

WEEKLY NEWS ANALYSIS

By Edward C. Wayne

U. S. 'Aid-to-Britain' Shipping Losses Brings Convoy Issue Into Open Debate; 45,000 British Soldiers Are Saved As Nazis Complete Balkan Campaign

(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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CONVOY:

Argument

The anti-convoy and pro-convoy fight in the senate picked up when the Tobey and Nye resolutions were given formal consideration in committee.

Both resolutions were defeated in committee, but only by a vote of 13-10, and this showed what strength the non-interventionists had gained. The resolution would have tied the President's hands most effectively, in the question of using the American navy to protect shipments to Britain and other defending democracies.

Both would have demanded that the President get congressional approval for any conveying that might be done, and pledged congress to give or withhold it within 14 days.

This would have slowed the pace of the naval commander-in-chief to a walk. There was little repetition, however, of the charges that conveying already was being done.

Senator Nye, in some of his speeches, began to give figures of U. S. losses of equipment en route

GREEK:

Bill Presented

The debacle in Greece seemed to be "small potatoes" as far as men and munitions were concerned, as compared with Dunquerque, but the pattern turned out to be almost identical.

There was little question but that the fighting had been as hard at one place as at the other, with probably more successful work done by the British in Greece than they did in France. It seemed that the Greeks were better co-operators than the French, whose morale was utterly shot long before the British began to fall back, and had to contend with clogged roads and fleeing millions.

But Churchill let the commons have the "Greek bill" of expenses as soon as he knew what it was, and announced he would permit a full debate on this motion:

A vote of confidence in the conduct of the war by the British government—and a vote of approval on the giving of aid to the Greeks.

Churchill said the British had put 80,000 soldiers into Greece, including

Mother of '41



Mrs. Dena Shelby Diehl of Danville, Ky., by marriage a great-great granddaughter of Isaac Shelby, Revolutionary war hero and first governor of Kentucky, is the American Mother of 1941. She was extended this honor by the American Mothers' committee of the Golden Rule foundation, which annually sponsors the American Mother. Cited as being "representative of the best there is in motherhood," Mrs. Diehl is the mother of four grown children—all girls.

'COPPERHEADS': And FDR

The "Lone Eagle," Charles Augustus Lindbergh, once more landed on Page One as the first American news story.

Lindbergh, who had first associated himself with the non-interventionists and later with advocates of the theory that British victory was impossible and German victory certain, carried his views to the American public until finally President Roosevelt took cognizance of them in a press conference, mentioning Lindbergh by name and in no complimentary terms.

Lindbergh countered by resigning his commission in the air corps reserve, and accompanied it with a personal letter to the President which he released to the press as soon as it was written, and long before the President received it.

The war department accepted the resignation. The President received the letter. Lindbergh received from Presidential Secretary Early the hint that perhaps he would like also to return to Hitler a decoration he had received from Der Fuehrer some years back.

The open controversy had its backers on both sides, both public and private. The non-interventionists immediately made of Lindbergh a martyr, and at a subsequent public meeting, Senator Nye, leader of the "keep out of war" bloc in the senate, along with Senator Wheeler, made capital of the incident by addressing his hearers as "fellow-Copperheads."

The copperhead reference was President Roosevelt's, used in the press conference and Lindbergh. Lindbergh's name was cheered to the echo at each of these meetings, and the leaders of the movement were quick to seize on him as a martyr.

Opponents of Lindbergh's attitude were glad he resigned his commission but took the stand that he ought to be silenced and deported, in fact there were few limits in the suggestions that emanated from various sources backing up the President in his questioning of the flier's patriotism.

Along came the Hugh Johnson incident to fan the flames and to give the anti-administration movement more stature. General Johnson, holding, like Lindbergh, a reserve army commission, was denied a re-appointment by the President. Johnson had been authoring an anti-administration column which had been widely distributed in the press.

He, a former New Dealer and a former head of the NRA in the early Roosevelt days, had been busy in anti-administration circles, mostly in magazines, prior to the last election, and had continued with a newspaper column.

The army had certified Johnson for reappointment, so in refusing to allow the commission to go out, the President went against his army chiefs' advice, and further stated that as there was no likelihood of Johnson's actively serving, he wanted to spare the commission for somebody that would.

Lindbergh, in his letter to the President resigning, had made quite a point of the fact that as an inactive army officer, he had felt permitted to use the freedom of speech in attacking the administration's foreign policy, but that if the President was going to impugn his patriotism—why then he was going to resign.

Washington Digest

Rural Boys 'Make Good' As President's Advisers

Harry Hopkins and Leon Henderson Have FDR's Confidence in Policies Vital To U. S. Welfare.

By BAUKHAGE

National Farm and Home Hour Commentator.

(WNU Service, 1345 H. Street N. W., Washington, D. C.)

WASHINGTON.—America faces its second crisis under Roosevelt. Whether America knows it or not—and by the time this reaches print the last doubt may be removed—the President knows it now. The first crisis was the peak of the economic panic. The present one is the valley of allied fortunes.

The WPA and the NRA were two of the institutions which the President created to meet our economic problems in 1933. Since then many an outstanding member of the New Deal palace guard has had his hour to strut and fret upon the stage and then be heard no more. General Johnson and his blue eagle—now a mere columnist; Donald Richberg, his successor, back with his law books; the professors, Raymond Moley, once in the state department, today behind an editorial desk in the seat of the scorned, and Rexford Guy Tugwell, still loyal, but silent, a partner of industry. We might go on.

But two men, one a veteran of NRA, another of WPA, have been chosen to sit at the right and left hands of the Chief in crisis II: Harry Hopkins, head of the program



HARRY HOPKINS

under the lend-lease law, and Leon Henderson, officer of price administration and civilian supply.

The two men are alike in few characteristics except that both were poor farm boys, both have a New Deal slant on life, and neither has much interest in the art of a Fifth avenue tailor.

There is no doubt that the defense program, if we must still use that euphemistic label for this anything but negative undertaking, has passed out of the joint power of the dollar-a-year men and into control of these two staunch supporters of the Roosevelt administration.

The rise of Harry Hopkins' influence has been steady, interrupted only by periods of ill-health. His relationship with the President started from a sympathy of viewpoint concerning the duty of government toward its underprivileged. It has grown into an intimate friendship, bastioned by propinquity that comes from sharing the same roof and many leisure hours, before nine in the morning and after six at night, since May of last year.

That was when Hitler's blitz across the low countries showed the President that the possibility of peaceful intervention in the cause of democracy in Europe was over. In his despair, he called his friend to the White House for a week-end of comfort and counsel. Hopkins has been there ever since.

Perhaps the barefoot boy driving a neighbor's cows up a dusty lane some four decades ago dreamed of the White House—every boy has a chance to be President we know. But how many boys dream of being a President's chief advisor and bossing seven billion dollars' worth of supplies for democracy?

Harry's father was a harness maker. He had a harness shop in Grinnell, Iowa, and it was in Iowa because Mrs. Hopkins was ambitious for her children and there was a college there. Harry earned some nickels and dimes herding cows, and then worked in the shop. Later he worked his way through college. Money never meant much to him. He never handled much of his own. But he has bossed millions for other people—in the Red Cross

during the World war, with the Association for the Improvement of the Poor in New York, where he got to know Governor Roosevelt, and then with the relief organization of the federal government.

Hopkins, lean, slight, amiable, grew up with the New Deal.

So did Leon Henderson but he reached the inner circle by a more roundabout way. He is thick-set and dynamic and he blustered into the confidence of General Johnson in the NRA, as an economist who could punctuate his theories with the salty expletives that appealed to Old Iron Pants.

When the blue eagle folded its wings, Henderson plowed his own furrow and got out of the way when he was not needed but always managed to bob up when he had a chance to say something important. He predicted the "bust" as he called it—the slump of 1937. In 1938 he warned against price rises. He kept warning. Prices went up. Now he is czar over prices.

Like Hopkins, Henderson worked his way through college. Like him, too, the jobs he has held since his maturity were all outside the marts of trade and commerce.

These two self-made rural boys see the same dreams of America when they look out of the White House windows side by side with the Hyde Park Squire.

Early Morning In a Nation's Capital

Six o'clock in the morning.

From a Saturday to a Monday spring changed to summer in Washington, buds turned to blooms and bare branches burst out into full-leaved green.

In a city, the first walk under this newly spread canopy of green is a strange delight. There is nothing quite like it. Leafy curtains shut out the harsh, cold stone and steel about you as a drawn shade shuts out the night from a lamp-lit room.

Washington does not wake early. At six in the morning there are so few people on the streets that the folks you pass seem as friendly as a neighbor you meet on a lonely lane. The red and green traffic lights still have their eyes closed and only the yellow bulbs blink sleepily at you as they have all night. But these days the sun is well up and as you walk west to east the light strikes you square in the eyes. It always reminds me of a prairie town and that always reminds me of how I was reminded of my prairie town when we used to be marching eastward in the dawn of a murky French morning when the sun suddenly burst on us and made us long for the old, wide-brimmed campaign hat instead of the little cloth rag of an overseas cap. You don't see many campaign hats any more.

As I came down the avenue this morning almost-empty buses passed me. I saw a colored man watering a pathetic little patch of lawn in front of his two-story cottage. The rest of the family were still asleep, the bedroom windows were open. I saw an old-fashioned ornate oil lamp in one.

All rooms seem to be bedrooms in Washington. The fine old residences are turned into rooming houses—many of them—and early in the morning the windows are open. In an hour thousands of government workers will be hurriedly dressing behind carelessly drawn shades, then jamming the now-empty buses with all the roomy comfort of steers in a cattle-car.

Between old, transmogrified residences rise the new apartments. Here and there are a few that sprang into being when 1917 filled the city with war workers.

They are frequently impressive looking on the outside, built to suggest a French chateau. Inside, tiny little boxes of rooms with low ceilings that the third floor windows can hardly see over the stills of the second floor of the residences next door.

But the modern apartments that are springing up like dandelions these days do not go in for French facades. They are the same boxes in walls with plenty of glass, the whole entrance is glass. They look too much like modern Moscow to please my old-fashioned eyes.

Expect Rise in Air Accidents

Personnel Expansion Cited As Army Officers Are Told to Give Facts.

WASHINGTON.—The lowering of the average experience of the pilots now training for the army air corps will result in an increase in the rate of flying accidents, because of the greater number of men involved and the risks in training for modern aerial combat, the war department announced in an explanation of recent accidents to army planes.

The proficiency of the air corps pilots and the condition of the army planes and ground equipment are not measured by the number of such accidents, but rather by the accident rate, officials stated.

"In 1940, army airplanes were flown more than 900,000 hours as compared with about 77,000 hours in 1921, but the percentage of accidents in 1940 was far below that of two decades ago," the war department said.

Give Public Facts.

The announcement came as Henry L. Stimson, secretary of war, met with 150 army public relations officers whom Maj. Gen. Robert C. Richardson Jr., head of the war department public relations section, had called in from all parts of the country to discuss publicity policy and problems.

The secretary told the officers that the success of the army's program depended upon its morale, which in turn depended upon the morale of the people at home who supported it, and he warned against the feeling of disillusionment which would spread if these people felt they were being deceived.

"Nothing can undermine this morale, both of the army and of the people behind it, so rapidly and so thoroughly as the feeling that they are being deceived," he said, "that they are being given the real facts about their progress and the progress of the cause which they are preparing to defend."

The war department report on accidents did not reveal any precise figures as to the number of accidents, but merely gave percentages covering the various reasons causing them.

"The detailed data on accidents maintained by the air corps indicate that personnel errors still account for 80 out of every 100 mishaps of all kinds, fatal as well as those which result in no injury to persons and only slight damage to property," the report stated. "Mechanical failure or defects in airplanes and equipment caused but 14 per cent of all accidents and less than 6 per cent of these were due to miscellaneous and undetermined causes."

Personnel Errors Blamed.

As to the fatal accidents, in which one or more persons were killed, during 1940 77 per cent were due to personnel errors, while but 4 per cent were caused by faulty material and 19 per cent were chargeable to miscellaneous and undetermined factors, the war department said.

The war department pointed out that because of the great expansion of the air corps in the last two years, the proportion of experienced flying instructors and commanders of combat units had been greatly reduced contributing to a higher accident rate.

In closing the report warned the public to be prepared for further increase in the number of accidents.

"At the same time a warning is sounded that in view of the great increase in the amount of flying there will be a proportionate increase in the number of accidents, fatal and otherwise, with which the air corps and the public will be confronted," the war department concluded.

Captures German Spy;

Credit Goes to Films

LONDON.—Hollywood can now boast of having helped in capturing an escaped German prisoner of war.

Wearing gray flannel trousers, sports jacket and a check cap, the escaped prisoner boarded a bus traveling between Gainsborough and Sheffield, and asked the conductor for a return ticket to Sheffield.

But on receiving the ticket he forgot himself and clicked his heels and bowed, as so many Hollywood films have portrayed the typical German in uniform.

Conductor Colin Spittle, an ardent film fan, having already been warned that there was an escaped German prisoner at large in the district, informed his driver.

Apparently taking no further interest in his passengers, and continuing with his job, Spittle took no action until his driver pulled up alongside a policeman.

Rivets Eliminated By Latest Process

May Prevent Bottleneck in Plane Production.

DETROIT.—Development of a new high-speed process for aluminum sheet welding which may prevent a bottleneck forming in plane production has been announced by a welding company.

Tests on duraluminum strips similar to aircraft fuselage disclosed that the new machine produced a spot weld twice as strong as required under government specifications for rivets in 1-300th of a second, a spokesman said.

It was asserted that the new welder, embodying principles long sought by aircraft companies as a short-cut in the tedious process of drilling, placing and clinching rivets, could replace with welds virtually all the 450,000 rivets in a four-engined bomber. Adaptations make it usable in virtually every part of an airplane assembly.

Other concerns have announced development of duraluminum welding processes which could be adapted to some sections of a bomber, but would not replace rivets entirely.

If plane manufacturers find the welder acceptable, engineers said it was possible that the time needed for bomber production would be cut in half.

The weld is accomplished by a "pulsating" direct electric current of about 25,000 amperes at about seven volts, the makers said. The inventors said that the product was free from cracks and blowholes and did not vary much more than 5 per cent from a stress test of 475 pounds a square inch for rivets.

The "treated" alternating current is shot through duraluminum strips to form a spot weld so swiftly that delicate recording machines cannot catch it, it is asserted.

Airplane Manufacturer

Builds Bomb Shelters

LONG BEACH, CALIF.—Bomb-proof shelters for workmen . . . Underground vaults for storing materials . . .

And a huge plant with no windows at all and a new device on the doors to prevent light from seeping out . . .

That's the new \$12,000,000 Douglas "blackout" plant at Long Beach now under construction under a speedup program to accelerate the southern California production of war planes.

The factory, comprising 11 buildings on a 200-acre site, will incorporate every defense feature. Besides the bomb shelters and the vaults and the absence of windows, the plant will be so constructed and painted that it will blend with the landscape so that it will be exceptionally hard to find by an enemy in the air.

Even the transformers from which will come the electric power for the new plant are built far underground.

Large crews are working day and night, rushing construction of the plant which, as soon as it is finished, will go into production of bombers and transports for the United States army and navy and the RAF. The plant may be ready for operation by midsummer.

Skipper Tells How Nazis

Bombed Ship With Duds

AN EAST COAST CANADIAN PORT.—How his ship was bombed by German airplanes, but escaped damage when the explosives proved to be duds, was told here by an Atlantic skipper.

"Lucky? Maybe it was," the skipper observed. "Somehow, I can't help thinking that those dud bombs indicate something more than that. Could it be that our friends in Nazi-occupied territories are doing their part? Two phony bombs at one time is more than passing strange."

Three times bombers dived at the ship, he said, while the ship's crew blazed away with a rapid-firing cannon.

Nine bombs fell. Two struck the ship. One dented the steel deck to a depth of almost two feet—then it bounced into the sea. The captain showed a fin from a 500-pounder to back up his story.

Nickel-Minting Passes

The 2,000,000,000 Mark

WASHINGTON.—The minting of nickels has passed the 2,000,000,000 mark.

Nellie Taylor Ross, director of the mint, made this announcement in connection with the celebration by numismatists of the seventy-fifth anniversary of the five-cent piece. The present Jefferson nickel, of which 453,314,458 have been struck off already, is the fourth nickel.

When congress authorized the coin in 1866, the first nickel bore a shield design. Then came the liberty nickel, and then the buffalo nickel. The Jefferson nickel started coming out of the mints October 1, 1938.



SENATOR NYE

His bill: 40% loss, at sea.



WINSTON CHURCHILL

His bill: 3,000 killed in Greece.

to Britain by sea, and said that these ranged from 40 per cent to more than half. He then quoted a high defense official as saying, "they were nowhere near 40 per cent and were getting less constantly."

However, it was still apparent that Britain preferred to send American aircraft across the ocean by air rather than on the water, and the President backed up this effort by announcing he was asking for a survey to get all the commercial air transports possible, presumably to ferry the pilots back and forth who were in the transatlantic shipping of warplanes to Britain.

That this was a big industry and getting bigger was seen by the new revelations of the prices being paid to American pilots for doing the ferrying. Some of these salaries were quoted at \$1,500 a trip, which didn't seem so much, but it was a good deal for a day's flying, and some of the bombers were making it in 12 hours.

Of course, there was the wait before you got back to earn another \$1,500, but the pilots were getting astronomical "waiting salaries" as well. But there were signs that as American production was stepped up, this business was beginning to get out of hand, and that there was a woeful shortage of planes capable of bringing the pilots back to America.

There also was revealed another British immediate request for a quantity of mosquito torpedo boats, and also the fact that American supply was short, for Secretary Knox said, "We'll let them have some, and more as we finish them up."

Highlights

. . . in the news

Washington: President Roosevelt himself opened the government's multi-billion dollar defense savings campaign by buying the first bond himself. The ceremony was broadcast from coast to coast.

New York: Jesse Jones announced that the government debt would go to 90 billions, and that America, which had no sacrifices as yet, would be making them "and plenty of them."

London: Belgian circles reported that Germany is holding 128,000 Belgians prisoners of war.