The Washington MERRY-GO-ROUND

By DREW PEARSON & ROBERT ALLEN

Washington, D. C.

F. D. R. VIEWS AID TO YOUTH

During the week before his Caribbean cruise, the President held a series of private conferences which were of prime importance in connection with his plans for the new congress. In them he disclosed that he is doing a lot of thinking about domestic problems along two lines—

1. Youth.
2. Old-age pensions.

Democracy can resist subversive ideologies, the President held, only by convincing youth that it does have a stake and a future in the existing system.

The President indicated that he had no particular program in mind. In fact, he asked for suggestions and ideas.

On old-age pensions, Roosevelt disclosed that he has made up his mind as to what he wants. His idea is to change the existing system of widely divergent state contributions to one of uniform federal pensions, beginning at a lower age than the present 65.

Roosevelt also voiced sharp criticism of the moguls of the social security board who have so vigorously opposed liberalization of the law. He declared that they have been a big obstruction to reform and that the time had come to overrule them. It was significant that the President had not discussed his plans with them and was proceeding independently.

Note—Since January 1, when the amended law became operative, 190,000 applications for old-age pensions have been approved by the social security board for a total outlay of $4,109,000 a month. With the $7,048,000 paid out in lump sum claims to survivors, the total old-age pension outlay so far is around $28,000,000. The average pension is $22 a month. In his conferences, Roosevelt talked of placing 5,000,000 oldsters on federal pensions within a year.

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NO MASS PRODUCTION

One of the big complaints of defense chiefs is lack of machine-tool facilities. Yet there are many small plants of this type around the country that have been literally begging for orders and not getting them. One company with 150 lathes has been advertising for business in trade journals for months.

Also there is strong evidence of a lack of vision or initiative or both in making the best use of mass production facilities. The blame for this goes right back to high defense quarters.

The gigantic resources of the auto industry, for example, have been practically untouched for defense output. New plants have been ordered that will take months to build, when by a co-ordination of the great auto factories, parts of planes, tanks, guns, etc., could be turned out in carload lots daily and assembled at central points.

William Reuther, young official of the United Auto Workers, long ago proposed such a plan for a daily output of 500 all-metal pursuit planes of the most powerful type in the world, and at one-third their present cost. But the matter is still "being discussed."

Other industries could be used in the same way for similar short-cuts on other armament needs, but they are not. Meanwhile, defense output drags along, and precious weeks and months flit by.

* * *

BRITISH DAMAGE

Confidential military estimates of Nazi bombing damage to Great Britain are that British industrial production has fallen off about 30 per cent.

While this is a very serious crimp in the output of British planes, anti-aircraft guns and shells, it is not as bad as the pictures of shattered Bristol, Coventry, and Southampton would indicate.

Reason damage to British industrial production has not been greater is (1) that the British more than a year ago began scattering their plants in small units throughout Scotland and northern England, which are hard to locate and hard to hit after they are located; (2) that those big plants which do remain are protected with a virtual forest of anti-aircraft guns.

Far more serious is the damage to British navy yards. These cannot be broken up into small units, and they have been so heavily damaged that the repair of British shipping is very materially retarded. In many cases, British warships have been repaired at sea.

This, plus the tremendous increase in the sinking of merchant vessels, is what makes the British shipping plight so desperate at present.

* * *

CAPITAL CHAFF

Irony of diplomatic fate is that when Mussolini marched into Albania, the U. S. state department actually condoned it. Instead of registering a protest as in the case of other occupied countries, the state department dropped the Albanian minister from its diplomatic list. Meanwhile, the diplomatic representatives of Czechoslovakia, Poland, Holland, Belgium, Norway, Denmark, still are listed. But if the Greeks keep on going they will win back Albania for the Albanians.

WEEKLY NEWS ANALYSIS — By Edward C. Wayne

U. S. Isolationists 'View With Alarm' All Moves to Aid Britain and Greece; 'Bottlenecks' Worry Defense Leaders; Italian Drive Suffers New Reverses

(EDITOR'S NOTE—When opinions are expressed in these columns, they are those of the news analyst and not necessarily of this newspaper.)

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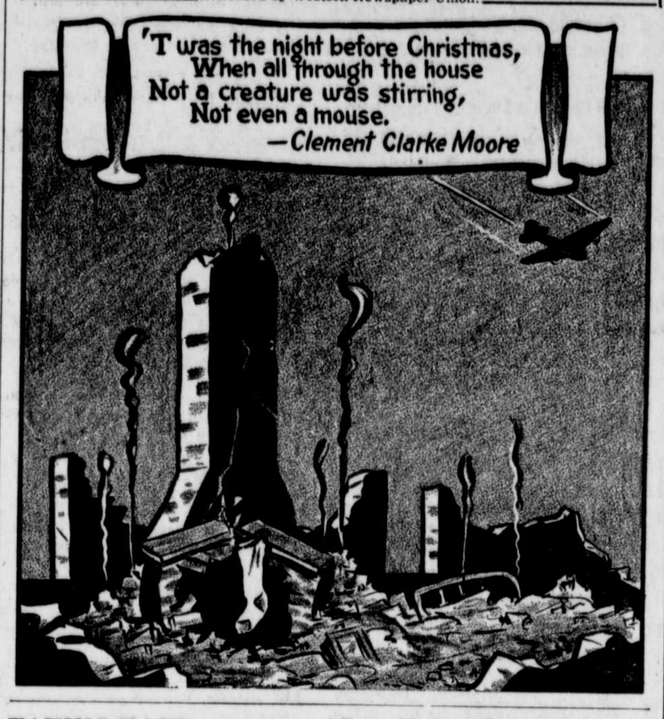


TAKING HAND:
U. S. Steps In

While prominent isolationists "viewed with alarm" each successive step, it was evident that the United States was becoming daily a more vital factor in the various phases of World war II.

Summed up, these might be catalogued under (a) promised aid to Greece; (b) promised food credits to Spain; (c) placing aid to Britain even ahead of vital national defense; (d) preparations to place the navy immediately in shape to aid Britain in patroling ocean lanes.

President Roosevelt's assurance to King George of Greece that material aid will come from this country, and immediately, was couched in terms that showed the nation ready to succor any and all peoples suffering from aggression.

At the same time that the state department and national defense council busied themselves with this problem, Ambassador Weddell approached the more ticklish task of aiding Axis-friendly Spain. The Spanish admittedly were in dire need of food to tide them over the winter.

Franco was unable to give immediate assurance of Spain's non-participation in the war, but while America apparently was willing to waive a definite pledge, a demand was made that Spain announce her principle of non-intervention.

The United States was anxious to give Spain food, partly from this country, partly beef from the Argentine, but equally as anxious that these provisions not fall into the hands of Axis belligerents.

In addition to huge American commitments to give Britain planes, tanks and war material of all kinds, the need for merchant ships was being met through the purchase here of 150 ships, more than 100 of them to be constructed by one shipyard alone.

NAZI SPEECH:
Rival Worlds

In a 90-minute address to German war workers, Adolf Hitler, told them and the world that the current war was a fight between two worlds, one of "special privilege," in which he included the United States, the other a world of equality and freedom as represented by Nazi Germany. He indicated that Britain would feel more and more the might of Nazi armed force. Expressing supreme confidence in Germany's strength, Hitler promised his followers that the tempo of war would be stepped up until Nazi victory was assured.

LAGGING:
Bottlenecks

Appropriating billions for defense production is one thing, getting the material another, as the U. S. defense leaders were finding out.

The headache—bottlenecks! Number One of these was Engines—Number Two, Aluminum; Number Three, Landing Gears; Number Four, Machine Tools, and Number Five, Guns.

In spite of big increases in production at the Pratt-Whitney, Curtiss and Allison plants, facilities for making planes were still far ahead of the engines to make them go.

Those in the know admit that U. S. commitments to Great Britain are such that our plants will not be able to deliver engines in quantity to this country until around next September. After that time the Ford plants, it was said, will be geared up to make Pratt-Whitney engines in quantity, and the Packard factory will have the Rolls-Royce liquid-cooled motors in hand. These are essential for pursuit planes.

Two other auto factories are surveying their ability to turn out airplane engines, but even if they work out the problem, they won't be in production until late in 1941, well behind the Ford and Packard situation.

As to aluminum, the country is increasing its production of the raw material rapidly, but there is a long lag between raw material and the sheets and forgings necessary to make turrets, mounts and fuselages.

Next bottleneck was the landing gears, the shortage being in wheels, brakes and the air-compression cylinders necessary for the heavy types of bombers with retractable wheels. Factories are gearing up for these in mass production, but are far behind the plane factories.

Machine tools, starting point in all mass production, constituted the biggest headache among the bottlenecks. Knudsen and his associates started on the machine tool problem first, knowing it would be most vital, but the lag here has been even greater than expected.

One new machine tool, having to be built and turned out in mass production, may cause a lag of months in making airplanes on an assembly line basis.

The guns referred to are of heavier caliber than those we formerly used on our planes. Here, again, the defense leaders have realized that guns are not designed and built in quantity in a day, and concentrated effort is being made in this direction.

ITALY:
Unrest at Home?

Serious signs of Italian unrest at home matched continuing news of disaster at the Grecian front, although the lapse between occurrence and admission still was about ten days to two weeks.

The Italians have to wait at least that long before learning what has happened to their boys "over there" across the smiling Adriatic. At first there were reports of constant successes as the Fascist war machine smashed into Grecian territory, sweeping the Greeks ahead of them as the defenders marshalled their forces swiftly and sought defendable positions for men and guns.

Then the Evzones, those kilted mountaineers, began striking and Italian gains became losses, and the invaders were swept back across the Albanian frontier into a retreat that was steadily continued.

It was 10 days after the fall of Pogradetz, important northern base, before the Italians learned of it officially. Northern Italy learned of it through their Jugoslavian neighbors long before the press had it.

The news of the abandonment of Porto Edda and Argirocastro was similarly delayed. Reports of rioting inside Italy, especially in northern cities, was persistent but unconfirmed officially, as Marshal Pietro Badoglio, popular hero, was summarily set down for the failure of the Albanian invasion.

DOMESTIC SCENE

Miami—President Roosevelt, after kidding newsmen that he was going into the Caribbean sea to visit Easter island and hunt Easter eggs, showed up at various naval bases on inspection.

Washington — Dies committee probers say they knew sabotage had been committed on a pursuit plane of a type to be delivered to Britain some time before the plane crashed in a test flight.

Cues—Not Swords

NEW YORK.—This not being Albania, Greek and Italian cross billiard cues, instead of swords. The Greek is the former world's champion, Jimmy Caras (left) of Philadelphia, and the Italian is William Mosconi (right) of New York City, an early leader in the national billiards tournament.

HEROES:
Sagas of the Sea

The 20,000-ton merchant cruiser Carnavon Castle took its place among sea heroes when it limped into Montevideo after telling of a "chase" fight of nearly 24 hours with an unidentified Nazi surface raider that has taken a heavy toll of British and neutral shipping.

Once more, as in the case of the Graf Spee, the battle took place in South Atlantic waters, tending to confirm the British belief that ports in that general neighborhood send out ships which refuel and re-provision the raiders.

The Carnavon Castle, undoubtedly lighter in armament and slower in speed than the German raider, reported that it left its antagonist badly hit astern, and afire. Carnavon's skipper expressed the opinion that the raider had not long to survive.

The merchant cruiser arrived in port hit a dozen times, with many killed and wounded, and listing heavily to port. Ballast tanks had been filled on purpose to accomplish this, and to lift her starboard side out of water, thus bringing huge holes at the waterline up out of the water, keeping the ship afloat.

REDS:
In School

An aftermath of Dies committee revelations occurred in New York, where the American Legion took cognizance of hints that Communist party members were teaching in New York classrooms, and the revelations were sensational.

No less than 24 teachers, many of them in Brooklyn college, a city-owned institution, were found in colleges, high and grade schools who were charged with being Red party members.

Instances of circulation of Marxist propaganda, also the teaching of Communist doctrines were uncovered, and the matter well-aired.

CRASH:
Another Tragedy

Perhaps a mite smug over their wonderful record of safety in passenger-carrying, the plane lines had a rude shock when a mainliner crashed in Chicago, with the loss of many lives.

Review of accident brought two things to the notice of investigators: (1) that Pilot Scott changed from one plane to another in Cleveland because he didn't like the sound of one motor when he "revved" it up prior to a takeoff; (2) He had to circle about for 28 minutes in a blinding snowstorm over the Chicago airport before he could land.

Six ships were "in line," stacked up at thousand-foot intervals as they took turns coming into the port. The possibility of snow-blindness was mentioned, as at the last moment the pilot radioed ground forces that he "had a good view of the landing field" and was coming in.

Suddenly a wing dipper and he crashed from 150 feet. Six died at once, and four later. Pilot, co-pilot and stewardess lost their lives.

FOREIGN JOTTINGS:

Berlin—Jan Kubelik, master violinist, was reported to have died in Prague at 60. Reckless of money, he died in comparative poverty and with his beloved Czecho-Slovakia crumbling around him. By his side was "Charles Dawson," a Hindu medical student who once heard Kubelik play, deserted his own life and studies to "stay forever" with "such a master."

Paris — An "international incident" was the detention by Nazi occupation authorities of Mrs. Elizabeth Deegan, 40, a clerk in the American embassy. It took Washington days to find what had become of her.

London — Londoners who think German raiders are aiming "right at them" were disabused of this notion by British pilots, who reported that at usual bombing height, five miles up and more, "London looks as big as a book on the "floor" and bombers are lucky to hit the city, let alone particular objectives.

GENERAL HUGH S. JOHNSON Says:

United Features — WNU Service

Washington, D. C.

DRAFT PRINCIPLES

The attempt to have all New York city policemen and firemen exempted from the draft, if successful, would weaken popular confidence in the fairness of the selective system. The underlying principle of the draft is that each man's case shall be considered on its own individual merits and under exactly the same rules governing the selection of all other men. If he has dependents, he is not exempted. He is merely deferred after establishing dependency in his particular case. Occupation deferments are determined in the same way. A man can be deferred for his occupation only if it is shown in each individual case, that he is indispensable to some necessary industrial enterprise.

Some particular fireman or some particular policeman might be shown to be indispensable to a city police or fire department, and so deferred, though it is difficult to see how. That is exactly the rule in New York city now, but it is not what New York's mayor wants. He wants to say to the national government: "You can't take any fireman or policeman." A man's badge ousts the board from even considering his case.

This is what is called a "blanket exemption"—automatically lifting out of the selective service systems two entire and very numerous classes of men. It couldn't be done without changing an established national policy of the draft. If it is permitted in New York, it must be permitted everywhere throughout the nation—in some cases with grotesquely absurd results.

This is old stuff. The first six months of the 1917 draft were a continuous battle to prevent the system from being discredited and impaired with "blanket" exemptions pressed for by some of the most powerful influences. This case of policemen and firemen came up first. Equally strong pressure was brought to exempt locomotive engineers and firemen, brakemen and finally all railroad employees as a class, for reasons here stated and, for another reason, we successfully resisted.

The other reason was that we feared that the creation of blanket exemptions would create loopholes as broad as boulevards for wholesale draft evasion. And so it proved, for finally we gave in on one case—a blanket exemption for the Emergency Fleet corporation.

* * *

DEFENSE PROGRESS

Recent promising official utterances giving dates when we shall have ready specific numbers of army divisions, navy ships and army and navy fighting planes are something like the earlier way of reporting armaments "on hand or on order."

Progress has been commendable. Most officials in the armament effort have done the best they could under present handicaps of faulty organization, planning and insufficient authority. But it is a mistake to make promises of performances so far ahead and especially to do so in terms of "airplanes," "divisions," or "men under arms." They are too general in their meaning. They do not paint the true picture to people who are not familiar with just what the words mean. They are apt to paint too rosy a picture.

A survey of all the utterances of the war department, for example, over the past few years, would generally indicate a continuing satisfactory state of affairs—at least up to the spring of this year. A glance at our present predicament, in comparison, would indicate how mistaken and misleading they have been.

The phrase "5,000 army airplanes" in estimating future production is not very informing. It doesn't tell whether they are fighting planes or transport planes or bombers and that lack of specification is confusing enough. But there is an even greater confusion.

One airplane isn't a good unit of measure.

One airplane means at least one and sometimes three or four extra engines. It means a crew aloft of one or more highly trained pilots and sometimes as many as eight other more or less expert technicians. It means an adequate mechanical ground equipment and a ground crew of skilled mechanics as numerous as the flying crew and sometimes more numerous. Even more significantly it means armament—cannon, light and heavy machine guns, torpedoes, bombs and, for all these, sometimes tons of explosives and incendiary material in the racks or in reserve storage on the ground.

* * *

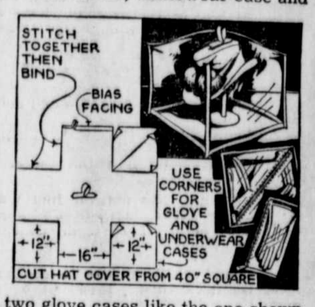
Of many of these things our present supply is a trifling quantity. Preparations are being pressed to get them on principal units. Some of the published reports and estimates are fairly clear. But of others, like cannon, trained personnel and ammunition, the difficulties of getting into production from a near-zero point of existing capacity have been so great that it is almost certain that they cannot be delivered in step with the air force that requires them without a time lag of from one to two years.

New and Fascinating Transparent Sewing

By RUTH WYETH SPEARS

THERE are fascinating new transparent materials on the market now. Luncheon sets and aprons and rain coats and closet accessories all take on new glamour when made of them, and you will find that every left-over scrap will be used for something that is attractive and worth while.

Less than 50 cents' worth of this window-pane clear material made the hat cover, underwear case and



two glove cases like the one shown here. All the directions for cutting and making the hat cover are given here in the sketch. The material from two corners made the square underwear case. The material from each of the other two corners was folded to make a glove or handkerchief case. Bright blue bias tape was used for seam binding and the bottom facing and loop handle of the hat cover; and colored zippers to match the bindings were used for the case closings.

* * *

Today's article is typical of the economy short cuts that I like to plan for homemaking budgeteers. There are complete working drawings for thirty-two homemaking projects in SEWING Book 6—enough exciting ideas to keep you busy all the rest of the winter. Send order to:

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Live to Apply

To live is not to learn, but to apply.—E. Legouve.

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Unwanted Sorrow

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