three years. Twelve air-craft carriers were being built and six were in use. Thirty-seven cruisers were in service and 48 were on the way. In lighter vessels the line-up was this: 171 destroyers being used, 197 being built; submarines, 103 in fighting trim and 82 under construction. Subtract from that the battleship Arizona, the target ship Utah, three destroyers and a mine layer, lost at Pearl Harbor and you have the front line of defense.

This force was buttressed by about 5,000 navy planes, with about 10,000 more on the way. Though the army air corps has not released figures on the number of planes it has in use, the numbers are being increased each week—especially in heavy bombers, medium bombers and dive bombers—possibly the deciding factors in this war.

**Partnership Should Be Labor-Employer Relation**  
I WAS IN EUROPE in 1918, and for a short time in that section of Belgium retaken from the Germans just before the end of the war. On my return, a Belgium acquaintance, who operated a chain of laundries in Chicago, called on me to learn of what I had seen in his native country. During his visit the subject of the new attitude of labor was discussed and I explained what English leaders had told me would be needed to appease labor in that country.

"Labor is not entitled to consideration," said my visitor. "Labor has no brains. If I were to turn my business over to my employees tomorrow, in six months it would be wrecked. There would be nothing left."

"Possibly that is true," I replied, "but there is another thing that is true. Should you find yourself without the help of labor tomorrow, and unable to get other employees, you would be out of business at once."

He did not like my statement, and one of our troubles of today is that there are too many employers who fail to recognize the partnership between labor and capital.



### LEAVES from Uncle Sam's Notebook

#### Reindeer Farming In Alaska

Nearly all Americans are still close enough to pioneer conditions—if not in actuality, at least in spirit and heritage—to be interested in the development of the reindeer industry in Alaska.

The reindeer were imported into Alaska from Russia during the decade between 1891 and 1902. They were established on the Seward peninsula—about 1,300 of them—and from that beginning have been developed the present immense herds, numbering now approximately one million. The herds are distributed from Point Barrow in the north to Kodiak island on the south, and from the Bering sea inland to Ophir, with the heaviest population still on Seward peninsula.

The original purpose of the importation was to supply food for the Eskimos but the herds have been so successful that it is now possible to export reindeer products, the most important of which are meat and hides. Reindeer hides are delicate and pliable, and are much used for the manufacture of kid gloves and leather jackets. Of course they are also used where they are produced, for a variety of purposes such as the manufacture of boots, leggings, parkas, sleeping bags, mittens, socks and trousers.

#### FUTURE OF INDUSTRY

Various conditions tend toward stability of the reindeer industry in Alaska. For one thing, there are in that territory at least 200,000 square miles of grazing land which is particularly suited to raising reindeer. Further, when reindeer are slaughtered for market, there is practically no waste in the carcasses. Not only is the flesh, including heart, liver and tongue, good for human consumption, and the hide suited to the manufacture of many necessary articles of apparel, but even the antlers, bones, viscera and blood are used in the preparation of food for the dogs which are indispensable in that region and for the foxes raised on various fur farms.

Moreover, reindeer are of gentle disposition and easily handled. Except in the mating season, when the bucks become dangerous, it is possible to go freely among a reindeer herd, just as one would among beef or dairy cattle. It has been said, by those familiar with them that "they flock together like sheep, graze more like cattle, and in intelligence and activity more nearly approach the horse." They become attached to any accustomed range and if moved away, will return to it. They are good swimmers; they graze on the wettest ground and, like the moose, will frequently wade out into a pond or lake to feed on aquatic plants.

**REINDEER RANCHING**  
Many features common to the reindeer country remind the observer of the Old West. The reindeer are herded in much the same manner as were the cattle on the old western ranges, and are rounded up at intervals for marking or branding, for sorting, and for marketing.

#### APPEARANCE OF REINDEER

The reindeer pictured with Saint Nick have been considerably idealized, running mostly to slim legs and branching antlers. Actually, the reindeer, which is a domesticated caribou, although symmetrically built gives an impression of stockiness. In color reindeer are brown and gray, with head and legs dark and with a white mane. Individual animals vary somewhat from this pattern and may even be all white or spotted. The average full-grown reindeer stands from 42 to 44 inches high. The average dressed weight is about 150 pounds, infrequently increasing to 200. Both the males and the females bear antlers, which are grown and shed each year.

#### CALL OF THE WILD

For young men and women with the blood of pioneers in their veins, with good health, and with a willingness to endure the cold of the Arctic and sub-Arctic regions, reindeer ranching in Alaska has great attraction and promises reasonable returns. At the present time, the reindeer rancher does not have to depend entirely upon experience to learn how to manage his herd. A Reindeer Experiment Station was established at College, Alaska, in 1928 and substations are maintained at Nome on Nunivak island in the Bering sea.

For additional information, send five cents to Superintendent of Documents, Washington, D. C., asking for Department of Agriculture Miscellaneous Publication No. 207.

#### SPICED NUTS

Sift together, three times, the following dry ingredients: 2 cups confectioners' sugar, ½ cup of cornstarch, 2 teaspoons of salt, 1 teaspoon nutmeg, ¼ cup of cinnamon, 2 teaspoons of ginger and 1 tablespoon of ground cloves. Beat 1 egg white, slightly, and add to it 2 tablespoons of cold water. Place in a wire strainer ¼ cups of nut kernels and dip into the egg mixture until each nut is well coated. Drain the nuts, roll them in the spice mixture, and bake for three hours.

## Cost of Wars to America

Up to the beginning of the current war between the United States and the Axis powers, America had engaged in six wars and each time the result was victory. Here is the cost in money and men:

War	* Cost	Men used	Deaths in action	Disease deaths
Revolution . . .	\$ 504,288,328	395,858	8,000	(No records)
1812 . . . . .	246,785,373	527,654	5,614	(No records)
Mexican . . . .	195,087,436	107,631	1,549	10,986
Civil:				
Union . . . .	11,867,533,483	2,128,948	110,070	224,586
Confederate . .	1,520,033,632	132,554	1,084	
Spanish . . . .	1,015,554,728	650,000	52,779	62,375
First World . .	41,765,000,000	280,564	700	5,423
* Exclusive of cost of army and navy between wars.		4,380,000	53,500	62,500

## Electricity Now Lights

### One of Three U. S. Farms

Nearly 1,400,000 of the nation's farms have substituted electric lights for the traditional oil lamp in the past 6½ years, according to a report by the department of agriculture. This brings the total to more than 2,000,000 electrified farms out of a total of over 6,000,000 farms in the nation.

This report, prepared by the Rural Electrification administration, is compiled from various sources, in-

cluding the REA estimate of un-electrified farms required to be made each year under the terms of the R. E. act of 1936.

The actual number of farms receiving central station electric service, from private power companies, REA systems and all other sources is 2,126,150, according to the REA estimate, as against 743,954 on January 1, 1935, the year in which REA was established. Today, 34.9 per cent of the nation's farms are electrified. In 1935, only 10.9 per cent had such service.