

# The Washington Merry-Go-Round

By DREW PEARSON & ROBERT ALLEN

Washington, D. C.  
NEW TYPE CONVOYS

Behind all the guessing and speculation over convoys aroused by the President's fireside chat is this one basic fact. The old-fashioned form of convoy already is outmoded, and, as Roosevelt indicated at a recent press conference, it will not be used. But the new-fashioned form of convoy already is in use and will be intensified.

This is convoy by airplane patrol, using airplane carriers and nearby islands for bases. The destruction of the Bismarck showed how effective this airplane convoy could be.

Airplanes flying above the water can sight the submarine below the water miles away, whereas a surface vessel cannot sight a submarine more than a mile or so away. Therefore you can expect to see a network of United States airplanes criss-crossing back and forth across the north Atlantic, assisted in part by surface warships, but extending all the way to Ireland.

### The Pacific Fleet.

With this settled, the most important strategic problem being discussed in backstage navy circles is that of bringing the mighty Pacific fleet from that ocean into the Atlantic to prevent Nazi seizure of the mid-Atlantic islands and to be ready for other major eventualities.

Every detail in connection with such a shift has been discussed. And while there have been some hot behind-the-scenes arguments, the one thing upon which the admirals all agree is that the fleet must be kept together. To split it into small units and send some of them to the Atlantic, in their opinion, would be disastrous. Battleships must have their accompanying cruisers, destroyers, etc., and they cannot be divided.

Naturally, the idea of the fleet withdrawing from the Pacific is enough to raise the hair on the heads of most people on the West coast. However, the navy has worked out a plan whereby it is confident that the West coast would be in no real danger.

The plan is extremely important, because it illustrates the new type of warfare made possible by the long distance bomber. Also it gives the key to Roosevelt's convoy plans. Finally it illustrates what the Nazis could do to the United States if the plan were reversed in the Atlantic.

Key to the plan is Hawaii and the Aleutian islands. The admirals are reasonably confident that long distance patrol planes ranging out from Hawaii in the mid-Pacific and from the Aleutians in the north Pacific would be sufficient to spot any Japanese ship approaching American waters. And air torpedoes of the type which crippled the Bismarck could do the rest. In fact, the entire Bismarck incident has been a striking demonstration that long-distance bombers plus island bases have revolutionized warfare in both oceans.

### Azores and Canaries.

Now if you transpose the map of the Pacific onto the map of the Atlantic, you will also get an idea of why Roosevelt bore down so heavily on the importance of the Azores, the Canary and Cape Verde islands in his fireside chat. For the Azores are the Hawaii of the mid-Atlantic, while the Canaries and Cape Verde might be compared to the Aleutians—in reverse position.

Whoever holds these stepping-stones across the Atlantic can sweep that ocean with naval patrol planes and bombers, just as the U. S. fleet can sweep the Pacific from Hawaii and the Aleutians.

If we hold these Atlantic islands, then we hold the gateway to the Atlantic. If Hitler holds them, he controls the first step toward Brazil—and the rest of the way is easy. These were some of the things Roosevelt studied on the large-scale maps of the navy department before he made his broadcast.

Another vital point he studied was not mentioned in his broadcast; but because no one is talking publicly about the fact that the British may have to withdraw from Gibraltar, even from the Mediterranean altogether. But in case of such a withdrawal, a glance at the map will show that these three sets of islands—the Azores, Canaries and Cape Verde—could help to replace Gibraltar.

They sit astride the entrance to the Mediterranean, and long-range bombing planes based on those islands could make it hot for any expeditionary force heading out of the Mediterranean for the Americas.

All of these are reasons why you can expect vital action regarding the Atlantic islands.

### CAPITAL CHAFF

Every year Homer Cummings holds "The Attorney General's Golf Tournament" at Pinchurst, N. C., an event started when he was running the justice department. Chief rule is: "If any man brings his wife, he's never invited again."

Herr Hans Thomsen, head of the German embassy in Washington, is taking vitamin pills. He quotes Milo Perkins as saying vitamins are necessary to offset lack of nourishing elements in the depleted soil of America.



## WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON  
(Consolidated Features—WNU Service.)

NEW YORK.—It isn't only the heat that is good news for soda-jerkers. It is an alumnus of their guild who develops a 57-passenger transport plane, gaited at 350 miles per hour, and gets an order for 40 of them, right away quick. The man from behind the counter is 36-year-old Jack Frye, president of the Transcontinental & Western Air, Inc., for the last six years.

He has been merging air companies the way he ambidextrously merged raspberry flips—up through the depression years to the status of a high-rating aviation mogul. His new plane, the largest commercial land plane ever projected, will have a flying range of 4,000 miles and a ceiling of 30,000 feet. He says his fleet of 40 of these planes could hustle 16,000 troops into Alaska in 36 hours.

Born in Sweetwater, Okla., Mr. Frye grew up and did his soda-jerking in California. He nicked each pay check for something for the kitty, to buy into aviation. His first investment was in a series of flying lessons. He and his instructor then bought a battered old war veteran Curtiss Jenny and made it the nucleus of a flying school and an aerial taxi service.

Standard Air Lines came later when two students, Paul E. Richter and Walter A. Hamilton joined young Mr. Frye in establishing it, operating between Los Angeles and Phoenix, Ariz. As one thing led to another, as they bought and merged companies, his associates moved along with him and became executives of the T.W.A. Mr. Richter shared his last notable acquisition of aviation stock, when, in April, 1929, T.W.A. took over about 70,000 shares of the Lehman Bros. holdings in T.W.A. at two points above the market.

Mr. Frye has kept right on flying as well as designing and financing airplanes, and in 1934 set up a record in crossing from Los Angeles to Newark in 11 hours and 31 minutes. Thirty-six years is young for a mogul. Last January, he married Helen Varner Vanderbilt.

COMMANDER Edward Ellsberg's new novel, "Captain Paul," the fictional narrative of the life of John Paul Jones, is another reminder of American penchant for doubling in writing and fighting. We have had Gen. Lew Wallace, with "Ben Hur," "Captain King" and all his other bell-ringing stories; Maj. John Thomasen, of the marines, author of "Fix Bayonets," and many other books and short stories and one of the best writing men of the country, regardless of weight or class; and of course Maj. Gen. "Hap" Arnold of the air corps, author of the long string of "Bruce" stories.

As to Commander Ellsberg, his New Book is one of an increasing number of his imprint which get loud applause from the critics. His spectacular feat in raising the submarine S-51, off Block Island in 1925 first brought him to national attention. His first book, "On the Bottom," told the story of the S-51. Thereafter came "Pigboats," "Thirty Fathoms Deep," "Hell on Ice," "Men Under the Sea," and many short stories and magazine articles. He is now a United States naval reserve officer.

He was born in Hartford, in 1896, the son of a Russian Jewish immigrant. Young Ellsberg went to Annapolis, where he was graduated at the head of his class.

His eminence in engineering is comparable to his literary reputation. He attended the Yale School of Naval Architecture, after his graduation from Annapolis and in the World war got a fast running start into his career by refashioning interned German ships for transports. He is short, compact, squarely built, with an outthrust jaw, and always stirred by keen intellectual interests.

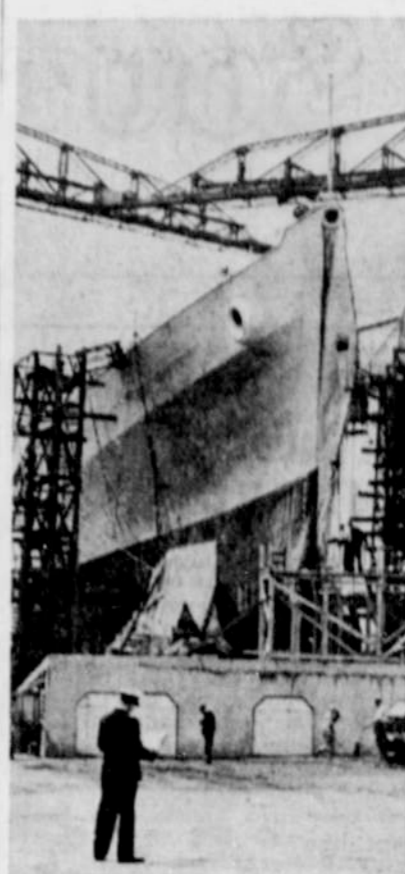
NEVER an engineer, metallurgist, financier or salesman, Walter S. Tower worked up in the steel industry to a \$100,000-a-year job. As president of the American Iron & Steel institute, he tells the New York general meeting of that organization that this country has steel enough to supply all possible 1942 demands several times over. Mr. Tower taught economic geography at the University of Chicago and was trade adviser for the U. S. shipping board. Has a Harvard M. A. and a degree from Pennsylvania.

## Aviation Plant Closed by C. I. O. Strike



Strikers and pickets outside the huge North American aviation plant in Inglewood, Calif., which was closed tight when C. I. O. workers called walkout while demand for higher wages was being considered by National Defense Mediation board in Washington. The plant has \$200,000,000 worth of orders for planes for the U. S. and Great Britain.

## 'Terror' of Deep



The U. S. S. Terror, the navy's first vessel particularly designed as a mine layer from the keel up, is shown getting its final touches in preparation for its launching at Philadelphia navy yard. It displaces 6,000 tons.

## Exercise Ends Bulges That Give an Old Look



Middle Age Starts at Middle. THAT discouraging matronly bulge at the waist! You push it in, girdle it in, but out it pops—unless you exercise it away! Or is your special problem fatty hips or heavy legs or a drooping bust?

Our 32-page booklet has exercises to remedy those figure faults, too. Tells how to correct poor posture, faults of shoulders, bust, arms, waistline. Gives exercises to relieve foot troubles, constipation, nervous tension, also a daily routine for the entire body. Send order for your booklet to:

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## Old Man River Jumps Traces



Roaring waters of the Youghioghenny river, sent far over its banks by a three-day continuous rain, washed out the tracks of the P. & L. E. railroad and sent this freight train plunging into the river at Dickerson Run, about 30 miles from Pittsburgh. The three-man crew was riding in the engine cab and narrowly escaped death.

## Drops Dead



Rep. M. Edelstein (D.) of New York city who dropped dead on floor of house corridor after leaping to his feet to answer statement made by Rep. John Rankin of Mississippi that "international Jewry" was creating difficulties in the money market.

## Axis Seamen Arrive at Canal Zone



Some of the 102 German and Italian seamen who sabotaged and scuttled the vessels Eisenbach and Fella off the coast of Costa Rica, pictured when they arrived at the Canal Zone quarantine station preparatory to deportation to Europe via the first Japanese vessel.

## Wins Revere Award



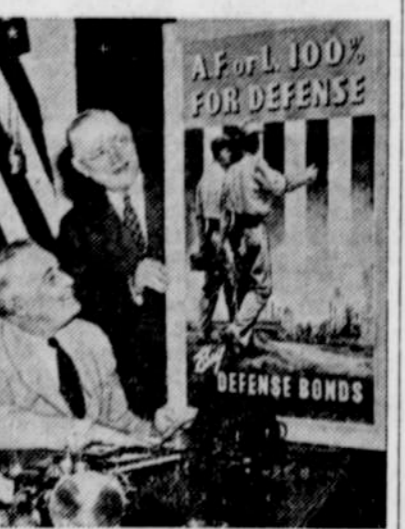
Eugene Phillips, 33, of Fort Worth, Texas, who heads list of winners in the Revere award for best contributions made by workers at the bench to America's defense plans. He was awarded first prize (\$5,000) for his creation of a system for the blind landing of airplanes.

## For Better National Nutrition



At the National Nutrition conference held in Washington at the request of the President 400 physicians and health officers were told that "diet standards of 75 per cent of our population need to be raised to withstand the strain of total defense." (Left) Paul V. McNutt, federal security administrator; M. L. Wilson (center) and Russell Wilder of Mayo clinic.

## 100% for Defense



President William Green of the American Federation of Labor, presents the President with an original oil painting bearing legend, "A. F. of L. 100 Per Cent for Defense." Fifty thousand large color posters were reproduced for local unions.

## Help to Relieve Distress of FEMALE PERIODIC COMPLAINTS

Try Lydia E. Pinkham's Vegetable Compound to help relieve monthly pain, headaches, backache and ALSO calm irritable nerves due to monthly functional disturbances. Pinkham's Compound is simply marvelous to help build up resistance against distress of "difficult days." Famous for over 60 years! Hundreds of thousands of girls and women report remarkable benefits. WORTH TRYING!

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Time of life A long life may not be good enough, but a good life is long enough.—Benjamin Franklin.

## THE TRUTH SIMPLY TOLD

Today's popularity of Doan's Pills, after many years of world-wide usage, surely must be accepted as evidence of satisfactory use. And favorable public opinion supports that of the able physicians who test the value of Doan's under exacting laboratory conditions. These physicians, too, approve every word of advertising you read, the objective of which is only to recommend Doan's Pills as a good diuretic treatment for disorder of the kidney function and for relief of the pain and worry it causes. If more people were aware of how the kidneys must constantly remove waste that cannot stay in the blood without injury to health, there would be better understanding of why the whole body suffers when kidneys lag, and diuretic medication would be more often employed. Burning, scanty or too frequent urination sometimes warn of disturbed kidney function. You may suffer nagging backache, persistent headache, attacks of dizziness, getting up nights, swelling, puffiness under the eyes—feel weak, nervous, all played out. Use Doan's Pills. It is better to rely on a medicine that has won world-wide acclaim than on something less favorably known. Ask your neighbor!

## DOAN'S PILLS

## MERCHANDISE

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