The Washington MERRY-GO-ROUND

By DREW PEARSON & ROBERT ALLEN

Washington, D. C.

SECRET BRITISH WEAPON

Britain's new secret anti-aircraft weapon, which is described as neither "gun, ray, nor balloon," is the most ingenious defense instrument the war has yet devised, according to military reports received here.

It consists of a shell which when fired by an anti-aircraft gun, explodes at a desired level and releases a new kind of gas. This gas has the same density as air and does not dissipate. It holds together and constitutes a sort of invisible balloon. The gas is harmless—except when it explodes, and then it possesses tremendous destructive power.

Explosion is by ignition. An airplane engine roaring through one of these gas masses ignites it and causes an explosion which tears the plane to pieces. That is the way the British are reported to be using it.

* * *

NEW AID FOR BRITAIN

Another historic move to aid Great Britain, almost as significant as the destroyer-islands deal, is now on President Roosevelt's desk.

It is a plan to sell to the British 30 merchant vessels owned by the United States government and now tied up in the James river, Virginia.

The vessels, built during the World war, are desperately needed by Great Britain because of her severe shipping losses in submarine and aerial warfare.

In the once-scorned James river fleet, controlled by the maritime commission, are the only ready-made vessels in the world today that can be purchased in quantity. The fleet consists of 92 ships of about 8,000 to 10,000 tons each. The engines are in fair condition, having been turned over periodically by the navy. However, considerable repairs will have to be made to other parts of the ships by the British, totaling $165,000 each.

The British plan to offer about $30 a ton for the vessels, which is considered high in view of the fact that they will have to spend $165,000 or about $20 per ton for repairs. The total price paid to the United States for the ships will be in the neighborhood of $8,000,000, while the total British repair bill will be about $5,000,000.

* * *

FROM MISSOURI

One of the greatest publicity drives in U. S. political history is about to be launched.

From thousands of billboards, posters, window signs, movie screens, radios and sound trucks, the voters of the country will be bombarded with arguments, slogans and oratory until November 5 as to why Wendell Willkie should be elected President of the United States.

The campaign will be under the auspices of the Republican national committee, but its real authors are a group of live-wire St. Louis business men headed by bustling Edgar Queeny, president of the Monsanto Chemical company, one of the biggest such firms in the country.

An original Willkie booster, Queeny has been giving a large part of his time to the job of electing him. He lunches daily with a score of politically smart friends, and it was at these informal powwows that the nation-wide publicity plan evolved.

Originally Missouri was to stage the show alone, but the national committee was so impressed with its possibilities that Queeny was asked to apply it to the entire country. He responded with characteristic zip.

Through his influence, five leading advertising firms went to work with the agency that handles the Monsanto account, the Gardner Advertising company of St. Louis, and assigned two representatives to each state to explain the drive to local G. O. P. chiefs.

One particular point to be explained was that the cost would be too large for the national committee to bear under the Hatch act, and that the state organizations would have to carry the load. The advertising contact men have reported back that without exception the state headquarters are willing to raise and spend the necessary funds.

* * *

MERRY-GO-ROUND

For admission to a press conference with Secretary of War Stimson, newsmen must be equipped with identification cards, colored bright red.

Colonel Ward Maris, able press relations officer of war department, is literally behind the eight-ball. Planted on his desk is a billiard ball, marked with the figure eight.

Hefty Rep. Frank Fries of Illinois, one-time miner, is leading the battle to save the federal mine inspection bill from being shelved in the house mines committee. Sponsored by Sen. Matt Neely of West Virginia and Rep. Kent Keller of Illinois, the measure is being stymied by an undercover filibuster.

"The Republican," official organ of the Young Republican National federation, urges Willkie to name four or five cabinet members now, and campaign not with a two-man ticket but with a six or seven-man ticket.

GENERAL HUGH S. JOHNSON Says:

United Features — WNU Service

Washington, D. C.

ARMY AND BUS LINES

In speaking to and with the National Association of Motor Bus Operators, I learned something to add to the many things I do not know.

This country is now a gridiron of motor roads. A considerable part of its passengers and freight transportation moves over these roads in automotive vehicles.

Whatever may be the fairness to the railroad networks of the low tax and roadbed costs to these competitors of theirs, this system is a very necessary part of our national machinery for transportation in both peace and war.

Hitler has shown the necessity for the highest perfection in swift, motorized movements of army units. Our government has belatedly recognized it. We are getting ready to spend vast sums to motorize our army. Doubtless we soon will be adding to our public highway system a new network of "strategic roads"—feeder highways into areas that may be threatened and are not now well equipped for quick transportation of masses of men and supplies.

Our new and only partly motorized army is writing a terrible record of delays and breakdowns due to half-trained drivers and repair and service departments. This is to be expected in any beginning, but it should be cured.

* * *

The record of experienced civilian bus and truck systems in economy, efficiency and maintenance shows remarkable performance—averages of 75,000 to 100,000 miles of highways operation without mechanical delay. Recently, a motorized artillery battalion on a super-highway averaged 16 miles per hour on a march of 135 miles—due to mechanical troubles. This is just one of dozens of recent examples. You can't make an efficient motor fleet overnight.

Our plans for a new swift-moving motorized army, capable of striking like lightning anywhere on either coast of our country, should be integrated closely with our splendid existing civilian system of motor transport. It would be foolish to attempt to parallel it completely for the army with another complete system of government-owned and operated motor vehicles.

* * *

General Marshall made clear recently that his plans do not contemplate a military motor fleet capable of carrying all his troops at one time. He suggested a "shuttle system" whereby the army motor transport is to take part of an army forward and then go back for the rest.

If it only took half on a trip that would cut army speed by two-thirds. Why should there not be added to the plan, wherever possible, complete utilization in both peace and war of our splendid existing civilian motor transport system—not merely for carriage, but for maintenance of service? To do that requires experimental experience, while in an emergency all such transport would surely be suddenly commandeered and used in helter-skelter fashion, it is as important to get a smoothly working operation by peacetime practice as it is to have experimental maneuvers with the National Guard.

Is anything like that being done? On the contrary, because the quartermaster general of the army has a "joint military passenger agreement" with the railroads which is practically exclusive of the use of automotive transport, it is only in very rare cases that the civilian automotive systems can be used for the transportation of troops.

One reason advanced by the quartermaster general for refusal to change that bone-headed senility is that the "joint military passenger agreements have been in effect between the railroads and the war and navy departments for over a quarter of a century."

So had the French military methods, which the German swift moving motorized attack smashed in a few weeks, been used for over a "quarter of a century." This reason reveals the typical dry rot of the Crustacean bureaucracy which is so dangerous in this swiftly moving warlike world.

We must have our railroad network for military efficiency and you can't keep it up without giving it business. But we also need our automotive network and we can't reconcile that with a railroad monopoly. Something ought to be done about this tomorrow.

* * *

Gullion, Hershey 'Ideal' for Draft.

General Gullion is to direct the selective service draft and Col. Lewis Hershey is to be his deputy. These are splendid choices.

General Gullion, head of the legal department of the army, is a veteran of the World war draft. He knows every angle of its execution. There he worked first as head of its information and press relations sections. In that job he had to be expert both in all the machinery of the draft and also in its bearing on the public.

Sportlight

By GRANTLAND RICE

NANA WNU Service

IT MAY seem odd to suggest that the Rt. Hon. Dr. John Bain Sutherland, better known as Jock, is tackling a new sort of job. The job is still coaching a football team, but this time it is the Brooklyn Dodgers and not the Pittsburgh Panthers.

"This is my first shot at pro football," Jock tells you, "and I'll have to admit it may be something entirely different.

"For example, there's the matter of forward passing. As you know we liked to hang onto the ball at Pittsburgh as long as we could. I used good passers when I had them, but I didn't like to throw the ball around too much when I didn't have them.

"It is different with the Dodgers. We have the passers, one of the best in Ace Parker, and we'll do our full share of air work. I know also that pro crowds demand a more open or more spectacular game. College football is full of spectacular play, but no fireworks are demanded by the crowds."

Big crowds still remember those slashing Panther backs who ran and blocked with an offensive that was hard to stop.

Speed Before Weight

"Being new at this pro game," Jock continued, "I may be entirely wrong, but I still don't believe weight is as important as some others do. I'd rather have a fast 190-pound lineman than a slower player at 230 or 240. I still believe in speed far above bulk. That extra yard or two in moving around means more than you might think."

"What about a big, fast man?" I asked Jock.

"As for instance?" Jock asked.

"Well, Cal Hubbard?"

"How many Hubbards do you see around?" Jock said. "I mean 240 or 245-pound players who are just as

JOCK SUTHERLAND

fast as your backs and ends? We haven't seen many Hubbards in football. Or Fat Henrys either.

The 1940 rush may break all records, both among the colleges and the pros. Sport remains the big mind distractor and football leads all other competitions in this respect.

I can't recall when the college game had so many strong teams—scattered all over the map—Cornell, Princeton, Fordham, Tennessee, Alabama, Tulane, Texas A. and M., Southern Methodist, Ohio State, Minnesota, Michigan, Notre Dame, Southern California, Washington, Duke, Oklahoma, Missouri, Nebraska, L. S. U., Texas, T. C. U., Georgia Tech and Santa Clara. And even this list is only a partial roll call.

There should be at least 35 exceptionally strong college teams this year and they cover all known and explored sections of the map.

The Football Phenomenon

Pound for pound, one of the great football players and one of the most amazing is 150-pound Dave O'Brien of Bert Bell's Philadelphia Eagles.

Little Dave has one record that is almost beyond belief. As I recall the vital statistics O'Brien's slight frame has never left a football game through injuries in five years of college and pro play. He finished three years with T. C. U.'s hard schedule minus a dent in his small but solid system. And he was always between a 50 and 60-minute man.

He was supposed to be too small for the pro game. But in place of being rumpled into a shapeless mass Little Dave went along passing and running and kicking without any trouble.

You might ask Steve Owen of the N. Y. Giants about him.

"One of the best I ever saw," Steve said, "smart running his team, a fine ball carrier and one of the best of all passers. And above all as tough as green hickory when it comes to taking his share of being knocked about."

O'Brien completed 40 passes in his last two pro games a year ago. That ought to be a record—and I think it is.

Star Running Backs

A group of football coaches were talking about the star running backs of football, apart from the powerhouse delegation.

In the discussion my top nomination was Cliff Battles, and no one cared to dispute the pick. Cliff Battles and Red Grange were two of the first nominations.

Cliff will tell you he was rarely even jarred. Extremely fast and slippery, he had a way of avoiding any shock tackling. No one could pick an opening quicker.

PATTERN DEPARTMENT

SEWING CIRCLE

SCHOOL girls will love to wear this pretty frock—and it's so very becoming to all of them! Flared at the skirt, wide at the shoulders, design No. 8763 fills them out, at the age when they shoot up like beanpoles. And the high-cut princess skirt scoops in gratifyingly at the waistline.

This pretty frock makes up charmingly in a combination of plaid and plain fabrics, as pictured, but it's very smart in one color, too. The two versions look so different that you'll really get two fashions out of this one pattern. Gingham, linen, percale and chambray are pretty for this. Make it up, later on, in wool crepe or challis.

Pattern No. 8763 is designed for sizes 6, 8, 10, 12 and 14 years. Size 8 requires 7/8 yard of 35-inch material for short sleeved waist portion, 1 3/4 yards for skirt. Send order to:

SEWING CIRCLE PATTERN DEPT.
247 W. Forty-Third St. New York
Enclose 15 cents in coins for
Pattern No..... Size.....
Name .....
Address .....

HOUSEHOLD QUESTIONS

To keep marshmallows moist, store them in the bread box.

* * *

For a little variety bake your pies in square or rectangular-shaped pans. Often they are easier to cut into equal portions from such a shape.

* * *

When using pastry flour in cooking use a little more than when using bread flour. Bread flour thickens a little stiffer than pastry flour.

* * *

A siphon of charged water is an excellent fire extinguisher, as the carbonic acid gas in the water helps to stifle the flames. The siphon can be tilted, and the fluid will carry to a considerable height such as the top of a blazing curtain.

* * *

A novelty container which will hold several of the handsome vine plants is a clear glass bowl about five inches in diameter. Plants such as the ivy or philodendron will take root in such bowl filled with clear water, and the effect is stunning.

ASK ME ANOTHER ?

A Quiz With Answers Offering Information on Various Subjects

The Questions

1. Approximately how long is the Panama canal?
2. How many innings was the longest major league baseball game ever played?
3. During what war did the British complete the conquest of Canada from the French?
4. Has the South Magnetic pole ever been reached by man?
5. What part of the edible portion of the average watermelon is water?
6. Which of the Harrisons, William Henry, or Benjamin, his grandson, served but one month of his term as President?
7. How are fortunes told in China?
8. How many people are killed in this country each year by lightning?
9. In case no candidate for President receives a majority of the electoral votes, how is the President chosen?
10. On what river is the Grand Coulee dam?

The Answers

1. Approximately 50 miles.
2. A 1 to 1 tie was played by Brooklyn and Boston in 26 innings in 1920.
3. Seven Years' war (1756-1763).
4. No. Sir Douglas Mawson came within a few miles of it.
5. Approximately 92.4 per cent.
6. William Henry Harrison, who died one month after his inauguration.
7. In China fortunes are told by reading the lines on the soles of the feet as well as the markings on the palms of the hands.
8. Some 2,000 people in the United States are either killed or injured by lightning each year. Of those killed, the annual average is about nine men to each woman.
9. By the house of representatives.
10. Columbia river.

Loquacious Conductor Aimed to Make Self Clear

"Fare, please! Fare!"

The passenger paid no attention.

"Fare, please!"

Still no response.

"By the ejaculatory term, 'Fare,'" said the conductor, "I imply no reference to the state of the weather, the complexion of the admirable blonde you observe in the contiguous seat, nor even to the quality of the service vouchsafed by this philanthropic corporation. I merely alluded in a manner perhaps lacking in delicacy, but not in conciseness, to the monetary obligation set up by your presence in this car and suggest that you liquidate."

Then the passenger paid his fare.

Earnest Living

Whatever I have tried to do in life I have tried with all my heart to do well. Whatever I have devoted myself to, I have devoted myself to completely; in the great aims and in small I have always been thoroughly in earnest.—From "David Copperfield."

NESCO
Circulating Kerosene Heaters

Enjoy FIRESIDE WARMTH

With a NESCO Circulating Kerosene Heater

NESCO'S new Portable Circulating Heaters provide clean, moist heat WHEREVER AND WHENEVER DESIRED. These attractive Cabinet and Round Heaters use kerosene—the cheapest and most easily obtained fuel. They have no unsightly flue connections and require no installation and servicing costs. They deliver 100% heat from the fuel consumed. Attractive, scientifically designed louvres efficiently distribute the heat. Models with the reflector arc project the cheery action of the flame into the room, similar to a fireplace.

There are twelve (12) NESCO Kerosene Heaters ranging in price from $5.50 and up. See them at your dealer.

HEAT . . . Wherever and Whenever You Want It!

NATIONAL ENAMELING and STAMPING COMPANY
313 N. 12th Street, Milwaukee, Wis.

Developed Man

Man in society is like a flower-blown in its native bud. It is there only that his faculties, expanded in full bloom, shine out; there only reach their proper use. —William Cowper.

QUALITY AT A PRICE
KENT The Outstanding Blade Value of Finest Swedish Chrome Steel 7 single or 10 double edge Blades 10c
CUPPLES COMPANY, ST. LOUIS, MISSOURI

Essence of Friendship

Sincerity, truth, faithfulness, come into the very essence of friendship.—William Ellery Channing.

EXTRA MILDNESS
EXTRA COOLNESS
EXTRA FLAVOR

In recent laboratory tests, Camels burned 25% *slower* than the average of the 15 other of the largest-selling brands tested—slower than *any* of them. That means, on the average, a smoking *plus* equal to

5 EXTRA SMOKES PER PACK!

GET THE "EXTRAS" WITH SLOWER-BURNING

CAMELS

THE CIGARETTE OF COSTLIER TOBACCOS