GRASSROOTS

by WRIGHT A. PATTERSON

(Released by Western Newspaper Union.)

A BILL OF IMPORTANCE TO FARMERS

A BILL of great importance to the American people was recently introduced in the house of representatives — H.R. 4591 — by Congressman August H. Andersen of Minnesota.

H.R. 4591 does not call for billions of expenditures; it has nothing to do with the production of war materials; it has nothing to do with partisanship, but it will not be easy to get it through congress.

The bill provides for the discovery, introduction into this country, breeding and testing of agricultural crops for utilization in industry and manufacturing, and for replacement of surplus agricultural crops.

That bill, if and when enacted into law, will be the foundation on which a permanent solution of the American farm problem can be built. It would provide for crops for which a market would be available. It would make the farmer independent of government doles, but would insure adequate farm revenue from year to year. It would make the farmer independent of Washington and for that reason, it will be a hard bill to pass.

No one doubts the existence of hundreds of soil products that can be utilized in industry, as tung nuts, soy beans, castor beans, hemp and others are now being used. Under the proposed law, they would be found and applied to industry through chemical research, to be conducted largely at state universities.

It is a simple and practical plan on which to build a permanent solution of the American farm problem and is one the farmers want. The farmer asks for a market for such things as he can raise, not necessarily for what he now raises. He wants to produce and be paid for what he produces, not to be paid for not producing. The enactment of Congressman Andersen's bill would be a definite first step in that direction.

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A SYSTEM THAT CREATES, —THAT'S AMERICAN SYSTEM

I HAVE A FRIEND who, as a young man, started a manufacturing business on the proverbial "shoe string." Through energy and executive and sales ability he made it a success. Today he operates plants in three states and provides employment for more than 2,000 people.

Over the years he has, as we would say, amassed wealth for himself. In reality he has added materially to the national wealth and in the distribution of our national annual income. His ability has very largely helped to provide for the maintenance of some 2,000 American homes—food, shelter and clothing for 2,000 families.

That friend is getting well along in years now, and some day, like all of us, will pass away, but he will leave behind the plants which represent an increase in the national wealth and the more than 2,000 jobs he created. They will go on.

The experience of that friend represents the operation of the American system of free competition, the American way of life. It has been operating since the first colonists arrived on our Atlantic coast. Because it is a creative system, it has made America the most prosperous nation in the world. It is a system that creates and divides, and what it creates, it leaves for use by posterity.

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HALF-WAY MEASURES WON'T GET RESULTS

WE AMERICANS all too frequently attempt to accomplish big results with half-way measures. We are seldom willing to look any problem squarely in the face and take full measures for solving it at one time. We try to do it piecemeal.

Our problem today is to prevent inflation. To do that we say to the manufacturer—and later it will include the farmer—"you can charge only so much for your product." We do not say to the workman that he can charge only so much for his time. We do not say to government, "Deficit spending for non-essentials must stop," or "fix a definite limit on government borrowings," or "The tax load on the manufacturer or farmer must not be increased."

To stop with only a limitation on the price that may be charged for commodities will not do all the job. Without the other things, it will be but killing the goose that lays the golden eggs.

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AIR MINDED FARM BOYS

FARM BOYS are taking to the airways. Flying schools report fully one-half of their students come from the farms and many airplane clubs are being formed by farm boys. They fly light planes which can be landed in ordinary pasture fields.

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SACRIFICES

IT IS ALWAYS the other fellow who is to make sacrifices in the cause of national defense, but we all hope to profit from that other fellow's sacrifice—if he makes it.

WEEKLY NEWS ANALYSIS — By Edward C. Wayne

Sinking of 'Robin Moor' by Submarine Is Investigated by State Department; Byrnes, Jackson Named to High Court As Stone Is Appointed Chief Justice

(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. citizens are getting a first-hand look at the famous Nazi fighting plane, the Messerschmitt, now on display in a New York theater. Proceeds from the showing of this plane will go to buy "bundles for Britain." This is the first time that one of these aerial fighters has been shown in the United States.

COURT:
Line-Up Changed

President Roosevelt's appointment of Harlan Fiske Stone to replace Charles Evans Hughes as chief justice of Supreme court was announced at the same time as he sent to the senate the names of two new associate justices he had picked, Sen. James Byrnes of South Carolina and Attorney General Robert H. Jackson of New York.

A Republican, Justice Stone is 68 years old and was appointed to the Supreme court by President Coolidge in 1925. His appointment as chief justice came as somewhat of a surprise for many sources in Washington believed that Attorney General Jackson would get the nomination.

Senator Byrnes, who has been a strong administration supporter in the senate since the early days of the New Deal, will succeed Justice McReynolds who retired some time ago. Jackson will take the place left vacant by Justice Stone's elevation to chief justice.

U. S.:
Ship Worry

The Robin Moor, sunk in the South Atlantic well within the United States' neutrality zone, was declared by its few survivors to have been sunk by a German U-boat, the first in what most observers expected would be a series of international incidents, similar to that of the Lusitania in the last war.

The Robin Moor went to the bottom, bearing seven passengers including a little child, and the first lifeboat, the only one immediately found, contained only 11 survivors. The other two boats, according to the evidence of Brazilian ship people who went in search, showed on the surface of the sea some evidence that they had been lost.

The first notice of the loss was given as "the result of a storm at sea," but the survivors told their rescuer that they had been torpedoed.

Following these reports by survivors, authoritative sources in Washington indicated that work on a formal note of protest to Germany was under way by the state department.

It was pointed out that in such a note restitution for loss of American life and property was only what the Nazis could expect.

While at first the White House had announced that "judgment should be withheld" on the incident, later word came that there seemed to be "no longer any reason" for that.

The state department's report was first made public by Sumner Welles at his press conference. He based his findings on the account of the sinking as it came from Walter J. Linthicum, U. S. consul at Pernambuco, Brazil. Linthicum spent nearly five hours getting the stories of the rescued persons.

DUCE:
Calls Names

Celebrating the year that Italy has been in the war, Mussolini made a speech to his puppet legislators in which he defied the United States to become more active in the war, after saying that this country is "really in the war already."

He also likened President Roosevelt to Sulla, one of the bloodiest and most tyrannical of all the Roman dictators.

The Axis would certainly win, Mussolini told his people, and the sole effect this country's attitude would have would be to lengthen the struggle.

He made no references to Italy's losses of two-thirds of her empire, of the 200,000 prisoners taken in North Africa, nor of the losses Italy had suffered to her fleet.

Mussolini simply placed England on notice that she was doomed, that all her positions in the war had been taken, and that if America wanted to send aid she would find no place to send it.

STRIKES:
A Formula

Ever since President Roosevelt's fireside chat the nation had been waiting for a strike-prevention formula, realizing that in the presidential speech there had been a definite pledge to halt defense work stoppages in labor disputes.

It remained for the strike at North American Aviation's plant at Inglewood, Calif., where 12,000 men engaged in building $196,000,000 in warplanes, to provide the answer, and the United States to wonder what kind of an answer it was.

Swiftly, methodically, the troops moved in and took over the plant, began weeding out the union's labor leaders, inspected even the contents of lunch boxes of returning workers, and put the plant back into production within two days that were reported to be "approaching normal."

Within 24 hours planes were rolling off assembly lines into test flights, and on the surface all was apparently well.

But observers began asking themselves questions during the next few days when trouble of various types began to appear, not at North American Aviation, but at other plants.

Several things bothered people who were wondering whether the use of soldiers to take over plants would be a workable system of strike-ending.

Some wondered if perhaps the strikers at Inglewood weren't a bit too willing to have the plant taken over. Others wondered if, perhaps, the strikers' demand of the government that the pay be raised to 87½ cents an hour, or 12½ cents an hour more than they were asking of private industry, and the same wage that the government, they claimed, was now paying workers of similar skill in similar jobs.

The union leaders were equipping men with signs reading "hold out and remember the army can't make planes"—but their pleas fell for the most part on deaf ears, and the second day of the army occupation they voted to go back in a body.

But the army wouldn't take some of them back, ordered others reclassified and shoved in the army at $21 a month instead of $20 or better a week.

C.I.O.:
Red or Pink

One of the by-products of the Inglewood strike and its result was that the Dies committee findings came to the fore and began to render some sort of answer to the popular controversy of the past two years, whether the C.I.O. is red, white or just pink.

Rival unions used to call the C.I.O. red—the C.I.O. maintained it was pure white, and the Dies committee just hinted around that it might be somewhat pink—that there were Communists in the C.I.O., but that it was not proven that it was Communist-controlled or not.

Then came a wide, serious series of defense or partial defense labor troubles, most of them involving one branch or another of the C.I.O.

Alabama's Representative Starnes, active head of the Dies body, promptly made public that each of the striking unions had a Communist or an ex-Communist as its active leader.

In the aircraft industry, Chairman Frankensteen of the aircraft division, who had called the Inglewood strike "outlaw," "wildcat" and "unauthorized," found himself placarded in two ways—as a jackass and as a traitor to the cause by the very union over which he had jurisdiction just as soon as he admitted that the junior local union chiefs were, indeed, Communists.

He ordered them suspended from their jobs, then went to the Inglewood scene of action and made a plea to the men to go back to work. His plea was unsuccessful.

A 'Hold-Out'

Days and weeks passed since the Nazi drive toward Egypt through Libya began and although Axis forces took many points beyond Tobruk they were not able to capture the besieged city itself. Here is British anti-aircraft position inside the Tobruk perimeter. Protected by Italian ammunition boxes filled with stones, they provide ample protection from the splinters of bombs dropped by Nazi fliers.

SYRIA:
Gets in War

Names of the world's oldest towns, including such as Damascus, believed the oldest, and Tyre, considered its closest rival, got into the front page headlines as the British sailed on into Syria, following the expectations of everyone.

Vichy dispatches told of resistance, but except in certain spots the resistance was of the "token" variety—a few shots fired and then the French troops laying down their arms, later to join with the British passively, if not actively.

The invading armies were made up of British and Free French under DeGaulle, and seemed to be moving more or less unchecked into the chief and most important parts of Syrian territory.

Chief work of defense was being done by Nazi warplanes, said to be based on northern Syrian airdromes like Aleppo, principal air center of the country.

Britain was not referring in her dispatches to the Syrian advance as a victory, but was rather regarding it as simply a tactically important move to circumvent an expected German move, or at least to meet it on a battleground farther removed from Palestine and Iraq oil fields.

It was obvious that the big Syrian airfields were the prime objective, and that if Britain could get hold of them and defend them with resident assistance, a good battle might be put up on Syrian soil, and protect the "backdoor" entrance to Suez and Alexandria.

But the serious resistance near the coastline, and in southwestern Syria made it look as though Britain's success in this objective would not be won without a good deal of fighting.

In general, however, the first advances were meeting with a good deal of resident approval, and with some defections of French colonials to the DeGaulle standard.

CHURCHILL:
On Spot

Most seriously since the time he took over leadership of the war effort of Britain, Churchill found himself "on the spot" because of the Crete mishap—and words flew bitterly around commons and on the editorial pages of British newspapers as Churchill defended his program.

The British leader was holding firm—refusing cabinet modification or any step that would even look like an admission that the Churchill government was a flop at handling the war.

Criticism of Churchill was far less bitter than that which was directed at Chamberlain, but it was still far stronger than anything which had previously been leveled at him.

Much of it came from Leslie Hore-Belisha, deposed minister of war. And Churchill turned on this former cabinet member and practically told him to hold his tongue and to recall that the war ministry was in a "lamentable condition" when he laid it down.

Summing up the Crete disaster, he laid it to inadequate control of the air, said the battle was "worth having fought," that it cost the Germans a major effort, and resulted in the loss of 17,000 men and 180 planes, not to mention many surface ships.

Answering the "why" of not enough planes, he said "they were not to be had" unless Britain had been willing to denude the island itself, and that he did not believe it a good policy to try to be safe everywhere at the cost of being strong nowhere.

IRISH:
Anomaly

The Irish Free State, having denied President Roosevelt's request that it furnish this country with landing spots for ships bearing aid to Britain, also air and sea bases generally, found itself more and more in an anomalous position—at a stone's throw from Britain at war, and yet neither an aide of Britain or Germany.

Irish cities were being bombed by Germany.

The Washington MERRY-GO-ROUND

DREW PEARSON & ROBERT ALLEN

Washington, D. C.

GASLESS SUNDAYS

It begins to look as if gasless Sundays might not be so necessary after all—if certain bare-knuckle reforms in the oil industry are put through by new National Oil Administrator Ickes. For instance, the tanker system.

When an oil tanker comes from the Gulf of Mexico up the East coast, it may stop at Charleston to discharge part of its oil, then at Norfolk, then at Baltimore. It discharges a certain amount at each port where its company distributes or refines oil.

Simultaneously, a tanker belonging to another company will stop off at exactly the same ports. Thus the tankers of three or even four different companies may be feeding the same cities at the same time.

If, on the other hand, one company served one section of the country, or if one tanker delivered oil to all the companies in each port instead of only to its own, distribution would be measurably speeded.

Also, there are four different types of high octane gasoline being refined in the United States. All these varieties are not particularly necessary, one type being sufficient during the emergency. Concentration on only one type of high octane gas also would considerably increase gasoline output and distribution.

There is plenty of oil in the U. S. A.; it is only a matter of refining and distribution.

Note — The anti-trust laws have prevented the oil companies from cutting competition of this kind, but the government oil administrator should be able to do what the oil companies can't.

But LaGuardia, who made his own terms when he took his defense post, is still in charge of national morale.

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SECRECY OF CONVOYS

Most people don't realize it, but the contents of almost every ship leaving the United States for England is known to Nazi Germany. However, learning just when the shipment will reach England and the route it will take, is another matter.

Getting information regarding the departure of supply ships to England is relatively simple. All Nazi agents have to do is go down to the waterfront to watch the loading of British ships. The type of goods being loaded cannot be readily concealed.

Or if an American vessel is loading for the Red Sea, the papers signed by the crew must disclose the port of destination. This is required by law, so that a seaman may know where he is going, and because extra insurance and sometimes extra wages are paid if the ship enters certain areas.

Once a British ship is loaded, however, the utmost secrecy is imposed on its route and time of departure. Usually the ship hugs the shore as far north as the Canadian port of Halifax. There it may wait for days or even two or three weeks for a convoy to be made up.

When it finally leaves for the hazardous voyage across the Atlantic, orders are given to the ship's master by hand. Nothing is trusted to radio. A small boat puts out from the commander of the convoy, carrying sealed orders to the master of each vessel.

No other orders are given, and no radio messages are exchanged during the trip except in case of attack, because radio messages might be picked up by Nazi patrol planes.

Note—American ships, on the other hand, follow a regular, well-advertised course and constantly send out radio messages informing the world of their position.

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MERRY-GO-ROUND

Supporting the plan of Chief of Staff Marshall to lower the age of army commanders, war department officials quote the late Justice Oliver Wendell Holmes, who fought in the Civil war. To Lady Pollock, during the Spanish-American war, he wrote: "A general of 45 and a private of 30 are old men."

The commerce department has set up a separate British empire unit, headed by W. Walton Butterworth, former state department official in London. His job is to establish closer commercial ties with British dominions and colonies.

After Gen. Allen Gullion, the army's efficient judge advocate general, appeared in the comic strip "Hap Hopper," he received a letter from an old boyhood chum saying: "I have been wondering where you were for 40 years, and now at last I've located you through the funny papers."

Twenty-six years ago Assistant Secretary of the Navy Franklin Roosevelt toted a friend's baby son around the old Poughkeepsie, N. Y., Savings bank, much to the amusement of Judge John E. Mack, who later nominated FDR for President. The other day, on the anniversary of the incident, the baby—Charles Durant Maines of Flint, Mich.—was inducted into the army.

Rural Electrification Administrator Harry Slattery is proud of having strung up wires in Alaska and the Virgin Islands. Also, he is making a survey in Puerto Rico.

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Cruel Conqueror

The conqueror is not so much pleased by entering into open gates as by forcing his way. He desires not the fields to be cultivated by the patient husbandman; he would have them laid waste by sword and fire. It would be his shame to go by a way already opened.—Lucan.

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

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He that has daughters to marry let him give them silk to spin.

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Inwardly Borne

Great joys, like great griefs, are silent.—Marmion.

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FAMOUS ALGERIAN ROOM
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