GRASSROOTS

by WRIGHT A. PATTERSON

(Released by Western Newspaper Union.)

NAZI PROPAGANDA GOES ON UNCHECKED IN U. S.

ALL AMERICANS, from the President down to the least of us, condemn Hitler and Naziism. We want none of Hitler or his kind, or his ideology. We send men to prison for spreading the Nazi doctrines, and yet each week we are countenancing the spread of this thing we abhor.

The German Library of Information, undoubtedly financed by Germany in the interests of Hitler's Germany and all it represents, sends broadcast over America the most subtle kind of Nazi propaganda. Millions of copies of its weekly publication, "Facts in Review," are circulated in this country. The American postal system is used to distribute this publication. It boldly announces that copies may be obtained upon request and without charge. You find them in hotels, auto camps, in our training camps, and in all possible places where they will be seen and read, and your name, once on the mailing list, means receiving a new copy each week.

Typographically it is an attractive publication, well printed, beautifully illustrated. Each word in the text of its 44 pages is a eulogy of Hitler, his henchmen and Naziism. Its purpose is to convince American people that Hitler is working for the best interests of the world, that he is a world savior, that England would destroy world civilization if that country itself is not destroyed. While smooth, it is not even cleverly veiled.

With it each week are offered many other publications, any or all of which may be had for the asking.

Why, I wonder, is such an effort to break down American democracy permitted to operate?

Certainly it is known. Any officer of the government, any member of congress, as well as any citizen, may have copies of the publication, as many as he wishes, by merely asking for them. They will be sent through the American postal system for the purpose of convincing Americans that the German system of Hitler will prevail and that it is best for the world that it should.

To permit circulation of this propaganda to continue is hardly consistent with our American policy. It is the kind of thing that will lead to sabotage in American armament plants. It will appeal to the fanatic and the subversive elements.

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ROAD TO ALASKA FEASIBLE, SAYS 'SLIM'

IN THE NAME OF NATIONAL DEFENSE serious consideration is being given in Washington to the subject of constructing a highway from the American line through British Columbia to Alaska. The defense purpose is for the moving of an army, mechanized or other, should we find it necessary to defend Alaska. The proposition is for the United States to provide the funds and Canada to provide the right of way and patrol it after the highway is completed.

Long, lean, weather-beaten "Slim" Williams, an old Alaskan sourdough, has agitated such a highway for several years. In the winter of 1931-32, "Slim" drove a dog team from Alaska to Washington as his first demonstration of the feasibility of his dream. In the summer of 1939, starting from Fairbanks in May, he made the trip through to Vancouver on a motorcycle, at least both "Slim" and the motorcycle came through but whether he carried the motorcycle more miles than it carried him, I am not sure. He insists he has proved that a highway to Alaska is practical.

There is today, and has been for many years, the beginning of such a highway. It is from Vancouver, following generally the course of the Fraser river, to Prince George, a distance of something like 500 miles. It was constructed in the gold rush days as a means of getting miners in, and ore out of the then thriving gold mining area around Prince George. It was, and is, passable for pack animals, but not wide enough for automobiles. Beyond Prince George, and as far north as Hazelton, is a trail followed by Indians and trappers. Beyond Hazelton are the unconquered Rocky mountains of British Columbia and Alaska. But "Slim" Williams says they can be conquered.

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PRACTICAL

THE PRESIDENT is said to favor a revision of the draft ages, reducing the minimum to 18 years and stopping the maximum at 30 years, or less. That is practical.

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THEN AND NOW

IN WASHINGTON they will tell you today of a perfect working house of representatives majority, with some six key men directing legislation. During the twenties, and up to some 15 years ago, when the Republicans had a heavy majority in the house, one man largely directed the course of legislation. If Martin B. Madden said a bill was to pass, it passed; if he said no, it did not reach the floor. Madden was the house of representatives.

WEEKLY NEWS ANALYSIS — By Edward C. Wayne

U. S. Extends Its Neutrality Patrol To Protect 'Aid-to-Britain' Shipments; Germans Drive British From Greece; Lindbergh Resigns Air Corps Post

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

(Released by Western Newspaper Union.)

U. S. ATTITUDE:
Toward War

In this country the reaction to the loss of the Greek campaign was sharp.

The forces of the isolationists immediately took to the air, held a giant mass-meeting in New York, which was marked by violence outside the hall, and, paced by Charles A. Lindbergh, took an "I told you so" attitude, urging the nation to believe that British defeat of the Nazis was not only impossible, but that British loss of the war was a certainty, and that if America gave "all-out" aid to Britain that we, too, would suffer through this defeat.

President Roosevelt, frankly infuriated by this attitude and these utterances, had Secretary Hull and Secretary Knox take to the radio and prepare the way for a statement by the President which ripped the "defeatists" up the back, and made it plain that the government would have none of this attitude.

The administration, they said, was frankly committed to "all-out" aid to Britain, and would go its way toward this goal. Instead of retrenching on this policy, as urged by the Lindbergh coterie, it was boldly announced that the government would extend its aid still more vigorously.

Singling out Lindbergh especially for administration ire, the President, in a press conference, characterized him as an "appeaser" and "defeatist" and used the word "copperhead" in making a comparison with earlier days in American history.

Aftermath of the President's remarks regarding Lindbergh was the news that he announced his resigna-

CHARLES A. LINDBERGH
He "took the air."

tion as a colonel in the U. S. army air corps reserve. He said he was "greatly disturbed" at the implications made by the President regarding his loyalty toward the United States. He had been an officer in the reserve air corps since 1927, year of historic flight to Paris.

PATROL:
Extended

The navy, said the President, now was engaged in extending the neutrality patrol 1,000 miles out into the Atlantic, and that its protection to American shipping, especially to vessels carrying aid to Britain, would know no boundaries on the seven seas.

This brought the question of convoys out into the open, which the President had simply leaped over in his statement, taking the stand that discussion of convoys was beside the point, as he considered it the navy's job to keep the waters 1,000 miles off the American coast safe for all shipping.

At the same time he made the rather cryptic statement that he had information that the Nazis already were setting foot on Greenland and that the United States would deal with this phase of the situation, which indeed brought the war mighty close to this country.

In the meantime newspapers took another poll of the senate on the question of convoys, and found that body to be in favor of convoying supplies to Britain, though only by a vote of 50 to 45. If convoying meant active participation in the war, as many claimed, the informal canvass of the senate showed the temper of congress, at any rate.

Included in the tentative list opposed to convoying were 25 of the senate's 28 Republican members. The only official act connected with the subject of convoying was the Tobey resolution, and they were seen as supporters of this measure. Adding to this the non-intervention Democrats, and some other scattering votes, and Tobey's resolution, which would forbid convoying, could only look for 45 votes.

The Tobey move, however, was not considered so vital by some senators, these holding that President

SECRETARY OF NAVY KNOX
He "took TO the air."

Roosevelt's executive power as navy head would permit him to put a convoy plan into effect by executive order, with no sanction by the senate or house asked or needed.

GREEKS:
'Out'

Closing days of the Greek campaign were stirring. The British made a noble stand of three to four days at Thermopylae pass, historic rendezvous with heroism of Leonidas in ancient days, only to lose the pass after heroic resistance and after inflicting admittedly heavy casualties on the invading Nazi hordes.

The second great stand was made on Mount Geraneia, the British high command, after a careful advance study of the terrain, finding places to defend that the Germans had claimed were impossible.

There was hardly a question even in British and Greek circles of making a successful stand, but the valiant Australian and New Zealand soldiers fought a rear-guard action that military men said would live in history.

Main objective of the British, after the port of Piraeus was shown to be impossible as an evacuation port, was to gain the southern portions of Greece and make the final stand on Crete and other islands.

The flight of the government from Athens prepared the Greek people for the eventual occupation of the historic capital by the Nazis. Yet the Greeks, with unswerving devotion to their cause, seemed not dismayed by the loss of their capital, but seemed willing to fight on to the end, as did the British.

Churchill had prepared the British for the bad news of the Greek campaign, and toward the close Athens dispatches frankly admitted that the final stages of the fighting were simply rear-guard actions.

While there was again raised in England among the people the cry of "too little and too late," the people of Australia seemed little inclined to criticize, but on the other hand seemed proud of the achievement of their armies.

The loss of the Greek campaign was more of a shock to those in the United States who had been hoping that American aid through the lease-lend bill might turn the battle.

Yet from more considered sources came the word that the Greek defense should not be viewed in that light, but rather from the standpoint of a general harassing and delaying action against Germany.

The cost to the Nazis of having to transport food and men and munitions for the final weeks almost entirely by plane must have been enormous in fuel alone, which Germany was unable to spare.

The surprise expressed by King George of Greece at the sudden surrender of the army of Epirus which precipitated the close of the Nazi Greek campaign and just preceded the flight of the government to Crete caused the commanders later to tell part of the story.

HIGHLIGHTS... *in U. S. Defense news*

¶ Administrator Henderson of the Office of Price Administration and Civilian Supply requested manufacturers of farm implements not to increase the prices of farm machinery at this time. Mr. Henderson pointed out that in announcing the steel price schedule he had stressed the wide range of finished products of which steel is a part and the importance of maintaining stable prices in these finished products.

¶ Treasury Secretary Morgenthau announced an agreement setting up a fund of $50,000,000, contributed by the U. S., and $20,000,000, contributed by Chinese government banks, to stabilize Chinese currency. A joint statement by Mr. Morgenthau and Dr. T. V. Soong of the Central Bank of China, described the agreement as a "co-operative agreement between friendly nations that are working together in many ways."

'We, the People'

Here is a poster being issued by the Office for Production Management of the Defense Commission in Washington for use in street cars, busses and subway trains, etc. It calls attention to the government's rearmament drive and urges Mr. Public to heed that: "WE, the people," ARM FOR DEFENSE.

STRIKE:
Situation

President Roosevelt rolled up his sleeves and sailed into the coal strike personally, bidding fair to handle this as he had other problems.

Under his personal urging negotiations were resumed, and a settlement finally reached.

In the midst of all this particularly when the United Automobile Workers (C. I. O.) threatened to shut down 60-odd plants of General Motors, engaged in nearly half a billion of defense orders for motorized equipment, came a vigorous outburst against Secretary Perkins.

The rumor was published that Miss Perkins' resignation was on President Roosevelt's desk, and one senator urged that if it were not true that Secretary Perkins should resign, and that if it were true the President should accept it.

What was needed in that post was not a woman, but a two-fisted man "with the intestinal fortitude" to deal with labor troubles. This outburst against Miss Perkins was almost immediately followed by her prompt certification of the threatened auto strike to the mediation board, thus practically washing her hands of the matter.

The company held that a work stoppage of non-defense portions of factories would naturally and inevitably result in full stoppage. Faced with this evidence, Miss Perkins dictated and signed a statement which started:

"The dispute between the General Motors corporation and the United Automobile Workers of America threatens to burden and obstruct the production or transportation of equipment and materials essential to national defense and cannot be adjusted by the commissioners of conciliation of the department of labor."

The mediation board promptly sent this message to both corporation and unions affected and set an early date for a hearing. This had the immediate result of producing a union agreement to call off the strike pending some effort by the board to make adjustments.

NAVY:
Buys an Airfield

For an undisclosed sum, believed to be about $9,000,000, the navy bought Floyd Bennett airfield in New York, intending to establish on its 387 acres the nation's biggest naval air base.

The deal, it was announced, would still permit the use of the field as an emergency landing field for commercial aviation if LaGuardia field was closed.

The field, with 62,500 square feet of hangar space, will be put into service at once, and will, navy officials pointed out, bring naval aviation closer to the most important scene of its activities, the North Atlantic.

At present the chief naval air bases in this country are Pensacola, Fla., on the East and San Diego, Calif., on the West coast. The need of an important base of greater size than Anacostia, close to Washington, D. C., brought about the deal with New York city, and brings the navy in force to the air above Long Island sound.

MISCELLANY:

PIRAEUS: The Haras, formerly one of Harold Vanderbilt's yachts, was sunk by a German dive bomber as it was seeking to evacuate a large number of civilians trying to return from Greece's mainland to their island homes. One bomb burst in the vessel's hold and practically the entire passenger list was lost.

TOKYO: In the role of an Axis salesman back from a "trip to the factory," Foreign Minister Matsuoka of Japan informed the Japanese people through the press that the lot of the worker in Germany is a happy one, and that the people of that nation like the system that takes complete governmental control of all their activities.

NEW YORK: Fritz Kreisler, master violinist, was victim of a traffic accident near his home, as he was on his way to luncheon. He was struck by a truck and his skull fractured.

The Washington MERRY-GO-ROUND

DREW PEARSON & ROBERT ALLEN

Washington, D. C.

TERRITORIAL BASES

The island bases of the United States are now considered our best safeguard against invasion. But army and navy brasshats get a scorching rebuke in a report prepared by the house appropriations subcommittee that inspected territorial bases.

Written by Rep. James G. Scrugham of Nevada, chairman of the group, the report recommends the immediate creation of an "independent air force." This would be intended to correct two chief abuses:

(1) The location of army and navy bases almost side by side in flat, unprotected country, thus "inviting destruction by enemy bombs." (2) Failure to build hangars, repair shops and other facilities underground.

Regarding the first criticism the Scrugham report states: "This policy of concentrating highly essential military or industrial structures in very limited areas cannot be too strongly condemned, and may constitute an error of gravest consequences. This is as true in our territorial as well as our continental defenses.

"The lesson of the destruction of the Polish air force by the Germans at the beginning of the war seems to have gone entirely unheeded (by the aeronautic bureau chiefs responsible). In a flat country, protected air facilities may be impractical, but where there are adjacent hills, it seems inexcusable to deliberately build . . . bases invitingly located for bombing attacks, and so close together that an enemy plane can hit one if it misses the other.

"Everywhere the story is the same, from Hawaii to Puerto Rico, from Alaska to the Virgin Islands, Jamaica and Trinidad. Also, no adequate plans have been formulated for water reserves, except to contract for drilling a few wells, with gave uncertainties as to quality and quantity."

Scrugham's conclusions are that a "tragedy of the first magnitude" may develop unless immediate steps are taken to rectify conditions at the territorial bases. His solution is the centralization of all military air forces under a single head with cabinet rank.

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ASSISTANT SECRETARY FOR AIR

One of the significant differences between the war and navy departments is the hostility of navy brasshats to civilian scrutiny and control of their operations.

Deciding that the vastly expanded army air corps needed a central directing head, Stimson and Patterson selected Robert Lovett, New York banker and World war ace, for the job and had the President appoint him. There was no interference from the generals, and air corps chiefs are working harmoniously and effectively with their new civilian boss.

Navy brasshats, on the other hand, are fighting tooth and nail to block a similar civilian intrusion into their gold-braided realm. Through high-powered lobbying operations in the house, the admirals wormed into the $3,500,000,000 navy appropriation bill a provision that would make it impossible to name an assistant secretary for air.

The prohibitive clause is a very slick piece of axing. On its face it has no connection with the proposed civilian appointee. It merely bars the expenditure of navy funds "for any additional positions . . . at a rate of compensation in excess of $5,000 a year." The pay for an assistant secretary is $8,000 a year.

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TOUGH DRAFT BOARDS

The problem of industrial manpower has become so acute that defense chiefs have complained to selective service officials that some local boards are "too tough" about granting deferment to skilled workmen.

Ohio draft boards, for example, are ordering the induction of craftsmen badly needed for the crucial machine tool program. Similar complaints have been made against Michigan draft authorities for taking specially skilled men needed by the Packard plant, now producing Rolls-Royce airplane engines for the British.

From Virginia have come reports that the draft is hampering the vast naval and shipbuilding program at Newport News.

The problem of labor supply is also hitting agriculture. Agricultural officials fear that so much labor is being drained off farms that some of them want to bar any more defense plants in midwestern dairy and pork sections.

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MERRY-GO-ROUND

Tall, fast-moving Rep. Lyndon Johnson is going to let no grass grow under his feet in his campaign for the seat of the late Sen. Morris Sheppard of Texas. The young New Dealer, who has the public blessing of the President, plans 208 speeches, an average of three a day.

George Brooks, executive assistant in the OPM labor division, is able to keep two secretaries busy taking dictation and at the same time carry on a telephone conversation.

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Sin of Omission

A wrong-doer is often a man that has left something undone, not always he that has done something.—Marcus Aurelius.

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