

WEEKLY NEWS ANALYSIS

Nazi Forces Pay Huge Manpower Toll In Effort to Maintain Unbroken Line; OPA Calls for New Fuel Oil Reduction; American Bombers Blast Balkan Cities

(EDITOR'S NOTE: When opinions are expressed in these columns, they are those of Western Newspaper Union's news analysis and not necessarily of this newspaper.)



En route to some unnamed destination, these five high-ranking Marine officers are planning strategy aboard a transport. Left to right are Maj. Gen. Alexander A. Vandergrift, Lieut. Col. Gerald C. Thomas, Lieut. Col. Randolph McPate, Col. Frank P. Goettge and Col. W. C. James. Colonel Goettge is reported missing in the Solomons.

RUSSIAN FRONT: Nazi Toll Mounts

Even as Wendell L. Willkie called for a second front to aid the Russians, Soviet troops were battling defiantly for every foot of ground on the Volga river front.

Russian gains were reported officially on the long front extending from the Moscow-Leningrad sector to the deep Caucasus. Soviet troops occupied several heights and villages southeast of Novorossisk, German-held Black sea base, killing about 1,200 Germans in one day.

In the Stalingrad area more than 4,000 Nazis had been reported killed in one day's fighting. The major battle had appeared to be in the northwest of the city. In one sector the Germans launched eight attacks against Soviet positions in 24 hours in an effort to check the threat to their left flank. The heavy infantry attacks were supported by 40 tanks. Four attacks were reported repulsed. Silence concerning the other four indicated that progress had been made by the Nazis.

The Soviet communique acknowledged a withdrawal in the Mozdok area where it was announced that "numerically superior forces" had captured a village. Between Moscow and Leningrad, Soviet troops continued to mop up German forces which had penetrated into the Russian defenses.

In a broadcast the German high command announced that "in the northwestern part of the Caucasus and on the Terek river the enemy was ejected from deep positions notwithstanding tenacious resistance."

GAS RATIONING: For Entire Nation

Rubber Administrator William M. Jeffers' order for the rationing of gasoline on a nation-wide basis came as no great surprise to America's 27,000,000 motorists, forewarned by the report of the Baruch committee.

The rationing system, expected to take effect in November, will be patterned after the permanent program which went into effect in the eastern states July 22. The system permits a basic ration of 192 gallons a year, enough for 2,830 miles of travel on the basis of 15 miles per gallon. It is an average of 3.69 gallons a week.

Non-essential motorists receive "A" books, permitting them to purchase 32 gallons of gasoline over a three-month period. About 68 per cent of the car owners in the eastern states have "A" cards. A "B" book permits its user a maximum of 470 miles a month. Those eligible for such a book are persons with essential occupations. The "C" books are for individuals engaged in war or civilian defense activities. They allow 128 gallons a month and holders may receive as many as they actually need.

In his first statement since his appointment as rubber czar, Jeffers called upon the nation's motorists to "be volunteers" in trying to keep our "economic life from breaking down." He asked for a maximum speed limit of 35 miles an hour, but told drivers they were to be their own policemen. He urged that "every citizen ration his own driving and reduce his own speed" immediately, without waiting for actual rationing.

BALKANS BLASTED: By U. S. Bombers

Four Axis satellites in the Balkans—Croatia, Hungary, Rumania and Bulgaria—are feeling the strength of the American air arm as long-range B-24 four-engine bombers deposit their loads on the capital cities of those nations.

Allied bases for the attacks have not been named, nor has the nationality of the flight crews been revealed, but observers assume that American airmen are working with Russian and British fliers.

WILLKIE: 'Now Is the Time'

Before he left Russia for his conference in China with Generalissimo Chiang Kai-shek, Wendell Willkie took time out to tell the American people that in his opinion the time for opening a second front was not next spring, but right now.

He said that Nazi pressure on the resources of Soviet Russia was terrific and that relief was badly needed. He urged a very definite step-up in the amount of aid being delivered to the Russians and pointed out that almost a third of their population had been subjected to German rule.

After this statement was issued Premier Joseph Stalin held his farewell banquet for Willkie. President Roosevelt's emissary on his round-the-world check-up of the war fronts. This event was described as being most cordial.

Though Stalin was joking and teasing him throughout the affair, Willkie said later that the Russian premier demonstrated his clear, logical mind, and "a vital subject, which cannot be disclosed" was mentioned often throughout the evening.

MACARTHUR'S MEN: Drive on Japs

The first Jap withdrawal from some outposts in the Owen Stanley mountain range above Port Moresby, New Guinea, was announced in a communique from General MacArthur's headquarters in Australia. Strong allied patrols, aided by light artillery, forced the Jap withdrawal, which came concurrently with the start of heavy rains, the communique said. MacArthur's ground forces made gains in counter attacks southwest of Salamaua on the left flank of the Owen Stanley line. Ground successes were teamed with new aerial assaults on enemy posts and island bases across a thousand mile area in the southwestern Pacific.

Allied dive bombing attacks on vital Japanese supply routes met with considerable success. The Jap Kokoda-Buna supply line on the northern slope of the Owen Stanley mountains was blasted while other planes raided Dilli, capital of the enemy-held Portuguese Timor, and Ambai.

FUEL OIL RATIONS: Cut to Two-Thirds

Oil-heated homes in 30 eastern and middle western states will have to get along with two-thirds of their normal fuel supply under a new ruling by the Office of Price Administration. The coupon rationing plan, said Paul M. O'Leary, OPA deputy administrator, "is going to be geared to an estimated overall average of 33 1/3 per cent of normal consumption. We found that the 25 per cent cut, originally planned, would not be sufficient to provide an adequate margin of safety and still meet the fuel shortage."

O'Leary warned that householders who cannot heat their homes comfortably on two-thirds of the fuel normally used, should convert to coal if possible.

If furnaces cannot be converted from oil to other fuels, he said, "then everything that is possible must be done to improve the burner efficiency and to insulate the home properly."

He pointed out that the householder who improved the thermal efficiency of his home through insulation and by installing storm doors and windows, weather stripping and by overhauling his heating unit would be rewarded by added comfort.

The OPA warned consumers to fill their tanks before rationing begins.

FIGHTING FRENCH: A Nod From Moscow

Soviet Russia became the first of the United Nations to recognize the "Fighting French" movement as "the only body entitled to organize participation of French citizens in the war," when it was announced from Moscow that Gen. Charles de Gaulle had been accepted as the sole representative of this group.

Thus the Vichy government of Pierre Laval and Marshal Henri Petain received its first official diplomatic slap in the face. It had been almost a year to the week before De Gaulle received the recognition he had been seeking from the United Nations. For late in September last year he organized the Fighting French as a political administration as well as a fighting force and through frequent appeals has sought to replace the Vichy government as the official agent of the French people.

This recognition by the Soviet came just two days after a Fighting French air unit arrived in Russia to fight on the eastern front against the Germans. Known as the Normandy squadron, this unit is being made a part of the Soviet air force.

WAR PRODUCTION: Progress Report

"Right now," according to WPB Chairman Donald Nelson, "approximately 40 per cent of our entire production is going for war. By the middle of next year that proportion has got to be around 60 per cent." WPB Vice Chairman Knowlton issued a statement about the same time, in which he indicated that present war production is 3 1/2 times that of ten months ago.

Said he: "We're beginning to recognize the truth of the situation, to know we've been behind the eight-ball."

An estimate from the commerce department revealed that the total output of machine tools during the calendar year 1942 would be about 350,000 units, or almost double last year's production. These would have a value of \$1,400,000,000.

Another report, this one by the Maritime commission, showed that in the past 12-month period 488 ships, aggregating about 5,450,000 deadweight tons, had been completed and delivered. Of this total, 327 were Liberty ships.

This report, made to the President by Chairman Land of the commission, declared that: "Scheduled deliveries for the remaining months of 1942 should bring us to the 8,000,000-ton goal of your directive."

AIR OFFENSIVE: Renewed in China

After a lull of almost a month, the American air force in China renewed activity against the Japanese with an attack on troop columns in southwest Yunnan province and a foray against Hanoi in French Indo-China.

A communique from Lieut. Gen. Joseph W. Stilwell's headquarters announced that 10 Jap troop trucks and a staff car were destroyed in the strafing attack along the highway between Lungling and Chefang by fighting planes. The raid at Hanoi was on the Gai Lam airport.

Brig. Gen. Claire Chennault, commander of American air forces in China, stated that French and natives of Indo-China were becoming less co-operative with the Japs as a result of American air successes. "Intelligence reports show that the French are disillusioned, though the Japanese are now all-powerful in Indo-China," Chennault said.

A new Japanese two-engine, two-seater fighting plane was encountered by Americans on the Hanoi raid. The plane, an I-45, was reported to be heavily armed with a 20-millimeter cannon and two 13-millimeter guns forward.

Alaska Bound



Somewhere in the middle of Canada this U. S. Army private is working on the U. S.-Canada-Alaska highway which, when completed, will play an important part in the United Nations war effort. The new highway is expected to be open by December 1.

MISCELLANY:

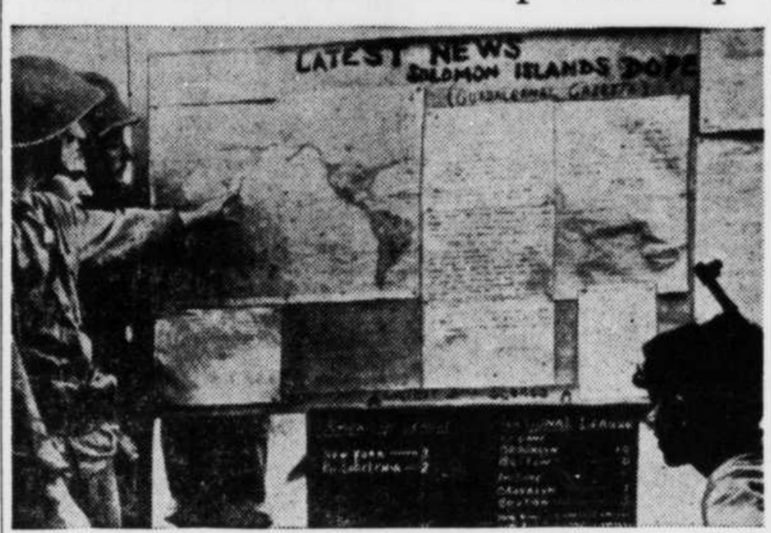
BENEFITS: Headed by Joseph E. Davies, the President's War Relief Control board has prohibited army or navy relief benefit shows or solicitations of funds after November 15 unless organized by the services and participated in by service personnel. The order will not prevent private agencies or individuals from staging benefits for the USO or other war charities.

U-Boat Prisoners Who Will Raid No More



A boat load of Nazi prisoners comes alongside HMCS Assiniboine after their U-boat had been blasted out of the water and then rammed by a Canadian destroyer. Some of the Nazis smoke while waiting their turn to climb aboard. Coxswain of the boat is a sub-lieutenant from HMCS Dianthus, which arrived on the scene and picked up the sub's crew.

Solomon Isle Marines Keep Wised Up



Marines at Guadalcanal in the Southwest Pacific not only make the news, but manage to keep up with it, too. Here some of the fighting Leathernecks are shown checking a map, while others keep an eye on what "dem bums" are doing back in the States, as shown on the lower scoreboard.

Old White House Fence Goes for Scrap



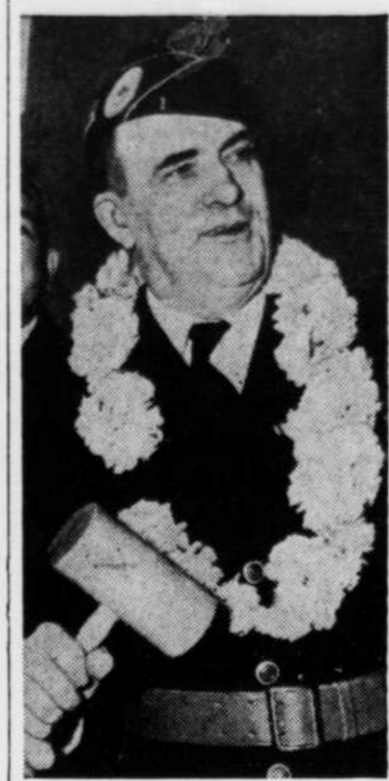
The national scrap drive plays no favorites. Photo shows Harold L. Ickes, secretary of the interior, tossing part of a fence that once surrounded the White House into the interior department's scrap metal collection. The old fence was replaced in 1937 by a newer and higher fence.

U. S. Troops at Port Moresby



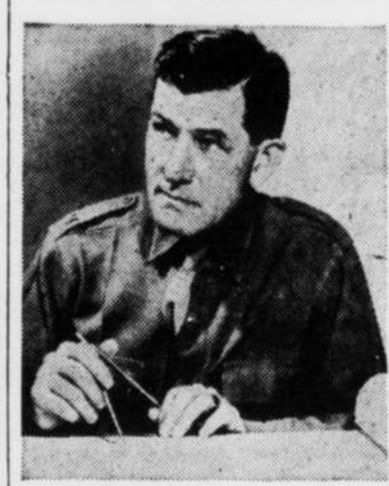
Carrying barracks bags, personal belongings and ammunition, these American soldiers are shown as they arrived at Port Moresby, New Guinea. Since then these troops have likely seen action with Jap jungle troops, headed towards this base. New Guinea natives and Australian soldiers sitting on gas drums inspect the troops as they march past.

Leads Legion



At its convention in Kansas City the American Legion adopted a resolution calling for the draft of 18-19 year olds, and opened its membership to veterans of World War II. Roane Waring, of Memphis, Tenn., new Legion commander, is shown above.

'Alcan' Mastermind



The Alaskan highway, or "Alcan," as it is called by its builders, is expected to be ready for use by December 1. The highway will bolster Alaska against Jap invasion. Above is Brig. Gen. W. H. Hoge, master mind of the great project.

Vichy 'Celebrates'



Marshal Petain, head of Vichy France, is welcomed by Pierre Laval as he arrives at the Gergovian memorial, near Clermont Ferrand. Here, on the second anniversary of the French Legion, members of the legion brought earth from all parts of the French empire to be sealed in the monument which commemorates Vercingetorix's victory over Julius Caesar in 52 B. C.

Rubber Czar



A streamlined rubber program is expected to develop from the appointment of William Jeffers as rubber administrator. Mr. Jeffers (shown) is president of the Union Pacific R.R.

Washington Digest

Wheat Price Minor Factor In Present Cost of Bread



Improved Merchandising, Manufacturing Methods Boost Baker's Bills; Raw Material Cost Relatively Slight.

By BAUKHAGE
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The recent debate in congress over the stabilization of prices and wages goes as deep into the home and the farm and the factory as any national issue ever has.

I received a typical letter on the subject—a query about the relative cost of wheat and bread, what the farmer gets and what the baker charges. In trying to answer it, I found a mountain of statistics and a wide variance of opinion; but it was a childhood memory which gave me the most convincing part of the answer.

First, the letter from my listener in Bismarck, N. D.:

"Before you put too much blame on farm products for the rise in the cost of living, please explain soon in one of your radio talks, why during World War I, when wheat was selling for \$2.25 to \$2.50 per bushel, that bread was selling for ten cents a loaf while now, posted local prices at this point, are 92 cents (for wheat) and bread retails at 13 to 15 cents a loaf . . ."

Now the memory: It was a clear summer morning. School was just out and there was a treat in store for me. I got up long before the family was awake, slipped into the summer kitchen and poured myself a glass of milk and put a couple of cookies in my pocket. As I went quietly out the front door, I tiptoed across the stoop where the empty pan with a red milk-ticket lay beside it.

I walked down Locust street to Arthur Barnes' house just in time to climb into the bread wagon beside him and his father. We crunched down the driveway and through the empty streets to the New York Central station. Before we got into the freight yards the train from Buffalo was rolling in. By the time Mr. Barnes had backed the wagon up to the freight station platform the bread crates were waiting.

Fast Delivery

We stood beside the crate. Mr. Barnes was in the delivery wagon. I wasn't nearly as adept as Arthur, of course, for he had much more practice in extricating and tossing the loaves and he often had to wait a second or two, while he toyed with the unwrapped loaf before I had managed to toss mine to Mr. Barnes who deftly caught it and put it in place in the layers that rose from the wagon's floor. This lack of dexterity on my part made me a little nervous and one loaf went wild. Mr. Barnes reached out nobly but it hit the side of the wagon and caromed over into the cinders.

Mr. Barnes was a man of deeds, not words. He leapt out of the wagon and recovered the treasure. I looked sheepishly at Art. There was half my pay gone, surely. But no! Mr. Barnes was frowning, he looked around, whipped out his knife and with a few expert incisions removed the cinders, gave the crust an affectionate stroke with his bare wrist and leapt back into the wagon with it. The loading continued in silence for a moment. Then Art leaned over and said in a reproving whisper, "Don't say nothin' about that."

It was that concern over a possible aroused public opinion over a lapse in our sanitary discipline which foreshadowed one of the developments that has increased the cost of bread.

The incident I have described took place about 1898 and it reveals some of the primitive methods of the baking industry which sanitary laws, popular taste, cost of labor make impossible today.

Take the most obvious: packaging. Can you imagine bread being shipped in crates and massaged by human hands today? Yet even as late as the time of which my correspondent writes, 1914—wrapping bread was unknown in many communities.

This one sanitary measure is only one of many which have made the cost of bread higher—the conditions with the bakery have changed even more radically. Of course, labor is the most important factor. In 1914 men worked much longer hours for much less money.

Cost of Ingredients

And when we come to the content of the bread, of which wheat, the commodity which most concerns my listener, is the most important, we find it almost negligible in figuring the cost of the finished product. Experts studying the question, state that there are few food commodities in which the chief raw material provides so small a fraction of the final cost as in bread.

According to current statistics it would take an increase of 60 cents a bushel in wheat to cause an increase of one cent in a loaf of bread.

Compare this with potatoes for instance. When a housewife buys potatoes, she pays only for the spuds themselves plus the cost of handling. Now all of these factors are mentioned merely to justify an increase in the price of bread since 1914. Officials concerned with food costs were careful to warn me that they do not all justify the amount of the increase. There is not complete agreement on that subject by any means. Some members in the department of agriculture say that bread could be sold much cheaper and still yield a profit to the baker.

Probably one of the most important factors in the price of bread is the fact that the public just prefers to pay more for it than to bake it themselves.

As one official said to me: "In the last war when I lived on a Kansas farm the women in the small towns in the vicinity as well as the farmers' wives baked their own bread. Today you'll see the bakery wagon making deliveries right out in the country. Perhaps if the women who still bake their own bread charged for their own time, they would find it cheaper to go to the bakery. Meanwhile, it is another case of charging what the traffic will bear—and in this case most of the traffic is willing to bear it."

There is one comforting thought for the farmer. When Price Administrator Henderson puts into effect the measures to stabilize all prices, he will still have to let wheat go up quite a ways before it hits its own ceiling—parity. But bread, for all its yeast, won't be allowed to rise much more.

Aviation Accidents Show Marked Decrease

The number of crashes of military planes in this country reported recently in the newspapers has served to disturb some people. Officials in Washington have received many letters on the subject.

One which I received recently from an obviously intelligent woman, may be typical. In it, she meticulously listed the number of accidents, reports of which had been published, all of which involved fatalities to military personnel. There were 77 deaths within a comparatively short period. The writer was shocked and asked if the cause might not be an organized campaign of sabotage.

Because I felt that there should be some official comment on the subject, I talked at length with an officer in the air force.

The rate of accidents in flying in this country today, he told me, is 68 per cent lower than it was in 1930.

I think the adjective "remarkable" is justified when you think of the number of planes that are in the air now as compared with the number 12 years ago. We are not allowed to reveal the number of planes now flying but General Marshall recently stated that the goal of the air force was two million men and one hundred eighty-five thousand planes by the end of this year. We know that we are well on our way toward that goal. With these facts in mind, the number of accidents seems incredibly low. One reason for the reduction in the number of accidents is the Air Force Safety program. This program is in charge of a colonel who has the authority to give orders to a three-star general if he violates any of the safety regulations. The air force goes on the principle that it is just as important to prevent the loss of planes and men from accidents as it is to prevent their loss at the hands of the enemy.

BRIEFS . . . by Baukhage

America's bombing planes are the lethal successors of the weaponless planes which were used exclusively for observation purposes in World War I, says the Aviation News committee.

The Rockefeller foundation is providing yellow fever vaccine free to the government for the use of the armed forces.

A Berlin correspondent of a Swedish newspaper has stated that the total number of foreign workers in Germany is now 4,000,000 including 1,500,000 prisoners of war.

Economists estimate that we will have about 3 per cent more sows in the dairy herds of the country this year than we had last and about 3 per cent more cows next year.