The Washington MERRY-GO-ROUND

By DREW PEARSON & ROBERT ALLEN

Washington, D. C.

RAILROAD TEST

For National Defense chiefs, June holds a special significance. It will indicate whether government operation of railroads may be necessary.

In June the nation's railroads will meet their first crucial test of whether they are adequately equipped to handle the enormous increase in freight resulting from the defense program.

When the wheat harvest starts in the Texas Panhandle and continues north, the carriers will be on the spot to prove their determined contention that there is no shortage of freight cars, and that they can cope with the great demands of the defense program without the government taking them over as in the World war.

Railroad moguls are fully aware that they face a decisive showdown, and they are making tremendous efforts to meet it.

Twenty-five thousand cars have been mobilized to handle the Texas crop and a strict rule has been laid down that they must be kept rolling. Cars will not be allowed to be used for storage purposes. If a shipment can't be unloaded without delay, cars will not be released.

Cars will be peremptorally recalled if shippers don't load. Circuitous routing is being eliminated. And the railroads themselves are now distributing the materials and equipment they will need months hence, so that the maximum number of cars will be available in the peak season next autumn. This alone is expected to release 20,000 freight cars.

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Mechanized Cavalry.

It took a war in Europe to do it, but the U. S. army is now doing a whirlwind job of replacing cavalry with tanks and armored cars. Even Secretary of War Stimson's aide, Col. Eugene Regnier, has gone in for mechanization.

Commenting whimsically on this the other day, Secretary Stimson said: "After riding horses all his life, Gene is now commanding the first reconnaissance battalion of the First Cavalry division. He rides in a bantam scout car and has armored cars and tanks under his command. I tell him this is strange for a man who has sworn that horses are the only thing in life. But he says it takes the brains of a good cavalryman to handle a mechanized unit."

Note—Colonel Regnier deserted his swivel-chair job in Washington for El Paso, Texas, where Gen. Innes P. Swift commands one of the most active army posts in the country.

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Conscientious Objectors.

Announcements that 1,100 conscientious objectors will report to nonmilitary training camps in the next few weeks are a lot of hooey. Real fact is that only 201 draft registrants have even been classed as genuine religious objectors.

Out of the 6,000,000 questionnaires received from draft eligibles, less than 2,500 sought exemption on the ground of religious scruples. Of this number, 201 have been OK'd so far. They will train in eight camps as follows:

Fifty at Camp Patapsco, Elkridge, Md.; 14 at Grottoes, Va.; 12 at Lagro, Ind.; 32 at San Dimes, Calif.; 10 at Richmond, Ind.; 40 at Marietta, Ohio; 32 at Colorado Springs, Colo.; 10 at Cooperstown, N. Y.

While operated by the government, the camps are financed by private funds, supplied chiefly by the Quakers, Mennonites, and United Brethren. In some instances the men pay their own costs, at the rate of $35 a month.

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Australian Opinion on War

Prime Minister Menzies of Australia held some very important conversations with high Washington officials during his recent visit. In these talks he expressed every confidence that Britain would win the war, but he was hard-boiled and realistic regarding the time necessary for a victory.

Coming from Australia, which has a detached and unbiased view of the situation, his opinion is important.

"During 1941," he said, "all of Britain's effort must be concentrated on defense.

"During 1942 we can really begin to concentrate our efforts on building up a real war machine.

"And in 1943—with America's help—we can take the offensive, and we will win the war."

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MERRY-GO-ROUND

The appointment of ex-Senator Sherman Minton of Indiana to the U. S. court of appeals makes the third judicial reward for a member of the famous senate lobby investigating committee, whose sensational exposes of utility lobbying led to the holding company law. Hugo Black of Alabama, chairman, is a Supreme court justice, and Lewis Schwellenbach is a federal district judge in Washington.

WEEKLY NEWS ANALYSIS — By Edward C. Wayne

Sinking of Battleship Hood Indicates Failure of British to 'Bottle' Nazi Navy; Germany's Aerial Invasion of Crete Called 'Test-Tube' for Raid on England

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

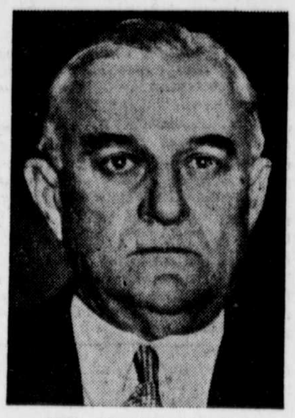
(Released by Western Newspaper Union.)

PACE UP:
War Swift

As the United States began to swing into the serious business of getting first-class aid to Britain under the lease-lend bill, though with continued and serious heckling from anti-administration quarters, the Germans suddenly stepped the war up to a furious pace not heretofore dreamed of.

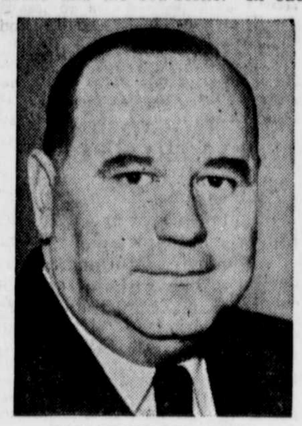
The full-scale aerial invasion of Crete, plainly hailed by the Nazis as a "test-tube" attack for the ultimate invasion of Britain, was the first move, and this was accompanied by news from the ocean lanes that showed the German fleet, instead of being bottled up, was boldly sallying forth not merely into the North Sea, but far out into the Atlantic and near the American zone of protection—Greenland.

The dramatic sinking of H. M. S. Hood came with such unexpected suddenness that it left the world almost breathless—with a sense of shock entirely out of measure with the size of the catastrophe to Britain's cause, the mere sinking of one battle cruiser, albeit the largest in the world.



SEN. JOSEPH GUFFEY

In the Hood's sinking he saw that it demonstrated immediate "necessity of . . . utmost aid to Britain."



SEN. BENNETT CLARK

In the Hood's sinking he saw truth in the statement that "convoys mean shooting and shooting means war."

It was in the Battle of Jutland that Admiral Horace Hood, namesake of the 42-000-ton battle cruiser, lost his life on the Invincible, a vessel of the same relative class as the Hood, and destroyed in, oddly enough, exactly the same manner.

The story was dramatic enough, the tale of a sea fight between two naval squadrons on the broad Atlantic, both far from their bases. The Hood was the victim of an "unlucky hit" as the British reports said, a 15-inch shell from the German battleship Bismarck striking a magazine, which caused the main magazine to let go, blowing the ship up and sinking her in a matter of seconds.

Most of the crew of 1,304 were drowned, presumably the captain and admiral, as the Hood was flagship and bore the admiral's colors.

But back of it all questions were asked and only some of them had the answers forthcoming from British sources.

One of these was the query of why the battle had taken place so far out on the Atlantic. The British answered this by saying that their squadron had deliberately let the German ships get far away from their base in order to intercept them where they could not avoid battle.

Another question was where the German vessels were headed for, being intercepted between Greenland and Iceland, and nearer to Greenland. This was of especial interest to American naval men because of the fact that the United States had lately pledged itself to the protection of Greenland. There was no immediate answer.

Naval men in this country immediately, however, were quoted as saying that the loss of the Hood showed that it was improper to sacrifice strength of armor-plate to speed, the Hood carrying 12-inch armor where most vessels took 14-inch, in order to achieve a 32-knot speed.

American vessels were not so constructed, U. S. admirals reported, especially those now being planned.

But boiled down the news bore a disastrous note, a power note on the part of the German assault both in the battle of the Atlantic and that of the Mediterranean which gave American backers of aid-to-Britain a general moody outlook on the conduct of the war.

Greece, Jugoslavia had been disasters, so had Dunquerque, the North African campaign, the Iraq battle; the whole war, up to this point, had been a series of disasters, and the British reports on the invasion of Crete seemed to be setting up the public for an eventual addition to the series.

The battle of Crete was still the most exciting news event of the whole war because of the peculiarity of the conditions, paralleling, in a way, the expected invasion attempt against Britain.

The British were admittedly in good force, with Greek assistance, on the island, and while they had not had much time to prepare its defense, having only lately fled there from Peloponnesus, still the Germans had not had any more time to prepare their offense than the British.

The campaign resolved itself broadly into two phases—the air-borne and the sea-borne. In each there was offense and defense, and for once the British, though outpowered and out-numbered, found themselves on more even terms with the enemy.

The Germans were admittedly supreme in the air-borne fight, but once the Nazis landed they had no tanks nor artillery, and the British had both.

The British were admittedly superior on the sea-borne fight, but they had no aircraft protection, while the German-manned Greek fishing boats and small steamers had Stuka dive-bombers making direct hits on the British destroyers and cruisers.

Little could be told from the German claims, which, following their usual precedent, said that the Cretan campaign was a "complete success" with the British fleet decimated and the land forces getting the upper hand.

The only claim made by the British was that no vessels save a few "caiques" (Greek sailing boats) had reached the shore, and that a Nazi convoy carrying 6,000 troops had been sunk, and lurid tales were told of warships cutting through waters crowded with drowning men screaming for mercy, but how the ships were unable to pick them up for fear of "E-boats," Italian fast motor-craft carrying torpedoes.

The Germans claimed one British cruiser sunk by plane-bombings, and nine other vessels so injured that they were presumed to be out of action and admitted no such sea-borne losses as the British claimed.

The air-borne battle was admittedly, according to British sources, going better for the Germans than had been at first anticipated. Almost the first thing the Stukas did was to make the British-held airdromes untenable.

The Royal Air force, instead of allowing their fighters to be downed on their landing fields, or crashed by bomb-pits when landing, withdrew en masse from the island, turning it over to the Nazi airvessels. After a time long-range ships came back to the fight, presumably from Alexandria and the island of Cyprus, each about 450-500 miles distant, but largely the island was undefended from the air.

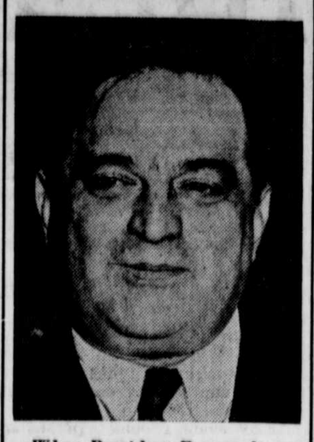
Big Junkers 52s brought more than a score of soldiers on each trip and landed them on the Candia and Malemi airports, whence they took their machine guns and went into battle. Later the British reported that even 75-millimeter cannons and mortars were brought in on the largest transport planes.

QUOTES . . . *On National Defense*

¶ War Secretary Stimson told his press conference the Neutrality act is a "violation of our most sacred and important tradition of foreign policy, freedom of the seas. I always prophesied it would bring us into trouble." He said the act's repeal would enable U. S. ships to carry arms directly to Britain, but the question of repeal rests with "other officers of the government."

¶ Secretary of State Hull said that "control of the seas is a paramount objective of the Axis powers in their program of world domination . . . Every consideration of our own safety and defense requires . . . that Great Britain receive adequate supplies for successful resistance." Mr. Hull advanced five points for post war co-operation in international trade without discrimination.

Civilian Defense



When President Roosevelt created the Office of Civilian Defense to co-ordinate civilian defense activities he appointed Mayor Fiorello H. LaGuardia of New York to head the new set-up. LaGuardia has announced his agency will be organized in three divisions: (1) Public safety—to protect life and property; (2) engineering—for clearance of highways and maintenance of gas and water supplies; and (3) shelter and food supplies.

STRIKES:
Coal, Planes

While labor troubles appeared less frequent as the defense mediation board went into action more and more strongly, those which were vexing the defense chiefs were more vital and hit more directly against defense production.

Gone from the scene were jurisdictional disputes, and the Ford company, grim in the face of a C. I. O. victory at the NLRB polls, said it would "obey the law."

But the coal strike, with only 15 days' coal supply left above ground and the threatened strike against North American Aviation, not to mention the shipyard strike on the West coast, were the sort of thing that were giving mediators headaches.

Opponents of the C. I. O. called Lewis "dictator," while Lewis called the coal mine operators in the South some hard names. The plane workers were asking increases of minimums from 50 to 75 cents an hour, which observers said, if granted, might cause similar fights all over the industry, hitting at the very heart of the defense idea.

Planes were coming off the assembly lines slowly enough, and were carrying with them bottlenecks which were serious enough without labor difficulties to complicate things.

Knudsen, OPM chief, and Hillman, his aide, at the close of the first year of America's "all-out" defense effort, told the 1,625 new industrial facilities started, of $2,480,000,000 in new plants, of contracts of 15 billions, 200 millions of dollars, yet of growing dissatisfaction on the part of Messrs. Knudsen and Hillman with the progress made.

Said Knudsen:

"We need the help of every manufacturer, engineer and factory worker."

That was the gist of his message, and carried with it the connotation that whenever a strike occurred—some one of these three was "falling down on the job."

DIES:
Tries Again

The Dies committee, having failed to rouse a ripple of newspaper enthusiasm over his projected revealing of Communist infiltration into governmental circles, hit the front pages with a bang when it made public three documents purporting to reveal the secret rules of the Nazi Bund in this country.

Dies said that they were seized from the effects of Bund Fuehrer Kunze, now in prison. He said that they:

"Attest to the ruthless efficiency of the military setup which characterizes Hitler's machine in Germany; anticipate violence, and express fealty to the totalitarian form of government."

Having thus placed the stamp of subversiveness on the Bund, and also the stigma of "fifth columnists," the committee report said the Bund had 25,000 active members and 100,000 sympathizers outside its membership rolls.

Dies said the documents reveal a planned countrywide organization, with Fuehrer, Gauleiters (district leaders) down even to "block leaders" according to an exact imitation of the Nazi set-up.

A party message, according to the Bund organization, could theoretically be spread over the entire nation within five hours.

SHOTS:
At a King

Pistol shots rang out in Albania, directed against King Victor Emmanuel of Italy.

The shots, according to the Italian communique, went wild. The assassin was arrested. He proved, it was said, to be a Greek "his head filled with poetic dreams" of revenge for his country's defeat.

Police, the reports stated, saved the assassin from a lynching mob, in order to question him as to his associates.

GRASSROOTS

by WRIGHT A. PATTERSON

(Released by Western Newspaper Union.)

SHOULD BE DIRECT, NOT INDIRECT TAX

WHEN WE TAX business we tax production and distribution. When we tax production and distribution, we tax the consumer. This is the hidden tax we hear about.

Taxes are a part of the cost of production and distribution. They are a part of the cost of a product. That additional cost is added to the selling price of the product, or prevents a lowering of the price if economies of production would otherwise lower it.

If business—production and distribution—did not pass on to the consumer the increased cost occasioned by taxes, business would soon be bankrupt and the consumer would lose by a loss of jobs.

We are all a part of American business and all are dependent on its continued operation. All of us are concerned directly or indirectly with production and distribution. When the politicians tax business directly they tax all of us indirectly as much, or more, than any direct tax would have amounted to.

Politicians looking to their personal future—a continuance of their jobs—attempt to mislead the mass of Americans by boasting of their intention to take from business the money needed to pay for the extravagances of government, and they succeed in putting over such a misleading idea.

Men well versed in finance and industry, well qualified to speak on the subject, tell us that before we are through with the present world holocaust the federal government will be facing an indebtedness of $150,000,000,000, a sum so great that it is impossible to conceive what it means. In the face of such a prospect, congress does not attempt any economies in the normal operations of the government.

Despite the fact that more than a million men are now in the armed forces of the nation, that industries engaged in providing implements of preparedness for ourselves and war materials for England are providing work at high wages for millions of men, and seeking more help, our relief costs do not come down. We are still spending billions for relief.

The politician is not willing to say to those who prefer the meager living a government dole provides to working for a better living that they must either work or starve. The receivers of relief vote, and the politician will not jeopardize that vote.

We must prepare for defense. We must have battleships, airplanes, tanks, merchant ships, all the implements needed for war. But we must also prepare for the future and it will be a dark future if we are to face a national indebtedness of $150,000,000,000.

Congress should economize in every practical and possible way, and it should levy an honest tax and collect it in an honest way so each individual may know what he pays—a direct instead of an indirect tax.

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PIONEER SPIRIT STILL ALIVE

ORANGE, CALIF., is a little city of 8,000 people, typical of the Golden state. It was founded by pioneers who stopped there when it was but a crossing place of trails. Many of its first generation of settlers are still living. They knew it when the spot on which the city stands and all the surrounding country was a sandy desert. Their children see it today as a modern small American city, enjoying all the advantages America offers and surrounded by well-kept, prosperous farms, ranches and orange groves.

But the younger element is not permitted to forget its pioneer origin. I witnessed the parade that is a part of each annual harvest festival. The outstanding features of that parade were the covered wagons of the pioneers, the prospector and his burro, the cart of the pioneer peddler and handyman—every possible display of the hardships and simple pleasures of the pioneer as the foundation on which the city was built. Interspersed with these were the brightly uniformed bands, many of them from the various county high schools, each led by high-stepping girl majorettes, and with modern floats representative of city industries and institutions.

But it was the evidences of the pioneer days that appealed to the people and caught and held the crowds. These displays represented the spirit that is back, not of Orange only, but of all the towns and small cities of the West. That pioneer spirit is not dead, and will not die. It is the American spirit.

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OUR DEBT

THEY TELL US that to maintain a democracy it is essential that the citizens be informed. One of the things we should like to be accurately informed about is what we owe nationally, including the liabilities of the numerous corporations and administrations we have financed and whose debts we have guaranteed.

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HOW MUCH would a real growl from the Russian bear frighten the Nazi wolf?

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Short-Cut Way to Learn Music

A HAPPY accomplishment to play the piano, to entertain with the latest hits. As for that special man, his favorite tune lures him like a magnet!

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Enclose 10 cents in coin for your copy of QUICK COURSE IN PIANO PLAYING.

Household Hints

There is nothing so handy in a kitchen as a shelf above the sink for soaps, etc.

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Glassware takes on the highest polish if dried directly from hot, clean suds without being rinsed.

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Covering uncooked meats placed in the refrigerator favors bacterial growth.

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A wire screen, galvanized steel or copper, can be fitted over the tops of roof gutters to keep out leaves and trash.

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Common kerosene will cut the grease from the kitchen sink and remove that ring from the bath tub.

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Offensive odors coming from sinks and drains can be eliminated by pouring in a strong solution of borax and hot water.

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When laundering clothes, don't use too much soap because water becomes so slippery that it "slides past" instead of penetrating the fabrics.

DON'T BE BOSSED

BY YOUR LAXATIVE—RELIEVE CONSTIPATION THIS MODERN WAY

• When you feel gassy, headachy, logy due to clogged-up bowels, do as *millions* do—take Feen-A-Mint at bedtime. Next morning—thorough, comfortable relief, helping you start the day full of your normal energy and pep, feeling like a million! Feen-A-Mint doesn't disturb your night's rest or interfere with work the next day. Try Feen-A-Mint, the chewing gum laxative, *yourself.* It tastes good, it's handy and economical . . . a family supply costs only

FEEN-A-MINT 10¢

Lack of Zeal

There is no greater sign of a general decay of virtue in a nation, than a want of zeal in its inhabitants for the good of their country.—Addison.

Nervous Restless Girls! Cranky? Restless? Can't sleep? Tire easily? Because of distress of monthly functional disturbances? Then try Lydia E. Pinkham's Vegetable Compound.

Pinkham's Compound is famous for relieving pain of irregular periods and cranky nervousness due to such disturbances. One of the most effective medicines you can buy today for this purpose—made *especially for women.* WORTH TRYING!

WATCH

YOU can depend on the special sales the merchants of our town announce in the columns of this paper. They mean money saving to our readers. It always pays to patronize the merchants who advertise. They are not afraid of their merchandise or their prices.

THE SPECIALS