

WEEKLY NEWS ANALYSIS

Released Diplomats, Newspaper Men Tell Inside Stories of Axis Unrest; Armored AEF Arrives in Ireland; WPB Cancels War Plant Construction

(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.



"Sorry, No Gas"—just a sign of the times in eastern seaboard states since gas rationing went into effect. A sharp curtailment in automobile travel is the direct result of Axis submarine activity against U. S. coastal shipping trade.

'INSIDE' STORIES: Of Axis Internees

Inside stories of conditions in Axis nations were related by diplomats and newspaper men who arrived in Lisbon, Portugal, after five months of internment in Germany and Italy. United States and Axis internees were exchanged in Lisbon.

Correspondents were unanimous in their belief that Germany will gamble everything on an all-out drive this spring. To meet this showdown, Hitler is reported to have prepared 300 army divisions. Of these, 210 divisions have been assigned to the Russian front.

Competent observers in Berlin predict that Germany must "shoot the works" this summer and that the fortunes of war will turn definitely against the Nazis unless the all-out drive is successful.

Hitler's declaration of war upon the United States was termed the biggest blunder of his career. The German people did not expect it—even after Japan attacked the United States. Germany's older generation remembered all too well that the U. S. helped decide World War I. Italy's war against this country is exceedingly unpopular with the people, according to interned correspondents. The Italians dislike the Germans and care nothing for the Japanese.

Mussolini, too, is unpopular with his people. King Victor Emmanuel lost much of the respect that was his when war was declared in his name. But observers were agreed that a revolution is doomed to failure unless it has the support of the army. The army still is loyal to the throne.

CONSTRUCTION CUT: Production Stressed

Behind the War Production board's decision to cancel contracts for war plants which cannot be completed and in production by mid-1943 lies two major considerations:

A severe shortage of raw materials.

Belief that spring and summer developments may bring a turning point in the war.

Construction will be stepped up on facilities such as synthetic rubber and aviation gasoline plants and will be cut down on such projects as new steel plants.

Because of the raw material shortage, the WPB had decided to concentrate available supplies on arms and munitions production rather than on the plants in which they are manufactured.

Officials explained that the WPB has determined to produce 60,000 planes, 45,000 tanks, and eight million tons of shipping in 1942. They will deal with the increased program for 1943 when that time arrives.

AIRLINES: War Footing

At President Roosevelt's direction the war department placed domestic airlines on a wartime footing by ordering the transfer to the army air forces of a substantial proportion of available flight equipment for operation by army personnel; by having the airlines convert approximately 70 ships into cargo carriers which they will operate for the Air Service command; and by giving emergency military missions priority on the remaining 70 ships to be owned and operated by the airlines.

BRIGHT LIGHTS: And Shipping Losses

Because dim-out regulations in New York were held "unsatisfactory" by the army, drastic new regulations will affect the lives of the city's millions.

Acting with the approval of the army and navy, Mayor Fiorello LaGuardia ordered a program which for the first time will screen all floodlighting in railroad yards, manufacturing plants, docks, shipyards and terminals.

MARTINIQUE: Laval Laments 'Blow to France'

Though his opinion was not asked by the U. S. state department, Pierre Laval, pro-Nazi chief of the Vichy-French government, gave a rejection to most of the six U. S. demands concerning the Caribbean island of Martinique.

The state department had earlier submitted to Admiral Georges Robert, high commissioner of the French possession, a request that if the status of Martinique, Guadeloupe, and French Guiana were changed "the United States could no longer guarantee their belonging to the French people." What the U. S. really wanted was to immobilize French warships and airplanes now in the Martinique area, and some method for checking on persistent reports that this region was being used as a base for Nazi submarine activity in the raids on Atlantic coast shipping.

Laval said that these demands were a "grave blow to French sovereignty" and that France would not relinquish any of her rights over Martinique "no matter what happens." To this unsolicited statement Washington gave the cold shoulder. It looked like the state department intended to deal directly with officials on the island rather than with Laval.

THREE GALLONS: 'Essential'

As American motorists on the Eastern seaboard got their first taste of gasoline rationing many of them began to wonder if they would be classified as "essential" drivers. For if they had such a classification they would be permitted to buy more than the three gallons per week allotted under the rationing set-up.

Motorists in Oregon and Washington were to get their gasoline ration cards the first of June when deliveries of fuel oil and gasoline to these two states were cut to 50 per cent of normal deliveries. Petroleum Co-ordinator Ickes said there is no immediate need of curtailing petroleum products deliveries elsewhere in the country.

Reports from the East coast gave indication of grumbling on the part of some motorists to the effect that rationing should apply to all sections or to none at all. Then came the assurance from OPA that workers who customarily drive to work were to be allowed enough gasoline to continue so doing.

Congressmen and other federal and state employees using private cars to transact business with a government agency are entitled to unlimited supplies of gasoline.

SELECTIVE SERVICE: New Induction Plan

When Selective Service Director Hershey announced that after June 15 a new policy for the induction of men procured through the draft machinery would be introduced, he did much to solve the personal problems of selectees. Under the new plan men will be inducted immediately after they pass the physical examinations and will then be transferred to the Enlisted Reserve corps and be granted 14 days for concluding personal affairs before being assigned to active duty. Transportation and meals from the induction center to the local board locality ordering the registrant to report for examination and subsequently to a designated reception center will be at government expense.

Director Hershey predicted that 10,000,000 U. S. men may be under arms by late 1943 or early 1944.

Honored Guest



President Manuel Prado of Peru, left, a visitor to the United States, and Maj. Gen. Francis Wilby, superintendent of the United States Military Academy, as they reviewed West Point cadets who paraded in President Prado's honor.

CHURCHILL: Confident

Confidence was the keynote of Winston Churchill's address to 25,000 Yorkshiremen when he told them that the beginning of victory is in sight and that England will "play rough" in repayment for any torture inflicted on Britain and its allies.

Churchill's talk emphasized his warning that Britain would cover German military objectives with poison gas if that weapon were used by Germany in its war on Russia.

The Washington Merry-Go-Round
DREW PEARSON & ROBERT ALLEN

Washington, D. C.
RRs VS. SHIPS

It hasn't made headlines, but a battle royal has been raging between WPB Czar Donald Nelson and Transportation Czar Joe Eastman over the freezing of steel for the construction of railroad cars.

With less and less shipping moving along the coast, and more and more traffic by rail, the question is one of the most important facing the country.

What happened was that the War Production board froze all construction materials already on hand in railroad construction shops. The intention was to transfer these materials for use in building other types of cars.

However, Joe Eastman claims that these materials, chiefly steel, already had been bought and cut out for certain cars, in certain shapes, so the order merely will make the materials go unused, with car shops closing down.

Already, Eastman argues, certain plants of Pullman Standard are idle, at a time when all plants should be used to capacity.

Meanwhile railroads are groaning with traffic. Sugar is now being hauled by rail as much as possible from Florida to avoid submarines. Oil is clogged up in the producing fields for lack of railroad transportation. And with the sinkings of several Chilean ore ships, more iron ore has to be hauled from interior U. S. iron mines.

In view of all this, Eastman complains bitterly that Nelson won't release the steel and let the car foundries do the job.

INFLUENCING EUROPEAN LABOR

Here is one inside reason why Roosevelt leans toward labor. Basically, the President always has been pro-labor, and continues to be, even though he has become fed up with some labor activities in the past year.

But in addition, U. S. war strategists are convinced that the chief hope of revolution in Europe comes from labor. And most of the psychological warfare strategy being devised here is aimed at influencing labor in Germany, Czechoslovakia, Austria and the occupied countries.

Although not generally known, the nucleus of the old Social Democratic party which tried to create a real republic in Germany is still intact. When Hitler came into power, they moved to Czechoslovakia. After the Sudetenland seizure, they moved to Paris. After the downfall of Paris, they moved to the U. S. A.

Fifty Social Democrats from the old Reichstag are now in this country co-operating with U. S. officials.

Furthermore, it is labor in the European occupied countries which is able to assemble or make radios. German labor listens to the radio far more than other classes. Some labor groups even have published very small "underground" newspapers on hand presses and these are distributed by hand.

German labor resents the long hours in munitions factories, the small pay and the lack of food, more than any other group. Also labor is about the only group which was not taken over completely by Hitler. The Communists, his chief opponents, now have long been underground, but secretly active.

To European labor Roosevelt always has been one of the world's greatest leaders. And one thought in the minds of war strategists is to show Europe that the rights of labor here will not be thrown completely overboard during war.

WALLACE'S FAVORITES

The men who came to Washington with Henry Wallace in the early days of the New Deal realize now that they picked a winning horse. Almost to a man, they have moved up to important posts in the government.

Claude Wickard was head of the corn-hog section in Wallace's AAA. Now he is secretary of agriculture.

Milo Perkins was a lowly assistant to Wallace, holding down a desk in the outer office. Today, he runs the Board of Economic Warfare, as important as a cabinet post.

Paul Appleby was an assistant in the inner office. Now he is under-secretary of agriculture at \$10,000 a year.

Chester Davis was head of the AAA. Now he is director of the Federal Reserve bank in St. Louis.

R. M. ("Spike") Evans was an aide to Wallace; now head of AAA. Sam Bledsoe, Roy Hendrickson, and Whitney Tharin were newsmen covering agriculture. Bledsoe is now an assistant to the secretary.

MERRY-GO-ROUND

Secretary of War Stimson is held in the warmest personal esteem by army commanders. Hard-working and open-minded he never meddles in military operations and backs up his subordinates 100 per cent. Stimson is always at his desk by 8 a. m., and rarely leaves until evening, when he always takes home with him a big bundle of papers that he works over after dinner.

Good explanation of "Your Army" and how the draft works, has been written by George H. Miller of the Bridgeport Post.

Boom Towns Struggle With Labor Influx

War Industries Tax Normal Facilities in Smaller U. S. Cities.

Released by Western Newspaper Union.

In the turbulent economic wake of conversion and war production, a thousand patriotic towns and villages anxiously seek answers today to a multitude of new problems concerned with accommodating Uncle Sam's mobile armies of war workers.

There isn't anything spectacular about these problems that are keeping village presidents up nights and putting furrows in the brows of town councils and boards. They're as commonplace as dishwasher, hospital beds, school desks or fire engines. But their solution is very important indeed in the nation's fight to smash the Axis.

Populations Doubled.

Things aren't the way they were before Pearl Harbor in these thousand towns. All-out war production has turned scores of them literally overnight into 1942 versions of boom areas. Crossroads hamlets have had their populations doubled between one sunup and the next.

War boom towns in Illinois, Michigan, Alabama, Washington, Ohio, California, have had to figure and plan as they never did before to provide the most meager housing, transportation, health and educational facilities for in-migrants needed to man the new machines of war. Even large industrial centers have felt the pinch of providing decent accommodations on the home front for the new legions who are taking their places behind the men behind U. S. guns.

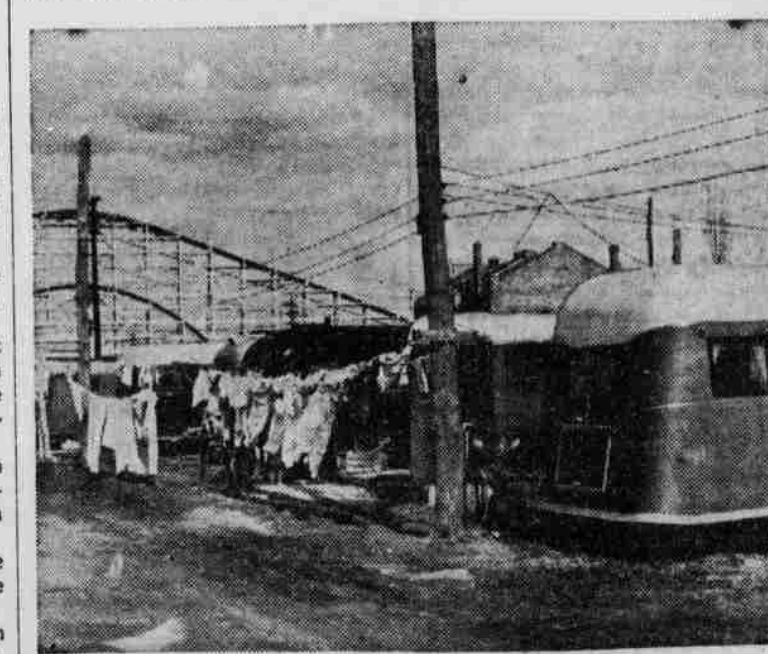
From 5,000,000 workers directly employed on war production as of last December 7, the number has risen to more than 8,500,000 today and minimum requirements by the end of 1942 are expected by federal officials to exceed 15,000,000.

American towns and villages are daily demonstrating that they are more than willing to do their part in the all-out effort to produce the tools for victory for the United Nations. But the doing often is beyond the means of an individual locality, and the problems are complex and many.

Serious Medical Problems.

In a Michigan town, medical authorities recently warned that an epidemic of tuberculosis was breeding in the very heart of the suburban factory district, 10 miles from a huge bomber plant. A report on overcrowding in the area stated that "more than 4,000 patients, 450 of them tubercular, are jammed into hospital space designed for 2,500." Officials pointed out that added to the danger from this source is a lack of suitable sanitary facilities for the mushroom community.

The authorities of an Illinois village suddenly awoke to the fact that many of their wells no longer reached the water table in that area, due to the emergency drilling of numerous other wells by war production plants surrounding the village site on three sides; a village in Minnesota found that the increased number of war workers and their families moving into the community necessitated the hiring of another teacher, a part-time janitor and the purchasing of new supplies of books and other equipment.

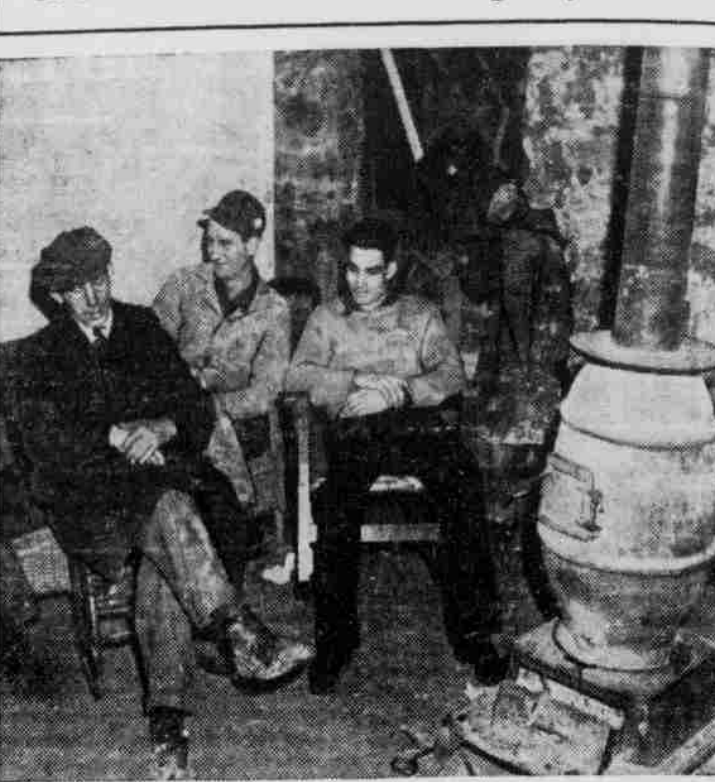


All-out war production has brought living conditions such as these in a midwestern town to hundreds of communities from coast to coast. Many trailer communities lack proper sanitary facilities and a large number of them try to accommodate too many trailers for the space.

'Top-Kicks' Trained in Eight-Week School

WASHINGTON.—A school which prepares soldiers for the exacting job of top sergeant in the American army has won its chevrons at the Signal Corps Replacement Training center at Fort Monmouth, N. J.

'Grand Hotel'—1942 Emergency Model



Because of insufficient living accommodations, these weary workers in a small Virginia town are forced to sleep around the stove of a general store. This condition exists in many other crowded defense areas.

In a Pennsylvania town, jammed with war workers, a pumper and fire fighting equipment were required immediately to reduce the hazard of a possible general conflagration; a Kentucky hamlet had to arrange for an extension of its sewerage facilities or suffer the consequences; a Colorado town, a Wisconsin city, and a Texas county were confronted with the need for new schools at once.

The patriotism and morale of these workers are high, but so are their American standards of living. For their families, these war work-

ers of public works or equipment for public works necessary to the health, safety or welfare of persons engaged in national defense exists or impends, FWA is authorized, with the approval of the President, to relieve such shortage. This authorization is conditioned on evidence that the necessary works or services could not "otherwise be obtained when needed, or could not be provided without the imposition of an increased excessive tax burden, or an unusual or excessive increase in the debt limit of the taxing or borrowing authority."

Need for Construction.

Assistant FWA Administrator Baird Snyder, acting for Administrator Philip B. Fleming, has pointed out that: "Inseparable from the lives of modern industrial workers and their families—from transportation, education, health and recreation—are prosaic roads, sewers, schools, hospitals and many other types of public construction."

War as an industrial process, says Mr. Snyder, means that community facilities have to be built not only to accommodate expanded armed forces, but to take care of the mobile and increasingly numerous armies of war workers.

Without such construction, those who have studied the problem declare, the efficiency of industry would be seriously impaired and labor would flout from one town to another in fruitless search for decent living conditions. In the last four months, FWA has quickened the pace of work in response to imperative war needs. Today, throughout the nation, this federal agency is building or ready to build all the war works that can be provided with \$300,000,000 worth of federal funds plus whatever local contributions are available.

A great deal of red tape has been cut in FWA since war was declared. The Man with the shears in the Great Lakes region and Middle West, for instance, is Markley Shaw, former assistant to the director of the old FWA defense housing division, who casts as personal representative of the administrator.

Full-Scale Wartime Basis.

"Public works are now being handled on a full-scale wartime basis," explained Mr. Shaw, whose headquarters are to let nothing stand in the way of prompt, efficient development of war projects. Under new regulations no federal funds will be allotted for the construction of a permanent building under the war public works program, if a temporary or semi-permanent one will suffice. This applies even though the applicant proposes to contribute the full amount of the difference.

"Except where a structure is an addition to an existing facility, negotiations will be opened on the basis of simplified standard plans of the Federal Works agency. Elimination of all building material beyond absolute necessity in war public works construction recently has been ordered throughout the nation, and this step is expected materially to reduce the use of critical war materials as well as to free man-hours of labor for other war production."

Assistant Administrator Snyder has listed the following types of projects directly attributable to war activities as eligible for federal allotment of funds: Schools, hospitals, health centers, detention hospitals, fire department buildings and certain equipment except radio equipment, recreation buildings, water and sewer facilities, and maintenance and operation of schools and hospitals where necessary.

In recent months, the Federal Works agency has built or contracted to build scores of community facilities in every section of the nation where production wheels turn. The U. S. Public Health Service, in co-operation with the state departments of health, is intensifying the application of general health plans in strategic localities. Co-operating in the general plan to assist individual localities and provide living facilities for war workers is the National Housing agency, which is building thousands of houses and dormitories.