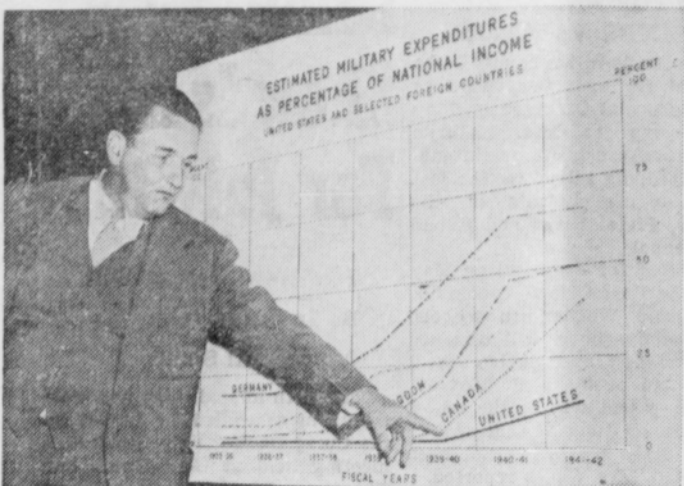


## WEEKLY NEWS ANALYSIS By Edward C. Wayne

Washington Debates Use of Convoys  
As British Shipping Losses Mount;  
Stalin Becomes Premier of Russia,  
Openly Assumes National Leadership

(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.)



A split in administration policy over the new tax program was indicated when Leon Henderson (above), government "price czar," testified before the house ways and means committee that he believed a large portion of the treasury revenue program to be "deflationary and unnecessary." It is indicated that while methods of raising taxes may cause disagreement one thing is sure: taxes must go up to meet defense program costs.

CONVOYS:  
Battle of Atlantic

Mounting British losses in the battle of the Atlantic put the issue of convoying strictly and squarely up to the administration in Washington, and the answer was seen to be forthcoming shortly, if it had not already been made secretly.

It had so far been largely a verbal discussion, with the non-interventionists pointing to convoying as outright war, and the administration forces sending up one trial balloon after another to test American sentiment as to whether it was ready and willing for this important step.

Briefly, the positions were these: Non-interventionists held that convoying meant shooting (quoting the President himself) and that shooting meant undeclared war.

The administration forces took the simple stand that congress had voted all-out aid to Britain, and that it was foolish to build billions of dollars' worth of war material for the British and then send it out on the high seas to be sent to the bottom. The latter view was finally expressed in a long radio address by Secretary of War Stimson, who was reported to have consulted President Roosevelt about the address before delivering it.

Stimson was frank. He went further than the question of convoying, which he treated as a simple phase of the big issue—whether the American navy, ready and willing to "halt aggressors" on the high seas, should stand quietly by and let Britain be defeated through lack of control of the oceans, or should be turned to aid Britain and give Britain the mastery of the sea without which she could not hope to win.

Secretary Stimson, not having the authority to order out the fleet into active aid to Britain, was just making a speech, and could not answer his own questions with action. Neither could Senator Pepper of Florida, an outright and frank advocate of open war, who even went so far as to criticize the administration, with which he was entirely aligned, as not being bellicose enough in the present grave situation.

So the battle of the Atlantic, while it was claiming American lives and American goods, was still being fought, at least openly, by the British navy alone, though the big scene of the fight was in the American halls of congress and in the American newspapers.

Stimson's speech had one obvious effect, however, it served notice on the non-interventionists that the time was not far distant when talk would be replaced by action, one way or the other, and his talk had its effect, in rousing the anti-administration orators to a new frenzy of appeal to the great "mass of the people" to speak out.

Nobody spoke out, however, at least not in any mass that looked remotely like a majority. On the other hand, the administration seemed about ready to take action which would have far-reaching importance.

There was news from San Francisco shippers to their connections in Tokyo that the United States was planning to close the Panama canal in a short time to Japanese vessels.

This would have the effect of lifting a very practical bar to the trade

of the Japanese with the eastern coast of South and Central America, as it would force these vessels to go around Cape Horn.

The announcement was without official backing, yet it was made at a time when certain Nipponese newspapers were urging repeatedly that Matsuoka, recent guest at Axis capitals, make a trip to the United States and try to improve Japan's relations with this country, perhaps reach a "perfect understanding" that would guarantee peace.

The closing of the canal, however, would be a blow to Japan that she would not take quietly or without reprisals, if possible. It was viewed as the sort of blunt act that might, with distinct intention, shut Japan off from any further diplomatic traffic with Washington.

STALIN:  
In Saddle

One of the most interesting developments, yet one on which the analyst could almost "write his own ticket," was the assumption of Josef Stalin of the premiership of Soviet Russia.

The dictator of the Soviet has never before held political office, operating entirely behind the scenes, with others to wear such togas as may be passed around.

The commentators took every possible view of Stalin's assumption of personal office as head of the Russian state.

These views ranged all the way from an "about face" on the war, with Russia about to take an active role against Germany and Italy in the Near East, to the view of Kerenky, former Russian premier in 1917, who said he believed Stalin's taking of power might mean that Germany has a promise from the dictator of active aid on the German side.

It was a step down for Molotov, who went from premier back to foreign minister, a post he held before. Molotov was, perhaps, the finger pointing to the real reason for the change. He became foreign minister just before the dramatic signing of the Russo-German pact, a pact which hastened the actual start of the present war.

For it was the signing of this treaty that made Britain and France realize that their hope of encirclement of the Axis by land was vain, and that they were really in a fight for their existence.

The only official announcement came from Stalin, who said that Molotov was being relieved only after his own "repeated requests."

London was inclined to a somewhat more rosy view of the situation than that of Kerenky, saying:

"Soviet Russia has refused to sign a further German pact, and has openly taken the stand that Bulgaria was wrong in so doing, and that Yugoslavia was right to fight."

"Stalin now takes command of the Russian empire at a time when a German drive to the east threatens what Russia regards as her sphere of activity in Asia."

No positive statement there, but a general view that the whole move is inspired by Soviet disquiet over German advances toward the Black sea. The British believed the move meant a frank and active change in Russian policy.

Washington, while silent as to the real significance, if, indeed it was known at all, saw three possible outcomes:

1. That Russia would merge the Communist party and the State into one whole, with Stalin at the head.
2. That Stalin would take over all power in the face of a German threat.
3. That Stalin would discard the old policy of Russia doing as she pleased, and surrender to complete collaboration with Germany.

## Joins Army



Hank Greenberg, brilliant Detroit outfielder, has been drafted into the army where he joins fellow Americans from every walk of life.

WAR:  
Vital Phases

It was evident that the war was entering several of its most vital phases, with Britain standing alone, though with constantly increasing American aid.

The big test which the Churchill government faced at the hands of the British commons was only a part of the picture.

The battle was three-fold—the air fight over England, with the channel crossing threat behind it; the pincers move on the Mediterranean, especially Suez; the Battle of the Atlantic.

## Over England

Hammer blows being struck at Britain by the Luftwaffe no longer were being shrugged off in dispatches as "some damage being done" or "some casualties feared," but dispatches from England told of most serious damage to Plymouth, which was practically ruined; to Liverpool, to Belfast, to the Clyde-side, all of them much more vital to Britain's defense than the smashing attacks on London and the Thames estuary.

Apparently paying little attention to the industrial Midland section of England, Hitler was centering his attacks on ports, ports and more ports, apparently seeking to tie in the battle of England with the battle of the Atlantic, rather than to concentrate on a general air blitz against England's factories and her industrial production.

Another development was the constant increase of day fighting over the channel, regarded in many quarters as a trial balloon to an invasion attempt as soon as midsummer calmer weather should arrive.

As always, the defense of Britain found its echo in this country, and the change in the method of Luftwaffe attacks on England found President Roosevelt issuing an urgent appeal, practically a command, to the air industry to concentrate on the production of the largest possible bombing planes.

OPM said that America should produce 20,000 military planes in the 12 months to come, but Mr. Roosevelt seemed to feel that a change in type would be needed.

In fact, he conditioned the eventual mastery of the air by Britain on the American production of these very large bombers, and said that they must be built even if it means enlarging plants further.

MEDITERRANEAN:  
Also Important

The battle of the Mediterranean was no less vital and no less active than the battle of England. For on the eastern front the British found themselves, after the withdrawal from Greece, with new problems on their hands.

The Iraq coup left them with the possible loss of the Mosul oil fields, and the all-important pipeline from Kirkuk to Haifa falling into the hands of the Nazi-inspired Iraq government of Gailani.

The British swiftly landed an expeditionary force, shot it inland, and sent reinforcements. Yet it was obvious that the trouble in Moslem Asia Minor was on the increase, with the French in Syria frankly throwing up their hands and saying that they were unable to quell disturbances on the part of Arabs there. Turkey offered her good offices, and so did Egypt, but though there was religious unity in those directions, there was little unity of purpose, and it looked as though Britain would have to fight for her oil or give up and get oil somewhere else.

The prospect also was dark because of the menace of German aid to the Iraq, which might make the pipeline untenable even if the British get full control of it.

SAILOR:  
Round-Up

Considerable excitement was occasioned by the immigration department's roundup of all German sailors on charges that they had "overstayed their leave."

The government never has been strict with them. But it was significant that the roundup followed a Washington release by many correspondents which stated at great length that there has been a systematic sabotage of regular shipping.

The Washington  
MERRY-GO-ROUND  
By DREW PEARSON  
and ROBERT ALLEN

Washington, D. C.

## MEDITERRANEAN KEY

Key to the fateful battle of the Mediterranean which is about to burst in full fury is not the Suez canal, but Britain's great naval base at Alexandria, 125 miles west of the canal entrance.

The loss of Alexandria would deprive the British of their key "bridgehead" in northern Africa and ensure Axis domination of the eastern Mediterranean.

Actually, the Suez canal itself has been of little value to the British for months. It went out of use as the so-called "life-line of the empire" when the Axis air attack that severely damaged the air carrier Ilustrious proved it was suicidal to attempt to convoy shipping through the long and narrow waterway.

Since then the Mediterranean has been a "no man's land" for all the belligerents. While 2,000 miles in length, its narrow width at certain places has made it extremely hazardous for both sides, and the British have been routing their shipping around the Cape of Good Hope for some time.

Loss of the Mediterranean would, of course, be a serious blow to the British; but it would by no means end the war or mean victory for the Axis. With her fleet intact, Britain would still be able to carry the fight to Hitler and Mussolini.

## MACHINE TOOLS

Chief reason behind the big curtailment in auto production was the release of urgently needed machine tools for defense. The machine tool bottleneck could be broken overnight if all the machine tools owned by the motor industry were turned to the making of planes, tanks and other armament.

Defense experts estimate that there are around 1,500,000 machine tools in the U. S., of which more than half are in plants making motor vehicles or parts for them, and in the allied metal fabricating industry. The list includes grinders, milling machines, lathes, boring machines, presses, gear cutters, drillers, and shapers, all vital in the production of defense equipment.

New output of machine tools is now speeding at the rate of 14,000 a month. This is a spectacular achievement and a great tribute to the industry. But it is only a drop in the bucket compared to the 750,000 machine tools already possessed by the auto and metal fabricating industries, which army men say would increase defense production to full flow immediately if pooled and devoted entirely to this purpose.

## HIDDEN COLLEAGUE

A stocky, gray-haired man, flanked by a group of sightseers, approached a Capitol policeman and asked directions to the office of Sen. Hiram Johnson of California.

Tucked away in an obscure corner of the north side of the Capitol where tourists never tread, Johnson's office is one of the hardest to find in the great structure.

"I'll do my best to explain how to get there," said the policeman. "Are you a tourist?"

"No," grinned the inquirer, "I'm the other senator from California, Senator Downey."

## FERRY SCHOOL

Everybody is wondering how the swarms of fighting planes which U. S. factories will produce for the British in the next 12 months will be delivered overseas. The answer, for the big ships, is that they will be flown across—and in such great numbers that the British are setting up a special pilot training school for that purpose, in the United States.

The school will give an intensive refresher and training course to volunteer pilots to qualify them for "ferrying" the big bombers across the Atlantic.

The volunteers may be British, Canadian, or American. However, it is expected that the largest numbers will be Americans. The British can use 250 of them.

## GOOD NEIGHBOR PILOTS

Another "Good Neighbor" gesture will soon be made to our immediate neighbor to the south, Mexico. The state department will offer pilot-training courses to a number of Mexican youths in the United States.

Initiator of the idea was Vice President Henry Wallace. When he visited Mexico last year, one of the problems discussed was the shortage of aviators in the Mexican army. Wallace was told that Mexico wanted to undertake a pilot-training program similar to that in the United States, but lacked planes and instructors.

## MERRY-GO-ROUND

Leading economists rate the industrial and financial surveys completed by the O'Mahoney monopoly committee as the most valuable source material on the economy of the country ever compiled.

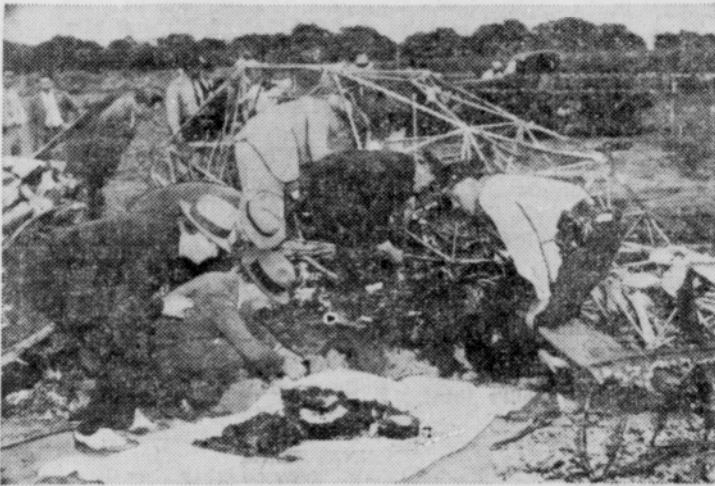
Department of agriculture is recommending a new plant to hold soil in the gullies—but they wish the Japanese would tell how to produce the seed. Known as kudzu, it is one of the plant secrets of Japan. It serves not only as a soil binder but also as a feed, surpassing alfalfa.

## U. S. Seizes Nazi Sailors



In another direct anti-Nazi move, government agents rounded up more than 160 stranded Nazi seamen for shipment to American "concentration camp or camps." This soundphoto shows some of those seized boarding a cutter at New York, en route to Ellis Island for detention.

## Good Will Flight Ends in Tragedy



Bolivian Minister Don Luis Gauchalla, second from left, examines personal effects of Capt. Rafael Rivas, aide to chief of the Bolivian air corps, who died when his good-will plane crashed during take-off from Washington, D. C., airport. Captain Taborga, aide to president of Bolivia, was taken alive from the flaming wreckage, but in critical condition. The ship crashed on the second leg of a 10,000-mile good-will flight.

## President Opens Defense Savings Campaign



President Roosevelt is shown as he purchased the first defense savings bond and officially opened the treasury's multi-million dollar defense savings campaign. The new savings stamps and bonds are on sale at post offices and banks and range from 10 cents to \$10,000 in denomination. Secretary of Treasury Morgenthau is shown handing the President his bond just before the nation-wide radio addresses.

## Chamber Hears Army and Navy Chiefs



Members of the United States Chamber of Commerce attending the twenty-ninth annual meeting in Washington heard from the top-ranking officers of the army and navy. Photo shows, L. to R., Gen. George C. Marshall, U. S. army chief of staff; Admiral Harold R. Stark, chief of naval operations; Thos. McInerney, vice president Chamber of Commerce.

## Speaks in Chicago



Lord Halifax, British ambassador to the U. S., shown as he delivered his speech in behalf of American aid to Britain, in Chicago. He declared "war's end must bring a system by which all men will find opportunity to build the foundations of a good and decent life."

## Against War



Former Gov. Philip LaFollette of Wisconsin, as he delivered a fiery anti-war speech in Hinsdale, Ill. He urged that America remain at peace.

## Happy Birthday?



Faisal II, king of Iraq, who celebrated his sixth birthday while the artillery of his army was shelling British troops who had taken refuge in the R.A.F. base at Habbaniyah, Iraq. Pro-Nazi Rashid Beg Gailani is in the saddle as premier of Iraq.

## Greek Leader



General Tsolakoglu, who signed the Greek surrender at Salonika, and who is reported to have formed a new government, rival to that of King George II at Crete.

## Highlights

... in the news

LONDON: The exploit of a boat-squid of a sunken British destroyer was told. The man, swimming away from his sinking ship, encountered four German fliers in a rubber boat. He swam toward them, and when they threatened him with revolvers, he stabbed the boat with a clasp-knife, sinking it.