

WEEKLY NEWS ANALYSIS

By Edward C. Wayne

Landing of Naval Forces in Iceland Brings Speculation on Future Moves Of U. S. in Setting Up Defense Bases; Shaded Communiques Dim War Picture

(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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Dr. J. C. McCracken, superintendent of the American Hospital for Refugees in Shanghai, China, is pictured with two of his charges from the baby clinic. The children seem to be thriving on meals made up of uncracked wheat, which they consider a luxury. The Red Cross bags are then cut up and used for making clothes for the children.

ICELAND: A Move

The sudden step which President Roosevelt took in ordering the occupation of Iceland by American naval forces, and the plan to thus relieve the British in the handling of that distant adjunct of the occupied Danish kingdom not only clarified the present foreign policy but brought repercussions on both sides of the Atlantic.

These were both favorable and unfavorable to the move, the British hailing it with obvious delight as "putting teeth" and definiteness into the U. S. policy of insuring arrival of lease-lend aid and the fullest cooperation short of war with Britain.

The Axis powers, as were to be expected, were quoted variously as vigorously opposing such action which, apparently, they did not learn of until it was an accomplished fact. The Germans said the U. S. now had troops "in the war zone" and could expect results; the Italians called it a "provocative" step; and the Japanese called it "a de facto American entry into the war."

These sentiments were echoed on this side of the water by the chief opponents of the administration, Senator Wheeler not only being outspoken against it, but drawing White House fire for having announced the rumored objective before it took place, thus, according to a White House secretarial statement, "jeopardizing American lives."

More interesting were the speculations concerning future moves, the Nazi sources recalling in their comment on the President's action the fact that he had spoken previously of the strategic import, from a Western hemisphere viewpoint, of the Azores, the Cape Verde islands, and Dakar, African port.

The President also made clear that geographical definitions of the Western hemisphere, as far as he is concerned, do not make much difference, and that when one is defending a certain section of the globe, it is more important to "out-guess the other fellow" than to draw geographical limitations on your activities.

RUSSIANS: A Picture

Gradually, as the Russo-German war moved into the latter part of the first month, a growingly clearer picture of the situation could be obtained.

Stripped of equivocal communiques, and delving behind these with the aid of town names and general lines, here was the portrait of conditions at that period: The Germans, together with their allies, had attacked along a 1,100 mile front, with initial quick success in the extreme north, in the central district, and a slower success in the south.

This continued, with the Russians falling back and burning towns and supplies as far as possible for about a week or 10 days.

Then the German advance ran into the Stalin line and an entirely different tempo of Russian resistance. It was almost as though a large train had run into a resilient obstacle, which halted it gently and then even began to shove it backward.

Iceland Leader



Shown here is Hermann Jonasson, prime minister of independent Iceland, who approved President Roosevelt's dispatching of American forces to take over defense of the island from the British.

LEASE-LEND: Aid Speeding

A report that President Roosevelt was going to ask for another large lease-lend appropriation to add to the seven billions of dollars, a goodly portion of which was spent and all of it allocated, was coupled with the statement that American lease-lend aid to Britain is now moving at a speedier clip.

The statement was made that a ship a day, approximately, is docking and unloading at Red sea ports, not accounting for such others as may be arriving in convoy in England itself.

If these ships are well loaded with the munitions of war, then the British commands in North Africa as well as on the British Isles should be having measurably strengthened their hands.

The period in which General Auchinleck took over and General Wavell gave up the North African command was followed by a continuance of the inactivity which had marked this stalemate.

But as soon as the Syrian peace was announced, it was expected that the North African battle would be resumed, and that the new general plus his new equipment, would make a determined effort to release the long-besieged garrison of Tobruk.

KNUDSEN: And Rubber

The statement by William S. Knudsen, of OPM, making a tour of the defense production areas, that he had little worry about the rubber situation, despite the fact that the government, foreseeing a shortage, had ordered the tire makers not to use more rubber than they had in the first six months.

Mr. Knudsen said that the rubber situation was this: that even if the supply of real rubber was cut off, the industry knew enough about synthetic rubber manufacture to pick right up and continue the supply of suitable tires and other articles without feeling the shortage of the actual article at all.

A talk with rubber experts revealed that while some disagreed with Mr. Knudsen, the outstanding majority believe it could be done, and with ease. Said one:

"We can make a tire that will outlast and outperform a real rubber tire right now. All that is needed is for our factories to make slight changes in technique.

"If our supply of raw real rubber were cut off, here is what I think would happen. Factories would be started in construction to manufacture hundreds of thousands of tons of synthetic rubber.

"While we were waiting to get them in production, we have six months' supply of sheet rubber on hand, and for another six months we could operate with mixtures of reclaimed rubber and synthetic rubber, and so, in the 12 or 14 months that it would take to get the new factories built and in operation there would be no lost motion at all, for we have inventories of finished tires that would last about six months."

He could say little about the price of such tires, but some experts thought they might be slightly more expensive than rubber tires at first, until the "know how" had been achieved in making them.

MISCELLANY:

London: Nazi fliers dropping incendiaries and bombs over England were beginning to mix leaflets with them, announcing in the English language, "The Battle of the Atlantic is being lost."

Berlin: A German newspaper editorially commented on the occupation of Iceland: "This is a stab in the back of a nation wrestling with Bolshevism."

Washington Digest

U. S. Capitol's 'Face Lifting' Postponed Because of War

Historic Building Has Never Been Completed; An Old Prediction on Soviet-Nazi Outbreak Comes to Light.

By BAUKHAGE

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Hitler has prevented the Capitol from having its face lifted.

I sat in the office of the architect of the Capitol, David Lynn, the other day and learned that the historic building which houses our lawmakers has never been finished. The architect's modest suite is tucked away where few visitors except Californians seeking out Senator Johnson in his hideaway next door ever find it. On the walls are the solemn portraits of Mr. Lynn's predecessors, clear back to Dr. Thornton, the Capitol's first architect, in wig and stock, and the handsome Thomas Hugh Walter, with his firm mouth and shock of white hair, who seemed to bow in emphatic agreement when his friendly, gray-haired successor spoke:

"The extension and completion of the Capitol," said Mr. Lynn, earnestly, "has been urged for the past 70 years or more. Legislation to that end has been introduced from time to time but it has never passed. Right now, Senator Connally of Texas and Senator Andrews of Florida are very much interested in the undertaking."

I had just left the office of the speaker of the house, Sam Rayburn, and I knew that he approved the idea and I had heard that the President had lent a not unsympathetic ear to the project as well. But the war in Europe is interfering, as it is with many other civilian pursuits.

Here's the Job.

The job that the experts say has to be done, in a nutshell is this: The central portion of the eastern side of the building (which faces the Capitol plaza) must be extended 32 feet, 6 inches.

"This extension is recommended for two purposes," said Architect Lynn, "First, in order to correct the architectural defect in the building which exists due to the skirt or base of the dome extending over the east portico in such a manner as to give the appearance of apparent lack of support to the dome. The second reason for this step is to provide additional and needed accommodations and to replace the existing sandstone exterior with marble."

"Few people know it," Mr. Lynn added, "but one reason why we have to paint the building every four years is to make the central part, which is sandstone, match the wings which are marble."

Extension of the east front would give 58 much needed extra rooms, provide a passage for members of congress directly from one chamber to the other on all floors. Now when there is a joint session or when members of one house want to pass to the other they have to squeeze through the main corridors, which are frequently packed with visitors.

Space Badly Needed.

The additional offices are badly needed and now that radio has come to take its place beside the press as a medium for reporting the doings of congress to the people more space would be welcomed by the radio correspondents. At present the radio newsmen are tucked in between pillars in the house and senate wings in offices from which it is very difficult to broadcast.

Visitors who call upon their representatives in the Capitol may be surprised that they have to talk to them right out in the lobby, for members of the house have no public waiting room. The addition would make such an accommodation possible.

Many hearings have been held on legislation authorizing the finishing of the Capitol, which would complete the work of the famous Thomas Hugh Walter. This talented architect planned the two wings which accommodate the senate and the house, respectively, and the short corridors which connect them to the central portion of the building. He also replaced the wooden dome, erected after the burning of the Capitol, with a metal one. But, according to the experts who have studied his plans and sketches, he never intended to let that massive dome that has become the symbol of the federal city perch precariously on its foundation with its "skirt" hanging over the edge of the roof.

Mr. Walter would have extended the east wall if it had not been for the Civil war, which interrupted his activities. Then, just as congress

was about ready to order Mr. Lynn to carry on the work of his illustrious predecessor, another war in Europe broke out and the skirt of the dome is once again left hanging on the fate of empires.

An Old Prediction Comes to Light

A week after the Russo-German war started, one of my listeners called my attention to a fading record of the foreign relations of the United States, of July 11, 1919.

It is a report of the then vice consul at Viborg, Robert Imbrie, who was later killed in Teheran, Persia. The report describes in detail the struggle between the White Russians and Bolsheviks (that is the state department spelling at the time.) It urges that the United States give sanction to an attack on Russia by the Finnish forces which represented an army and navy which Vice Consul Imbrie said "is quite capable of taking Petrograd (Leningrad)."

Mr. Imbrie concludes: "It has long been apparent that Russia, as an economic factor has, under the Bolsheviks, ceased to exist, at least so far as the United States and the Allied Nations are concerned. Where formerly she produced food in such quantities that it formed a large item of her export, now she is starving, a condition directly attributable to Bolshevik misrule and terrorism. The world is not only shut off from one of the greatest commercial markets, but it is also deprived of one great source of food supply. The agents of Germany, with an eye to the commercial and political future, are taking full advantage of the existing conditions. Already the feeling of Bolshevik Russia is with Germany."

I never met Mr. Imbrie but his tragedy came back in an oddly personal way today when I received the letter containing the above reference. Some 10 years after Imbrie was killed I was on a hiking trip in the Green mountains and a friend of mine loaned me an army canteen, my own faithful container having outlived its usefulness. Later I learned that the flagon which had cooled my lips with the waters of Vermont's mountain springs had once belonged to the murdered consul. Now, his ghost comes back with a prediction he made in 1923, at the time of the Lausanne conference.

"Within a decade," my informant quotes Imbrie as saying, privately, then, "hell will break loose with more fury than ever. Bessarabian oil will be the decisive factor."

National Indian Day Is Being Planned

A National Indian day for America!

That is what J. A. Youngren of Pocatello, Idaho, proposes. He tells me that 18 state governors are ready to co-operate in such an undertaking. Washington has heard about it, too.

I remember my first Indian day. I did not know what it was then. It was in western Washington. There was a knock at the door of our home. My mother, who, like the rest of the family, was fresh from "the East" (Illinois), answered the knock. I was frightened. Maybe she was, for all her pioneer blood. For there silhouetted against the afternoon was the tallest man I ever saw—and wrapped in a blanket. He wanted my father, who was justice of the peace. And when the brave learned he wasn't there he went away peacefully, leaving only a faint odor of salmon behind him.

I have known a few Indians myself. Jim Thorpe whom I once interviewed, football star of Carlisle, and young Afraid-of-a-Bear who served with me in France in the artillery. I am not mentioning the 100 per cent Americans with Indian blood like my fraternity brother in the university, Freeman Morgan.

So I am for this Indian day—tepee, tomahawk, papoose and all. And I'll bet that Skeeter Vogt, editor of the Gallup (N. M.) Gazette, when he reads this in his own paper will agree with me. So ought the rest of the paler faces who might not be here now if the Red Men had had a couple of panzer divisions and a few less pipes of peace.

War Once More Booms Halifax

Busiest Port in the World Has Thrived on Ships For 190 Years.

HALIFAX, NOVA SCOTIA.—This is the city that wars built. For 190 years this Anglo-Saxon citadel of the North American continent has thrived—and suffered—in wartime; struggled for economic security in peace. Today the story is the same. The boom is on again. Halifax may not be the biggest port in the world but today it probably is the busiest. It moves the most ships, a large percentage of them in convoy for Britain.

"It's a pity we must always thrive on war," says Port Manager Ralph Hendry.

He wishes there were no such tragic design for prosperity here. But he knows, as do all native Halifaxers, that you can't beat fate and geography. Nova Scotia sits out on the eastern fringe of the continent, some 2,700 miles from Liverpool. So Halifax once more becomes the Gibraltar of the Western world, the great crossroads of empire, where a Hindu turban is almost as common as a New Zealander's overseas cap.

Evidence of the crossroads nature of Halifax is on every side.

Port Is Ice Free.

Ask a native Halifaxer why it takes a war to push his city into prosperity and he'll answer you short and easy.

Geography. Halifax has one of the finest natural harbors in the world. Farther inland, connected with the outer harbor by a deep narrow, lies a huge anchorage basin, where scores of ships may lie awaiting convoy. The port is ice free all winter.

Geography also made Nova Scotia, and more particularly Halifax harbor, a British perch to flank the French in North America in the Eighteenth century. Parliament subsidized a colony in 1749 and sent it to the Harbor of Chebucto in Acadia. That colony became Halifax.

There followed the French and Indian wars, when British navy paymasters brought prosperity to Halifax. Then the American Revolution. Halifax remained loyal to the end, supplying blockading fleets and privateers for the British.

During the Napoleonic wars the royal navy kept big fleets in the harbor. Wolfe planned the capture of Quebec here. And it was here during the War of 1812 that the world's first modern convoys were made up and escorted through the American blockade by British men of war.

Prospered in 1914.

The story was the same in the Crimean and Boer wars. The biggest prosperity came in 1914. It was the same business of supplying rendezvous for convoys, a North Atlantic base for the British fleet, and later for the Americans. Supplies for great waves of France-bound soldiers were furnished here, too. Halifax was in the money again.

Through it all, Halifaxers have not rested content to reap the profit of war. They've also taken the risks. You can name hardly a battle fought by British forces anywhere in the world without running into a Halifax hero.

And it was at Halifax that a munitions ship explosion in the World war killed 2,000 and left 10,000 homeless.

'Greatest' Fighting Plane Is Announced by Britain

LONDON.—Britain's new fighter airplane, the Typhoon, was described as "the greatest fighting instrument ever put into the air."

Performance figures of the Typhoon were disclosed as it was revealed that the successor to the Spitfire and Hurricane fighters was in mass production.

The plane is a single seater with mixed machine gun and air cannon armament. It flies more than 400 miles an hour with a 2,400 horsepower Sabre engine. Its ceiling is said to be higher than anything the German air force has put into action.

'Ugly Duckling' Ships To Float Ahead of Time

WASHINGTON.—Its vast emergency ship construction program is "well ahead of schedule," the Maritime commission reported and ships will go down the ways in November, a full month ahead of contract dates.

The emergency program, distinct from the commission's long-range construction program, calls for 412 vessels, most of them to be built in newly established yards, but informed sources predicted the program might be increased to provide additional tonnage for this country and Great Britain.

Red Cross Trebles Workers in Camps

Wide Increase in Service to Military Forces.

WASHINGTON.—An extensive increase in American Red Cross service to the nation's armed forces, including the trebling during the past year of trained staff workers assigned to the military establishment, was reported to the 3,700 Red Cross chapters by Chairman Norman H. Davis in his annual report. More than 400 Red Cross field directors and staff assistants are now serving in the army camps, naval stations and in military hospitals. Supplementing this force are thousands of volunteers, such as the Gray Ladies, who direct the recreational program for men in the military hospitals, and motor corps women.

"The Red Cross," Mr. Davis reported, "is the only non-military organization serving within the military reservations, under army and navy regulations."

"To give this service to the greatly expanded army, navy and marine corps, with an estimated 1,600,000 men under arms, the Red Cross has everywhere along the line increased its trained personnel and volunteers and made supplementary appropriations. For example, in order to meet an emergency need for recreational equipment for army posts, the Red Cross advanced \$1,000,000 pending passage of a congressional appropriation for this purpose for the future.

"Thus far the increased expenditures for the Red Cross service to the armed forces have been met from our cash reserves. A general appeal for contributions to support this work has not been made to the public, but such an appeal will be an important part of the Roll Call for a greatly increased membership next November."

Globe Trotting Miner, 95,

Refuses to Live in Past

SALT LAKE CITY.—Most people like to look back over things when they reach the age of 95, but not so with Charles C. Shields. While celebrating his ninety-fifth birthday anniversary, Shields looked into the future and made the prediction that "I'll live to be 100."

Mr. Shields is Utah's oldest active Mason—the proud holder of Shrine membership card No. 34. The one-time globetrotter has lived in Utah for 70 years.

Mining and prospecting have been the biggest things in his life. At the age of 17 he went to Australia, later returning to the United States, where he worked in boom mining towns of California and Nevada.

In 1874 the Irish-born miner-pro prospector went to Wyoming to join his first Masonic lodge. Masonry had no organization in Utah at the time. He has since been instrumental in organizing several lodges throughout the state.

Life on Yacht Is Easy

Approach to Geography

FORT MYERS, FLA.—Gipsy Waters, 17-year-old daughter of Don Waters, adventure story author, has spent most of her life aboard a 50-foot sailing schooner.

The family recently purchased a cabin in the mountains of Tennessee, but they still spent most of their time aboard their boat, also named the Gipsy Waters. And Miss Waters loves the life on the water.

"It's really fun to get your geography at first hand," she says. "In the ports of the eastern seaboard we find something different. We have been as far south as the true tropics. I had lots of fun riding the huge Galapagos turtle."

Gipsy studies as she travels, under Mrs. Waters' tutoring. It is not a public school curriculum, but she studies a wide range of subjects and knows far more of nature study than the average pupil who goes to school.

Members of Family Get

News by Chain Letter

FORT WAYNE, IND.—Speaking of chain letters:

The various members of the family of the Rev. C. O. Shirey of Fort Wayne have one all their own—but it is used only for family news.

Mailed in a special pouch, the chain letter has traveled 33,000 miles a year, with some 89 persons contributing items of family interest. When each of the various members of the far-flung family receives the pouch, he takes out the letter he put in last time, writes a new one bringing everything up to date, and mails it on to the next name on the list.

Postages cost about \$5 a year, and the letter goes to Indiana, Ohio, Illinois, Michigan, Wisconsin, Florida, California, and Oregon. It once made regular trips to Armenia.