NATIONAL AFFAIRS

Reviewed by
CARTER FIELD

Senate Boosts Appropriations for Non-War Purposes . . . Can the British Develop Good Generals? . . .

Bell Syndicate—WNU Features.

WASHINGTON.—The senate is by far the worse offender of the two branches of congress in refusing to curtail governmental expenditures not connected with the war, according to a report made by the Citizens' Emergency Committee of Washington.

In all six departmental appropriation measures acted on up to early this month, the senate boosted the totals. This was done despite the valiant efforts of certain Democratic senators, led by Senator Harry Flood Byrd of Virginia, to enforce economy. The aggregate increase in appropriations, through inclusion of new items and increases for existing items, amounted to $292,428,623.

More than a quarter of a billion dollars added by the senate to what the house of representatives thought was ample! Not startling contrasted with appropriations for airplanes, tanks, guns, ammunition, ships, and the supply and pay of the men in the armed forces, but remember that these appropriations here considered have nothing to do with the prosecution of the war.

Bear in mind that no one has dared accuse the house of representatives of failing to vote a single penny asked for war purposes. And these increases, amounting to nearly three hundred million dollars, were added to the house figures.

House Not Blameless

Now actually, while the committee lays the burden of blame, and quite properly so, on the senate, the house is far from being blameless. It is about as economical as a wife on a shopping binge after hearing that her husband had a fat pay raise!

It is only by contrast with the senate that the house shines. Actually the economy group, more vocal in the senate though less potent in influencing rollcalls, regards the house performance as little short of a spending orgy—and this, keep remembering—on spending which has nothing to do with the war effort.

A great many voters obtained an entirely wrong impression from the agreement of both house and senate to eliminate the CCC. There had been so much favorable comment on the training camps for young men—in fact some said it was the best thing the New Deal had done—that headlines announcing its abolition struck many taxpayers as indicating a real economy move on the part of congress.

Not exactly. The death knell of the CCC appropriation was sounded by a flood of mail from indignant farmers. It was bad enough, the farmers wrote their congressmen, to have Jim, and George and Joe drafted, while Harry and Bud enlisted in the navy. But on top of that for the government to take George and Bill in the CCC camps, who in the dickens was going to work the farm? Didn't we need some food for the soldiers? Not to mention our allies and our own civilians?

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Large British Forces Have Been Poorly Directed

Not only in Britain, but through the United States, there is a growing conviction that for some reason the British have failed to develop any good generals.

There is little understanding of this, because actually the planning and military skill used, for example, in the Commando raids, has been excellent so far as we have been able to learn.

But from the very beginning the direction of larger British forces has been, as well as we can judge from here, very poor.

So when one of the most important peers, Lord Strabolgi, commented that if Rommel had entered the British army, as he entered the German, he might by this time have reached the rank of sergeant, there was a chorus of agreement in this country.

This became even more a general criticism of the whole British military system when a Socialist member of parliament added, paraphrasing the duke of Wellington's remark that the battle of Waterloo was won on "the playing fields of Eton," that the North African campaign had been "lost on the playing fields of Eton."

It may very well be that both statements are true—those of the duke of Wellington and of the present day Socialist member of the house. In the days of Napoleon the qualities developed to a high degree at Eton—that "die for the old school" attitude which led men to endure anything rather than to let their class down—were of the utmost value in a battle.

There have been cases in our army of men working up from the ranks to important posts, though none in our navy.

Post-War Period In U. S. to Be an Amazing New Age

After-War Years Will See Astonishing Changes in Ways of Living.

Mr. and Mrs. Average American of the post-war era probably will find themselves living in a world full of comforts, conveniences and gadgets that at a present day view have a decidedly Jules Verne flavor.

They may own a home that was erected from the ground up within eight hours and is just as stable as one which before the war required six months to build. The home will have conveniences undreamed of even for comfort-loving Americans. They probably will drive a modestly priced automobile that runs 35 miles on a gallon of gasoline and will negotiate terrain and hills formerly suitable only for the time-honored mountain goat.

If they live on a farm they probably will have an amazing vehicle that can be used to plough, harrow, milk and round up the cows.

When vacation time comes around they may fly over to Cairo or down to Buenos Aires for the week-end. Or they may even make an around-the-world trip during the head of the family's traditional "two weeks off with pay."

These are not fancies conjured from a Lewis Carroll (who authored "Alice In Wonderland") imagination. They are practical potentialities which industrial experts already are forecasting as the logical peacetime application of armament developments.

War is a forceful spur to the progress of industrial science and invention. Under its duress there is no time for the cautiously slow experiments which mark the reception accorded new inventions and discoveries in years of peace. New methods, new materials are accepted overnight and are tested in the acid furnaces of combat. The tragedy of modern warfare is an anachronism of progress.

Distance Annihilated.

There is no better illustration of this than the advancement made by aviation as a result of World War I. The airplane represented new potentialities of speed and destruction and as such was seized upon as a weapon of offense by the Allies and their enemies alike. In the short period of four years aviation made an advance that would have required a quarter of a century in normal times.

Today, the same situation magnified ten times over obtains. Only recently, Glenn Martin, the noted aircraft designer, announced plans for a 125-ton behemoth of the air capable of transporting 50,000 pounds of equipment at speeds of 200 to 230 miles an hour to be built after the war. This plane, said Mr. Martin, will be "as big as a 30-room house." Meanwhile, another company is reported to have already completed the wooden dummy of a ship that will dwarf the Martin monster—a 160-ton model which could move whole battalions across the continent overnight.

Already in use are new methods of construction which lighten aircraft by hundreds of pounds and so tremendously increase their passenger and freight carrying ability. Naturally, these planes are at present only in military form.

When Peace Comes.

However, when peace comes these Goliaths of the clouds will be interpreted in terms of pleasure and convenience for a travel-loving nation. The almost unbelievable speed which has been developed for military planes—some of which fly in excess of 500 miles an hour—will place far-flung continents and their cities within a comparatively few days or few hours flying distance of the United States. Flying freight trains probably will become the order of the skies.

The increasing public interest in aviation, the training of thousands of young men as expert pilots and the strides made by safety in aviation also presage a new era of private flying. Ten years, even five years from now, plane-rental and fly-it-yourself services probably will be too commonplace to be news. When priorities are no longer necessary, stall-proof, spin-proof planes such as the "Ercoupe" and "Skyfarere" (notable for folding wing features) probably will travel side by side with automobiles along the highways as they shuttle from air field to garage.

As C. R. Smith, former president of American Airlines, recently declared, "In the post-war period, non-stop operation over the ocean will be prosaic with most of the crossing to Europe done at high altitude speeds in excess of 300 miles per hour."

Miracle Car Forecast for Farm Use.

As in aviation so in the world of automotive progress the developments of war will become integrated into America's peacetime pattern of life a few years hence.

In recent tests conducted by the United States department of agriculture and Willys-Overland Motors, Inc., makers and manufacturers of the standard design Jeep, at Auburn, Ala., and Toledo, Ohio, the vehicle gave promise of performing with the same versatility on the farm as it presently is doing on the battlefields of Europe and the Far East.

During these tests the car did everything from cultipacking and harrowing a field in one operation, using 2.12 gallons of gas per acre, to hauling almost a ton and a half of farm produce a distance of 13 miles on a gallon of gasoline.

Already known as the "army's miracle car," the Jeep is the descendant of a motor driven platform on wheels known as the "belly-flopper," which was first demonstrated at Fort Benning, Ga., in 1940. At the request of army officials Joseph W. Frazer, president of the Willys-Overland company, and other automotive experts undertook the design of a car which would not exceed 1,400 pounds in weight and should be capable of carrying a 625 pound load.

That a peacetime version of this vehicle which can climb grades that balk a tank and negotiate rough terrain at 40 miles an hour should be developed is, of course, logical and the American farmer will thus inherit one of the nation's most valuable pieces of military equipment.

These automotive principles of high-powered engines which consume a minimum of fuel also will be applied to pleasure vehicles, automobile designers predict, forecasting a light yet powerful car which will require only about one gallon of gasoline every 35 or 40 miles.

On the Sea, Too.

On the sea also the war effort is providing amazing new inventions applicable to the country's peacetime pattern of living. The United States has experimented with an all-aluminum destroyer which they believe will cut through the water at 52 knots an hour.

Seacraft designers declare that the use of aluminum in boat construction may well be the forerunner of high speed passenger transport ships faster than anything previously dreamed of. Row and sail boats so light that a half-grown boy can carry one across country, and fleet pleasure craft that will rival in water the speed of their automotive cousins on land, undoubtedly will make their appearance in the post-war era at prices within reach of the American in the smaller income bracket.

Describing the post-war house which Americans may be occupying ten years from now, Norman Bel Geddes, who designed the Futurama at the New York World's Fair, pictures a prefabricated house which a crew of six men could erect in one eight-hour day. With such a house a family might well eat dinner in a home that had been no more than a pile of materials the same morning.

"We have all the techniques and facilities to build houses such as I have described," says Mr. Bel Geddes. "Today, we have an opportunity to change over from old-fashioned and costly methods to the modern mass production way of building better homes at lower cost." He estimates that at least 2,500,000 new housing units will be required after the war.

Still another noted American architect, Walter Dorwin Teague, declares that we have only to apply to home-building the same techniques of design, manufacture and selling that have provided one motor car for every four people in the United States to produce a type of home which will be within reach of the man in the very low income bracket.

Mr. Teague has designed a house to sell for $1,000 to $2,000 which can be rearranged, even when occupied, as to size and floor plan almost as easily as one changes the furniture in a room. The Teague house not only can be enlarged or reduced in size at the owner's will but also can be moved from one building site to another.

Such a factory-fabricated house, he says, will compare with present day houses as a modern automobile compares with an old-fashioned buggy. If the owner of such a house discovers that his job necessitates a move across the continent he will simply take the house down, call a truck and have the house transported to his new place of residence. If after six or eight years he wants a new house he will trade in his old one just as he does his automobile.

Still another architect who has been studying post-war housing problems, William Hamby, urges that "For better living the post-war home must be improved for the one who has the most to do—the woman."

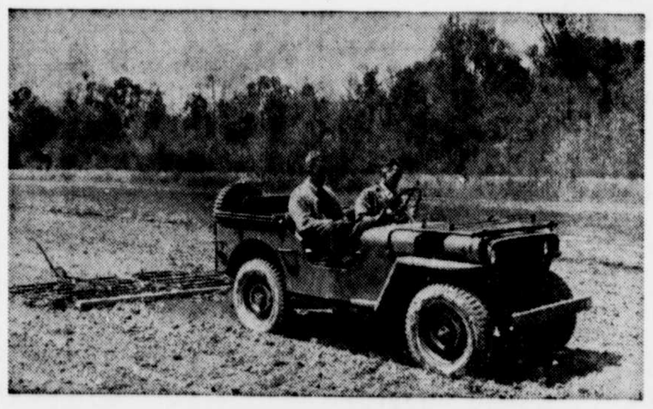
In a house planned "to take the drudgery out of housekeeping," Mr. Hamby abolishes the usual kitchen and substitutes a streamlined and beautified unit so planned that while the homemaker gets dinner she can also participate in the family's activities.

Air Leviathan of Near Future

This new design of Glenn L. Martin company's proposed 250,000-pound flying ship is a "preview" of what all will be seeing as it roars across the skies after the war is won. Such planes as these today could haul regiments from coast to coast in a day's time.

Toward a New Era

Even as the nation devotes the full energies of its industrial power and scientific genius to victory, its citizens can still lift their eyes above and beyond the holocaust of world war to an era that will bring with it a new pattern of living at once finer and more dramatic in its benefits than anything civilization has known before.



This is a modern version of beating swords into ploughshares: converting the army's miracle car, the "Jeep," into an agricultural vehicle of many uses. Who knows, but that some future day Old Bossy, down in the south pasture, will be herded by means of such a jeep?

New Heights of Health for U. S. Citizens After War

From out of the many efforts to improve conditions in the nation's great manufacturing plants as a war measure has emerged a cure for one of the most dreaded of all diseases—silicosis.

Science has discovered that aluminum dust has an affinity for silica and that blown into the air it coats the microscopic particles of silica so that when the latter is inhaled into the lungs its poisonous effects are eliminated and it becomes harmless.

However, above and beyond discoveries of this type there is the even broader aspect of a new high level of health which post-war generations undoubtedly will enjoy because of the far-flung program of education in nutrition now under way as a part of the war effort. Probably for the first time in the history of any nation, Americans will reach new heights of health and well-being because of this newly acquired knowledge of how and what to eat.

In the light of these new benefits and luxuries which await only the end of the world struggle to become realities it is logical to look also into the economic horizons of the post-war period to discover what likelihood there is that the average American family will be economically able to enjoy this new pattern of life already looming on peacetime horizons.

GRASSROOTS

by WRIGHT A. PATTERSON

Released by Western Newspaper Union.

A TYPICAL MARINE WHO WANTED A FIGHT

THE TWO THINGS from which Lieut. Col. Kink Beecher, United States marines, derived greatest pleasure was to fish and to fight. He could spend long days on a favorite Wisconsin lake, and while he preferred a black bass, he did not despise the lowly perch. But even better than fishing, to Kink, was a good scrap. Fighting with him is an avocation, as well as a vocation. He is a "from the ranks" officer and has fought with the marines in France, in Nicaragua, China, Haiti, and other places. The last time I saw him was at Quantico, the marine barracks near Washington, where he was unhappy because there was no prospect of a fight. I last heard from him at Shanghai. He left there for Manila some two weeks before Pearl Harbor. I trust he still lives even though he may be a prisoner of the Japs, but to be out of the fight would be the greatest hardship that could befall him. To me Lieut. Col. Kink Beecher typifies the United States marine corps.

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GOVERNMENT BONDS IN WAR TIME

WE HAVE IN AMERICA today considerably more than twice as much currency in circulation as we had during World War I, and we then had some slight inflation, but not enough to be ruinous. During World War I the public purchased the greater portion of the Liberty bonds issued by the government, as a result of special sales drives, with a house to house canvass.

Within the past ten years most of the government bonds issued have been sold to the banks, with a smaller percentage to the insurance companies and the public. When the banks buy, they, in turn, use them as a basis for additional bank note currency, and that accounts for our ever-increasing money in circulation. Every increase in the amount of our circulating currency increases the danger of inflation. The banks cannot take up the government issues without turning them into increased bank note currency. That is one of the reasons for the effort to sell the bonds to the public instead of to the banks. The other reason is to take out of the hands of the public money people would otherwise use in the purchase of commodities. We cannot produce a sufficient amount of consumer commodities to meet such a demand. When the public has money to buy more commodities than can be produced it pushes the prices up to inflationary levels. The only other remedy is fixed prices, and fixed prices will leave money in the hands of the people.

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AMERICAN DEMOCRACY AND THE COMING PEACE

MRS. ROOSEVELT, in the American Magazine, tells us we are fighting for the privilege of revolutionizing the world on the lines of democracy, rather than permitting Hitler to revolutionize it on the lines of German totalitarianism. She says the war is but the first step in that revolution. She does not say what the final step is to be.

Governor Stassen of Minnesota, in a recent interview, proposes several plans for the purpose, he says, of making the Roosevelt-Churchill Atlantic program a reality at the peace conference.

Both give America something to think about, and we should be a unit as to what we want by the time that peace conference meets—a few months or a few years from now.

To help us in the thinking it would be well if Sumner Blossom, editor of the American Magazine, would find someone to interpret the type of world Mrs. Roosevelt is expecting the revolution to produce.

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IN 1941 THERE WERE on the roads of America 27,300,000 of what the government considers non-priority cars. That is, cars the government would not permit being replaced during the war. Government experts figure that should the war last until 1945—three more years—the number of non-priority cars then in operation would be down to 3,900,000. What a dead place America would be under such conditions. Let us hope the Huns, the Japs, and the Wops are licked long before we reach such a point.

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THERE IS ONE WAY of insuring retreads for your automobile tires. Get a job as an official of a labor union. They are considered essential to the war effort, but farmers, salesmen, merchants, and others of the common people, including workers, may walk.

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CLASS-CONSCIOUSNESS

OUT OF THE WAR we will achieve a freedom for which we are not fighting the Huns or the Japs. Out of the war we will achieve a freedom from that growing class-consciousness.

There were those with selfish purposes encouraging a recognition of class and class distinctions. Any effort along such lines is subversive to our ideals. It has been only in recent years that we have recognized, even in a small way, any class distinctions.

NEW IDEAS for Home-makers

By RUTH WYETH SPEARS

GIVE an old wicker chair a smart cover of gay chintz and it will be ready to start a new life. The chintz for this chair has a quaint pattern of strawberries with green leaves and the skirt with its trim box pleated corners is plain green. The cover is removable with a zipper opening down the center back and long

stitches with heavy thread through the cover and the wicker are used here and there to hold it neatly in place.

The padding for the inside of the back lends both style and comfort. The cotton batting is fitted and cut on the chair. It is then used for a pattern to cut a slightly larger muslin foundation and the chintz, as shown at the upper left. These three layers are then basted and stitched together to make the puffed ridges for this part of the cover. Plain seams are used to stitch the pieces of the cover together.

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NOTE: Mrs. Spears' booklet No. 7 gives complete directions for making the ottoman shown in this sketch. Also more than 30 other fascinating homemaking projects, each with working drawings. If you have never made slip covers you will want Book 1, as it shows the beginner exactly how to cut, fit and sew them. Send your order to:

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OUR "Cap-Brush" Applicator makes "BLACK LEAF 40" GO MUCH FARTHER
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PERMEEN FOR QUICK RELIEF

We Can All Be
EXPERT BUYERS

● In bringing us buying information, as to prices that are being asked for what we intend to buy, and as to the quality we can expect, the advertising columns of this newspaper perform a worth while service which saves us many dollars a year.

● It is a good habit to form, the habit of consulting the advertisements every time we make a purchase, though we have already decided just what we want and where we are going to buy it. It gives us the most priceless feeling in the world: the feeling of being adequately prepared.

● When we go into a store, prepared beforehand with knowledge of what is offered and at what price, we go as an expert buyer, filled with self-confidence. It is a pleasant feeling to have, the feeling of adequacy. Most of the unhappiness in the world can be traced to a lack of this feeling. Thus advertising shows another of its manifold facets—shows itself as an aid toward making all our business relationships more secure and pleasant.