

WEEKLY NEWS ANALYSIS

By Edward C. Wayne

Japan and Axis Powers Sign Pact; Britain's Navy Backs 'Free French' In Attack on Dakar, West Africa; 77 English Refugee Children Drown

(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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"Eventually, why not now," seems to be the slogan of these men of military age that recently swamped the New York city U. S. army recruiting offices. This line of would-be doughboys, desirous of getting into the army before the draft blows them in, reached away around a city block. Crowds like this have been applying for enlistment for the past few weeks and officials are of the opinion that volunteers may make up the first quota of 400,000 men required under the conscription law, without resort to the nationwide draft.

(For further news of the draft see: DEFENSE, Conscription.)

THE WAR:

New Fronts

A united front of Germany, Italy and Japan became a reality as these three nations signed a pact in Berlin in which they proclaimed to the world a new political, economic and military treaty providing for an interchange of assistance in case any other nation enters the European war.

Military experts were quick to say that this pact was aimed at the United States for it is believed by many that this country's policy of aid to Great Britain has disturbed the axis powers and Japan is none too pleased with the friendly American attitude toward China.

Under terms of the treaty signed in the presence of Adolf Hitler, Germany and Italy are recognized as the powers of the "new order" in Europe and Japan is to be the leader of a "new order" in "Greater Asia."

Day before this pact was signed the United States government had cut off scrap iron shipments to Japan.

French Trouble

Battle broke out in two new sectors and France was engaged in both. Technically it is not war. But to the soldiers and sailors killed it made little difference.

Gen. Charles de Gaulle, leader of the "Free French Committee" which, from offices in London, is opposing the Petain cabinet, led an expedition against Dakar, Senegal, in French West Africa. Many African states controlled by France already had pledged allegiance to De Gaulle. In Senegal, De Gaulle said, there had been infiltration of Germans and Italians who sought to seize the air station. The air station is important. It is the hopping off place for Brazil, 1,700 miles across the south Atlantic—much closer to Latin America than New York.

De Gaulle expected quick victory. French warships under his command, however, were beaten off by Petain warships already in the port. But British naval forces backed up the French and a first class battle ensued. The British indicated they will land troops to hold the country.

In reprisal Petain planes bombed Gibraltar.

Indo-China

French Indo-China also was under assault—in this scene by Japanese. The Tokyo government sought military privileges ostensibly to attack China through the back door, but in reality to extend their Asian influence. An ultimatum brought them results. But the Japanese Canton army attacked nevertheless, and began an invasion.

In Europe

German radios continued to thunder that Nazi legions would invade England. "We are coming," said the broadcasts aimed at the British Isles.

Louder than the radios, however, was the rumble of bombs over London as well as other interior towns.

New Leader



Here is Rep. John W. McCormack of Boston, Mass., just elected to the position of Democratic floor leader of the house of representatives. An ardent New Dealer, he succeeds Rep. Sam Rayburn, recently elevated to speaker of the house, following the death of William B. Bankhead.

CENSUS: Smallest Gain

Besides you there are 131,409,880 of us in the United States, as of April 1. You have the word of the United States census bureau for it, and they counted noses. But the rise in population during the last 10 years was only 7 per cent, the lowest on record. In the decade between 1920 and 1930, the percentage of increase was 16.1.

Decline in the birth rate and a virtual stoppage of immigration is given as the reason. William L. Austin, director of the census, viewed the situation with concern, as did students of population trends. Some have figured that by 1970 there will be 150,000,000 in the United States and after that, unless something unforeseen occurs, the drift will be downward.

RADIO: New Numbers

The Federal Communications commission announced that 777 out of 882 radio stations in the U. S. will change frequencies on or about December 1. The rearrangement comes through agreement entered into by the United States, Cuba, Mexico and Canada, in order to eliminate international interference. Radio receivers of the push button type will need adjustment to the new numbers. For the metropolitan centers the reception will not be altered greatly, but it will make quite an improvement in the rural areas, FCC officials claim.

In the new setup, United States stations now operating between 740 and 780 kilocycles will move up 10 kilocycles; stations between 790 and 870 will move up 20; stations between 880 and 1,450 will move up 30; clear-channel stations will shift from 1,460-1,490 to 1,500-1,530; local stations now on 1,500 will move down to 1,490. Stations now between 550 and 720 will remain unchanged.

PIE IN THE SKY: But No Automobiles

Two years ago, Dr. Robert Ley, head of the German labor front, promised to put an automobile in every worker's garage. Some 200,000 workers began contributing \$2 weekly toward the \$396 purchase price, which later was raised to \$467. But there will be no automobiles. Both unfinished factories and contributions have been turned over to war use.

Ley now is offering a new plan. After the war, he told German workers, wages for 10 years will be divided into "free" and "tied" parts. The "tied" parts will revert to the government and workers will get not only automobiles, but homes and other things the government thinks is good for them. He also said there will be no more forced labor and everyone will have a weekly vacation from Saturday noon to Monday morning.

SCIENCE: New Process

John Henry Walthall, 40-year-old scientist with the TVA, has discovered a method of abstracting aluminum from common clay. Aluminum is now derived from bauxite, found domestically chiefly in Arkansas, but imported in huge quantities from Dutch Guiana. The TVA said the discovery will make the U. S. virtually independent of foreign sources.

MISCELLANY:

Mrs. Stanley Beggs, 46, of Lyndhurst, N. J., was arrested by FBI agents charged with demanding \$50,000 from Miss Helen Clay Frick, heiress of the late steel millionaire. A bill fixing penalties for peacetime sabotage in defense industries has been passed by the senate and sent to the house.

Washington Digest

Wasted Campaign Funds Result From Limitations of Hatch Act

National Committees Lose Control Over Expenditures; Willkie's Voice Holds Key to Success in His Presidential Campaign.

By CARTER FIELD
(Released by Western Newspaper Union.)
WASHINGTON.—The original idea of the Hatch act was magnificent. There can be no doubt about it. All the arguments against it at the time of its passage were lame—obviously so. For example, the plea of Sen. Alben W. Barkley of Kentucky that if federal employees could not be used by federal candidates, whereas state employees were not restrained, it would be tough on the federal candidates!

Barkley was the target of cartoonists and editorial writers all over the country regardless of party. What was bothering the Kentucky senator, of course, was that he was in a tough fight for renomination at the time in the Democratic senatorial primary. His opponent was the then governor of Kentucky, "Happy" A. B. Chandler.

Barkley was renominated and re-elected, and Chandler later got into the senate also, following the death of Senator Logan, so that particular



ALBEN W. BARKLEY

"crisis" has passed. Incidentally Chandler and Barkley are now good friends. Neither one has anything to lose by being friendly with the other.

But when congress came along this spring and amended the Hatch act by its various limitations, it really opened the door to the craziest sort of presidential campaign in the country's history, so far as the financing on both sides is concerned.

'Necessary Expenditures' Raise Many Questions

For instance, the limitation on the national committee of each party is \$3,000,000 of expenditures. That sounds like a lot of money. It is. But then bobs up the old notion of the politicians that certain expenditures simply must be made.

Literature, for example—pamphlets and leaflets, streamers, windshield stickers and buttons. Does the distribution of any one of these, or all of them, change any votes? Nobody really knows, but the average politician thinks it would be simply murder to stop furnishing them.

Then there is the question of advertising, not only in regular newspapers, but in magazines, special programs of groups which think they merit recognition, billboards, street car ads, etc.

One of the big committees has not allowed a nickel of its budget for any one of the above! No committee of any party ever thought it had one-tenth as much money as should be spent on every one of these items.

Then there is the foreign language press, and the Negro press. Both parties in the past have always subsidized them to a perfectly absurd degree.

Money Spent Outside Scope of Hatch Act

So far one might think, studying this situation, that the Hatch act limitation, with a few possible exceptions, such as honest advertising, is a blessing in disguise. Incidentally, for some reason which has always been a mystery to the writer, the country seemed to take the position, some years back, that spending a lot of money on newspaper advertising for political purposes was a wicked thing.

Remember Truman H. Newbury of Michigan who was elected to the senate, and then pilloried because more than \$300,000 had been spent to nominate and elect him? He was almost expelled from the senate, and felt so chagrined at the result that he subsequently resigned. Incidentally every senator who voted

against expelling him found himself the target on that issue next time he came up for re-election.

Well, the fact is that most of the money spent for Newbury was spent on newspaper advertising!

But the joker of the whole situation—at present is the way both major parties are benefiting from huge expenditures OUTSIDE the scope of the national committees, and beyond the reach of the Hatch act. Probably, on the whole, more money is being wasted this year on foolish campaign spending than ever before because there is no one power which can control ALL the spending on either side.

Willkie's Bad Throat Threatens Campaign

Leaving out the possibility that President Roosevelt may make some move in connection with the war; which would turn everything in the presidential campaign topsyturvy, the most important thing to watch is Wendell Willkie's voice. The big question is whether that bad throat of his can stand the ordeal he had planned.

If Willkie can make the sort of campaign those who knew him had visualized, he might be able to work wonders. The man has magnetism. He has the faculty of winning any small group to whom he talks, and this goes for crowds up to 500 and 600, to a degree possessed by few political figures.

No one had thought, much less Willkie himself, that he would not be able to stand the physical strain of the campaign. Willkie has been making two or three speeches a week for a long time, especially in the period immediately preceding the Philadelphia convention.

But making one speech a day, even, to a crowd of 500 to 1,000, is one thing. Making TEN speeches a day from the rear end of a railroad train, with a monster meeting every few days, probably on a national hookup for radio, is quite another. There are mighty few men who can do that. There are lots of men who think they could do it, but would not be able to talk above a whisper a week or two after they started.

The big possibility in this campaign, always leaving out war move eventualities, is whether Willkie can do it.

If he cannot, he will lose the biggest vote-getting magnet in his bag of tricks. It is the personal touch of the smaller meetings that is Willkie's magic. It is not the big formal speeches that are broadcast over the land.

Stamp Speeches Hard on Voice

Both are vital, but it is UNTHINKABLE that he should not make the big speeches. So if one or the other line of attack must be given up because of throat trouble, it will be the little rear end of the train speeches that must be sacrificed.

There is nothing new about this development, except that for some reason some of his friends thought Willkie's throat could not stand any amount of use. For example, in the 1924 campaign John W. Davis was the nominee of the Democrats for the presidency, and he attempted a nation-wide stumping tour. Davis had been in congress. He had been solicitor general of the United States. He had been and still is regarded as one of the really great orators of the country.

But how his throat did crack! He was obliged to get a throat specialist to travel with him, but even with expert medical aid he was unable to do anything like the job he had mapped out for himself, a job he had been confident of his ability to perform.

Some people think that the amplifiers solved the problem of this strain on the throat. Most emphatically they have not. Any one who listened to the broadcast of the two national conventions, where the amplifiers were magnificent, knows that some voices were clear and loud, some muffled and hard to understand. A man speaking into a microphone for amplifiers in a big hall, where the audience must hear, is almost forced to strain his voice, although a man speaking into a microphone in a radio studio can read along in a perfectly natural voice, without straining.

Speaking in the open air, as rear end train speakers must, is even harder on the voice than speaking in a convention hall.

SPEAKING OF SPORTS

By ROBERT McSHANE

Released by Western Newspaper Union

WHEN the 1940 gridiron wars have ended, fans of the Big Ten conference will be able to look back on a season as thrilling as any in the history of the Western circuit.

That prophecy doesn't require the services of a soothsayer. It's as inevitable as a hangover. There are too many evenly matched teams to afford anything but a maximum of excitement, upset dope and ruined calculations. The decision of the University of Chicago to forsake football has led to a better balance within the conference. No team this year will romp over Chicago for a pathetically easy victory and another meaningless mark in the win column. They'll fight for every victory.

Early season dope has Ohio in first place, closely followed by Indiana, Michigan and Minnesota. Northwestern and Iowa may double-cross the experts, Illinois can cause plenty of trouble and Purdue and Wisconsin have their quota of howling adherents.

Buckeyes Well Balanced

The Buckeyes from Ohio State have excellent balance—a veteran, well-oiled, smooth performing backfield and a rugged, wall-like line. In addition, they have an individual star who ranks with the nation's greatest—Don Scott, rangy 210-pound quarterback who can kick, pass, run and block. Last year Scott was teamed with left half Jim Strausbaugh, right half Frank Zad-



TOMMY HARMON

worney and fullback Jim Langhurst. The combination easily was the best in the Middle West.

Coach Bo McMillin's Indiana team is a definite championship threat. In Hurlin' Hal Hersh the Hoosiers have one of the ablest forward passers in the business. They also have 10 other experienced backs, four veteran ends, five experienced tackles and six guards and two centers who won their spurs in 1939. However, Indiana faces Nebraska, Iowa, Northwestern and Ohio State on consecutive week-ends. That schedule may lick the Hoosiers.

The Two-Man Gang

Tommy Harmon and Forest Evashevski, Michigan's Two-Man Gang, are the mainstays in the Wolverines' bid for conference laurels. Their schedule calls for conference games with Illinois, Minnesota, Northwestern and Ohio State. One thing in Michigan's favor is the veteran talent available for both ends, both guards and center. John Nicholson and Ed Fruitig will be on the flanks, Bob Fritz and Milo Sukup at guards and Bob Ingalls at center.

Minnesota relies on power again this fall with two new boys regarded as more than helpful additions. They are Dick Wildung, 210-pound tackle, and Leo von Sistine at end. Though graduation caused severe losses, Minnesota's backfield is in fine shape. George Franck and Bruce Smith will awaken deep respect.

Tough Schedule for Iowa

Iowa's tough schedule tests the ability of Coach Eddie Anderson's three stalwarts, Right Tackle Mike Enich, Quarterback Al Coupee and Fullback Ray Murphy. Murphy is expected to be the offensive sensation of a Hawkeye team which will meet Indiana, Wisconsin, Purdue, Illinois, Minnesota, Notre Dame and Nebraska. It is improbable that Iowa will duplicate last year's showing of six victories, a tie and a defeat—the schedule is against it.

Northwestern may be the conference dark horse. Loaded with backfield power, the offense likely will be offset by lack of experience in the line. Here, too, there is the matter of a tough schedule. In addition to six Big Ten games, the Wildcats clash with Syracuse and Notre Dame.

Wisconsin, Purdue and Illinois were hard hit by graduation. Much of their success depends upon the development of reserves. However, it's safe to say that they will ambush more than one of the first division teams.



GENERAL HUGH S. JOHNSON SAYS:

Released by Western Newspaper Union

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 helterskelter 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 ever 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 renounce that with a railroad monopoly. Something ought to be done about this tomorrow.