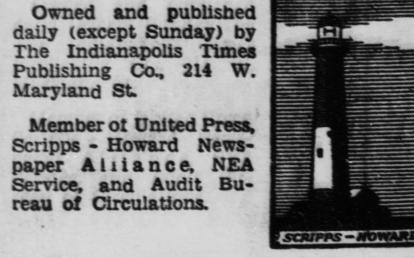


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Give Light and the People Will Find Their Own Way

THURSDAY, FEBRUARY 12, 1942

LINCOLN SAID IT

"WE shall nobly save or meanly lose the last, best hope of earth." (From message to Congress Dec. 1, 1862.)

AFTER SINGAPORE

THE cost of Singapore's collapse is so great it cannot be counted now. Immediate results are obvious. But nobody can yet measure its effect on the attitude of all the brown and yellow races of the Orient toward white civilization in general and the British Empire in particular.

Today Chiang Kai-shek of China, who is also Allied generalissimo on the Indo-China and Thailand fronts and whose troops are defending British Burma, is in India trying to negotiate Indian independence. His purpose is to rally India's one-third of a billion people with China's half billion in the defense of Asia. That is a first sample of reaction in the Orient.

The immediate effect on Australia has been known for some time. The prime minister has said that his country can no longer look first to England for support, but must now look to America. Australians have been the bitterest critics of the London policy of giving England and the Middle East defense priority over Singapore. Australian newspapers have predicted that the fall of Singapore would mean the fall of Churchill.

In London most observers doubt that Churchill will go, since no other leader approaches his popularity. But the long-delayed cabinet shakeup is considered much nearer.

BRITISH public reaction to Singapore is particularly bitter because officials promised it would hold; and because it follows Hongkong, Penang, Moulmein and Libya.

In the United States the first reaction is that this further isolates MacArthur. While Singapore held, there was a fair chance of a turn in the tide, permitting relief of Bataan.

It is not yet clear how the radically changed military situation will affect Roosevelt policy and strategy. That will be revealed only with further disposition of forces.

One thing which is clear—too clear—is the immediate military result on the southwest Pacific. The Allies are losing their best base for defense and future offense, which means a much longer war. The enemy's way is now clear to neighboring Sumatra, which—together with new Japanese bases on Borneo, Celebes, Amboina, New Guinea and the Solomons—gravely threatens the last Dutch strongholds of Java, and Australia beyond.

Even more costly may be the effect on China and India if enemy forces freed by Singapore are sent north to join those which already are advancing to cut the Burma Road, China's lifeline.

In this encircling gloom, Americans can only work the harder, keep the faith, and trust our President-Commander-in-Chief to act.

MUCH IN LITTLE

GEORGE ADE is an old man, having passed his 76th birthday. His reputation as the "Hoosier humorist" depends on a great volume of writing, but chiefly the "Fables in Slang," which already sound a bit dated to a generation which has passed them by.

But neither the generation nor the times have passed by Ade himself. He says "the old bean is working; I can read all I want, and get around as much as I like."

Evidence that this is true comes from a sentence in his birthday interview in which he came about as close to telling what the war is all about in one sentence as some others have done in encyclopedic books. Said Ade:

"Decent people can't lie down and let those roughnecks walk on them."

THAT BRIDGE OF SHIPS

THE President's appointment of a new war shipping administration, the Normandie fire in New York, and the 15th U-boat attack off our Atlantic coast within 25 days, spotlight again the Allies' biggest problem. That is the "bridge of ships." When that phrase was coined, it meant the North Atlantic supply line. Now it means many bridges across all the seven seas.

Even the big bombers, which can span the oceans when there are adequate bases, cannot operate without bombs, spare parts, and other accessories. And they cannot survive long in battle without protection of fighter planes. The bombs, parts, and pursuit planes must go by slow ship. Those merchant ships, in turn, must be convoyed by naval vessels and planes.

The British public recently demanded that Churchill explain why, with increased British tank and plane production, the Far East was unprepared. "The limiting factor has not been troops and equipment, but transport," he replied.

Transport is the limiting factor not only in Far Eastern defense but also in supplies to Russia, which have fallen far below schedule. Transport is the limiting factor in Latin-American co-operation. England cannot survive without an annual minimum of 35,000,000 tons of goods from overseas. The United States must bring in 20,000,000 tons of raw materials a year for war production.

To offset Allied ship losses and meet increased transport demands, the President asks for 8,000,000 tons of construction this year, compared with 1,100,000 in 1941. Fortunately, our shipbuilding performance is one of the brightest spots in the war production picture.

If Admiral Land as head of the new WSA can do as good a job in utilizing existing shipping as he has done in building, and if the Navy repeats its earlier success in controlling enemy U-boats, the difficult transport problem can be solved.

Fair Enough

By Westbrook Pegler



CHICAGO, Feb. 12—For all the gentle sweetness of my nature and my prose I have been accused of rudeness to Mrs. Roosevelt when I only said she was impudent and presumptuous, and that her withdrawal from public life at this time would be a fine public service.

That is just an opinion, and there may be other opinions on the subject, but I maintain that chaste and gentlemanly language and vigor than most of us are used to in our discussion of controversial subjects.

This lady is a meddler in many matters which are very improper business for the wife of the President of the United States, a status which is constantly invoked for her lest her activities be objectively discussed as those of an ordinary citizen.

Long ago, Mrs. Roosevelt meddled in the News-Guild. Absolutely ineligible even on the pretext of her public diary, which is not her principal occupation, Mrs. Roosevelt nevertheless accepted membership to which she was not entitled and immediately became the political foil of all those American newspapermen and women who knew the character of some leaders of the Guild, detested and resisted their dirty work and bravely suffered its heartless persecutions. She was granted membership because she was the President's wife and for no other reason.

An Old Story to Dies

Legally, Mrs. Roosevelt, even as the wife of the President, has no more authority than any other citizen of the republic. She is on a common footing with Mrs. Smith, Mrs. Jones and Mrs. George Spelin, but we always treat our Madame President with a special respect because the office of her husband, which she partakes of, is the highest temporal authority in our country.

But when our First Lady commercializes that respect for profit and in competition with the rest of the people, by her association with persons who associate with enemies of the American system, antagonizes the people, it is she, not her critics, who fails in respect for the office.

Mrs. Roosevelt's quiet sailing around of her personal friends in the Government employ is no new thing. The Dies Committee has known of this for a long time and has muttered about it, but the Dies Committee lives under a political sword and has had to speak softly lest Mrs. Roosevelt exert her influence to starve it of money with which to continue its work.

Churchill Would Remember

MRS. ROOSEVELT has absolutely no right to appoint anyone to any public position but now it comes out that she has named one actor, one eurythmician or dancer, and one secretary from her private payroll to paid jobs in the Office of Civilian Defense, and one professional youth-mug to an unpaid position in the same important department.

The youth, incidentally, formerly was a fair-haired boy of the Communist front and now, at the age of 32, is held up to the American people, by Mrs. Roosevelt, as a person fit for leadership of American youth. Winston Churchill would remember it well if the lady was a relative of his. The British reacted calmly, the lady's ears were slapped down and Britain got into the war.

Still scrupulously avoiding impoliteness, I insist that Mrs. Roosevelt's activities have been not helpful but, on the whole, very harmful, and that, for all her pleadings against discrimination for creed and color, she has herself actively encouraged cruel discrimination against Americans.

U. S. Aviation

By Maj. Al Williams



THE RELUCTANCE of many people to accept aviation at anything like its face value, even after it has upset this entire war, is more easily understood when we realize that for thousands of years only the most gifted imaginations of the ancients were able to draw dream pictures of human travel above the horizons.

The Wright brothers flew the first plane 38 years ago. So, the demonstration period of aviation has been 38 years against thousands of years of fact, instinct and tradition that man could not rise above the water or land on anything approaching the design of a bird's wings.

There have been only a few thousand true apostles of the coming air age in a present-day world population of billions. The acceptance of aviation has been painfully slow, say some of these few, real air apostles.

This is the basic reason why those men charged with the preservation of the British Empire, the world position and safety of the United States, and the winning of this war, couldn't cut loose from the old system.

Approaching a Showdown

SOME DAY school children will be reading the history of the age in which we are now living. They will be questioned as to the facts of Pearl Harbor and of this war—facts of which we read as current events.

It was no great task of vision to estimate that airplanes could destroy cities and armies and sink warships. Such potentialities were clearly demonstrated more than 20 years ago. All we have in this war today are more of the same basic type bombs, fighters and flying boats.

Present planes do indeed have superior performance and flight ranges, neither of which was unforeseen. Bombs sunk warships 20 years ago. Warships were built to withstand the bombs that sank those old warships, and modern bombers merely hoisted bigger bombs under their wings and did the same job over again. But we failed to produce the leaders, the men who had the power—financial and political—to see this picture and understand that such things were going to happen.

Victory in this war will belong to the strongest, the swiftest, and the most wings. Destiny is now about to call for a showdown of cards.

So They Say—

None of the victories of the Axis could have been gained without this silent but very active partner—from the Battle of Poland to Pearl Harbor. His name is complacency. — Jim Farley, former Postmaster General.

There is but one business in America today. That is winning the war. There will be but one business when the fighting is over. That will be to win the peace.—Joseph Daniels, First World War Secretary of the Navy.

No Filipino of any importance whatever will serve as head of a Japanese-controlled puppet state.—J. M. Elizalde, resident commissioner of the Philippines.

A Fine Case of Sunburn!



The Hoosier Forum

I wholly disagree with what you say, but will defend to the death your right to say it.—Voltaire.

BUY BONDS, NOT LIQUOR, SHE URGES

By Mrs. Willard G. Gray, 302 N. State St.

"Early to bed and early to rise makes a man healthy, wealthy and wise."

How many of us have heard this ditty from our elders?

Now we have a new time called "War Time," and the purpose is to conserve electricity. If we really are trying to save electricity, why are the saloons, inns, taverns, etc., allowed to have their high-powered electric signs outside and inside, also their high-powered electric music boxes blaring out? Liquor takes sugar, grain and many things useful to the housewife.

We are being rationed on sugar, automobiles, tires, lumber and material for building, plumbing and heating fixtures, woolens, silk hose, and all silk and woolen material, all kinds of paper. I fold my paper sacks and either return them to the grocer or to my egg man.

Real Americans are ready and willing to make sacrifices for the winning of the war, but why has there not been any restrictions placed on the sale of liquor?

If we really want to economize instead of spending money for liquor which only makes misery, want and inefficiency, we will spend all our extra money for defense bonds or stamps which will help our country, our homes and our families...

If retirement pensions should become a fact, the paramount issue in the spring primary should be Rum and Pensions for Congressmen vs. Taxing the American Sugar Bowl and Family Car...

Buy Bonds, Not Liquor, She Urges

By H. M. B., Indianapolis

Times readers are invited to express their views in these columns, religious controversies excluded. Make your letters short, so all can have a chance. Letters must be signed.)

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However, the voters back home are now demanding to know why these Congressmen didn't pass the Townsend Plan Bill and then accept their pensions, along with 10,000 other patriotic American citizens, from this law. Why continue this special granting of exorbitant pensions to those who have always received the largest public salaries? If the Townsend pensions are insufficient for retired Congressmen to exist on, then why don't they purchase additional annuities from private insurance companies and pay for them out of their \$10,000 a year salaries?

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