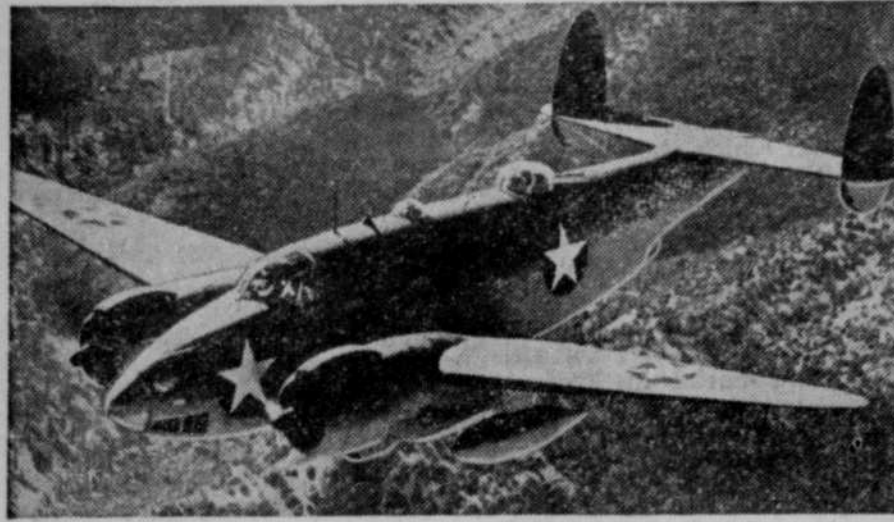


WEEKLY NEWS ANALYSIS

Curb on Wheat Production Is Lifted; New Foods Restricted as Housewives Get Initial Taste of 'Point' Rationing; Red Army Drive Meets New Successes

(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.)
Released by Western Newspaper Union.



Hailed as the new scourge of the submarine, this mighty new land-based patrol plane, the Vega PV-1, may prove to be the navy's answer to undersea warfare. The PV-1 carries "ash can" depth charges, or torpedoes, and is the first sub-buster in production to fill the navy's need for twin-engined, land-based aircraft with plenty of range and striking power.

POINTS: For Rationing and Study

Moving quickly, government agencies placed three varieties of food under control as the nation lined up for registration for the No. 2 ration book to be used for canned, bottled and processed vegetables, fruits and juices.

Shortly after the department of agriculture announced rationing of dried beans, peas, lentils and dried and dehydrated soups, the Office of Price Administration placed wholesale ceilings approximating 40 cents a dozen on eggs and froze prices of fresh vegetables at the levels prevailing between February 18 and 22.

These moves put almost 95 per cent of all food under some sort of government regulation. The OPA's action came as the nation's housewives still studied the effect of the newly announced point values of the various canned, bottled and processed foods rationed. To many, point values proved much higher than expected and undoubtedly will lead to numerous revisions in family fare.

On top of all this came reports from the Capitol that cheese, butter, fats and oils might be included in the next rationing program, scheduled for meat.

WHEAT BAN: Has Been Lifted

AAA wheat marketing quotas for 1942 and 1943 have been suspended in what was announced by the department of agriculture to be a move designed to insure adequate wartime supplies of the grain for food—human and livestock.

Under the marketing quota system only wheat grown under their AAA planting allotments could be sold, used or fed by farmers. Excess wheat so disposed of had been subject to a 54 cent per bushel penalty tax for the 1942 crop and it previously had been expected that this penalty would amount to 60 cents on the 1943 crop. With the quotas suspended these restrictions were lifted.

Secretary of Agriculture Claude Wickard declared that when the 1943 quotas were announced in the fall of last year this country had a record supply of 1,613,000,000 bushels of wheat—enough to supply normal needs for two years. At that time farmers were asked to use extra wheat land for other war crops. New consumption of wheat for human and livestock food has gone up and as a consequence the restriction had to be lifted to insure supply.

RUSSIANS: Continue Drive

There was little pause for celebration as Russia's army marked its 25th anniversary but well the Nazis knew that the Russians had an army. For all along the broad front the German retreat continued. From the northern anchor of the Axis line in South Russia at Orel to the northwest Caucasus the Red drive pushed Hitler's troops toward the Russian border.

Premier Stalin's message on the anniversary proclaimed the mass expulsion of the Axis forces was in flood tide and would not soon abate. He praised his soldiers for their fighting spirit and urged them to be unrelenting in their future battles.

Meanwhile the Berlin radio admitted the Reds were smashing through in several sectors near the Dnieper river but this source also declared that "the far reaching aims of the enemy had failed."

HIGHLIGHTS . . . in the week's news

CANCEL FAST: Catholics in the Chicago archdiocese will not have to fast during the approaching Lenten season. Archbishop Samuel Stritch suspended the fasting regulations on papal authority. Increased productive efforts and the rationing program are believed to have led to the decision. Meatless Fridays will remain in effect, however.

NORTH AFRICA: Counterattack

"The Americans of Washington's day faced defeat on many occasions. We faced, and still face, reverses and misfortunes."

When President Roosevelt uttered those words, 10 days ago, he was thinking in part of the North African front. But "reverses and misfortunes" are a far cry from "defeat." The battleground of southern Tunisia was the scene of an Allied reversal—depressing only to those who were over-optimistic.

In three places American and British forces checked the pace of a German advance in Tunisia. One Nazi column, attempting a desperate push on to Thala, was stopped four miles south of the town. Bombers and fighters checked another strong attack on the road leading to Tebessa from Kasserine, and farther north, near Robaa, a heavy German patrol ran into serious trouble when it attacked British forces. It was sent rolling back by crack British infantry.

The Nazi column moving toward Tebessa was bombed by continuous relays of American warplanes. Fighters and bombers attacked the Kasserine bottleneck in more than a score of missions.

But it was evident that our forces had suffered reverses.

ARMED FORCES: Let George Do It

"Since when has America adopted as its national policy, 'Let George do it?'" asked Robert P. Patterson, undersecretary of war, as he discussed the need for putting 10,800,000 men into the armed forces by the end of this year. He defended this plan by declaring that this was the number needed as judged by the commands and staffs of both the army and the navy.

"Full account has been taken of the ability of American industry and labor and agriculture to produce the supplies needed by our forces, our Allies and by our civilian economy," said Patterson, and he went on to point out that China had been actually engaged in warfare for five and a half years, that Great Britain by the defense of its homeland had come the closest of the United Nations to an "all out" struggle and further advanced the point that the Russians "have killed more Nazis than all the other United Nations combined."

Then he inquired whether it was U. S. policy to "Let George do it!"

U-BOATS: Still Grave Menace

Sinking of two American transports in the North Atlantic with a loss of 850 lives underlined a statement by Secretary of the Navy Frank Knox that the submarine remains a grave menace to the entire Allied war effort.

Coincident with his statement, Knox revealed that an American destroyer succeeded in trapping a U-boat in the Atlantic and sinking it with a barrage of five-inch shells. An American gun crew aboard a freighter fired four shots to sink a Jap submarine that had torpedoed and severely crippled their craft in the Pacific, Knox also revealed.

Germany is building U-boats faster than we are sinking them, Knox said. The new submarines have longer cruising range than the old and can submerge to greater depth. The U-boat menace is expected to reach its peak this spring.

ALLIED ACTION: Renewed Demands

Renewed demands in London for a second front came from two sources on the heels of Josef Stalin's warnings that "the enemy has not yet been defeated."

Ivan Maisky, Soviet ambassador to London, in a fighting speech declared that Russia expects "an early realization of the military decisions taken at Casablanca."

While acknowledging that the successes of the Soviet army were "very encouraging," Maisky pointed out that they were being achieved at a tremendous cost of Russian lives and property. It is natural, therefore, he said, that the USSR expects early Allied action.

Speaking before the house of lords, Lord Beaverbrook reiterated demands for a second front, declaring that "whatever may be the plans of the Germans, we should strike and strike now before they can regroup their divisions . . . If another attack is made on Russia, June may be the date, so we must strike quickly if we are to be ready. We must invade northwestern Europe now."

FINLAND: Tired of War

Ever since the re-election of President Risto Ryti the world had wondered whether Finland would make a bid for separate peace with Russia.

When Finland called home her ministers to the Vatican and Germany the rumors of a separate peace bid were given impetus. But official dispatches from Helsinki announced that Georg A. Gripenberg and Toivo M. Kivimäki, ministers respectively to the Vatican and Berlin, had been summoned home "for



ARCHBISHOP SPELLMAN
Visitor to the pope

a conference in connection with the reorganization of the government."

Two factors gave credence to such belief. First was the possibility that the Vatican might be asked to act as intermediary (bolstered by the visit of the Most Rev. Francis J. Spellman, archbishop of New York, and Pope Pius XII), and second was a suggestion made by Undersecretary of State Sumner Welles that Finland discontinue immediately "effective military aid to the mortal enemies of this country."

RATION DATES

- March 10—Last day of registration for institutional users of rationed foods.
- March 13—Period 5 fuel-oil coupons, good to September 30, become valid.
- March 15—Last valid date for No. 11 sugar coupons, good for three pounds.
- March 21—Last valid date for Stamp No. 25, good for one pound of coffee.
- March 21—Last day on which Coupon 4 in "A" gas ration book is valid.
- March 31—Final date for first inspection of passenger car tires for "A" card holders and motorcycles.
- April 12—Expiration date for Period 4 fuel-oil coupons.
- June 15—Last valid date for Stamp No. 17, good for one pair of shoes.

GUERRILLA WAR: Along Salween River

Although the Japanese continued their advance along the west bank of the Salween river in China's Yunnan province, informed quarters said that the Japs were not trying for a major breakthrough but merely were feeling out the Chinese lines.

Chinese guerrillas achieved "fine results" in harassing the rear of the Japanese line on the banks of the Salween, according to a Chungking communique.

In Washington, Edward R. Stettinius, lend-lease administrator, told the house foreign affairs committee that the United States will leave "no stone unturned" to get increased material aid to China. Stettinius answered charges by Representative Maas of Minnesota, a marine reserve officer who saw action in the Pacific, that "we are not getting all the aid we can to China."

MERCHANT SEAMEN: Lauded by Marines

Charges that merchant seamen refused to unload ships at Guadalcanal were denied by a house naval affairs subcommittee which reported that in all cases American merchant seamen co-operated fully with marines in the Solomon Islands. The subcommittee's report included letters from highest marine corps officials praising "co-operation, efficiency and courage" of U. S. merchant seamen.

Washington Digest

Civil Pilots Eagerly Await Army Assignments



Rapidly Expanding Air Force Will Be in Need of 400,000 Aviators; Good Future in Skyways Seen in Time of Peace.

By BAUKHAGE
News Analyst and Commentator.

WNU Service, Union Trust Building, Washington, D. C.

Washington, of late, has become increasingly air-minded and although the war has caused it, peace will benefit.

A recent advertisement expressed the idea strikingly. It said: "We exist upon one globe and inside another. Our planet earth is the center of a larger air-globe . . . both globes, as one unit, follow the same orbit. We take our air with us and always have."

It is our activity in that larger globe, the heavens, which is going to be vital to America when the war is over. Now we are concerned with small sectors of the sky, our scattered air fronts. Later we shall be concerned with linking them all together in peaceful and profitable air commerce.

In recent weeks, many members of congress have been giving thought to preparation for that day, and "x" thousand (the number is a military secret) young men who have in the past months learned to fly under the Civil Aeronautics Authority's War Training program—the boys who will be the nucleus of our pilots after the war—are fairly bursting with impatience to spread their wings.

Train Civil Pilots

America is planning a military air force of some three million men. Since the rule of thumb says eight men on the ground to one in the air, that means we are going to need some four hundred thousand pilots. The "x" in the "x thousand" men I mentioned as being civilian trained



Many pilots like these, who have been trained under the Civil Aeronautics Authority program, are eagerly awaiting a call to regular army service. Many have qualified for combat duty while others expect to enter other phases of flying service.

or in training does not equal four hundred thousand now but it will help. Before we went into the war, this need was visualized and the Civil Aeronautics Authority created the civilian pilots training courses to which there was a tremendous and enthusiastic response. Not only from boys and men of "fighting" age which is young for combat pilots but of fellows from 18 to 37 who could become flying instructors—or could pilot transport and cargo planes.

Some of these civilian trained pilots are enlisted in the United States Army Air Force Reserves, those who passed the physical and age requirements for combat flying. The others hoped to get into some kind of military aviation service other than combat.

The army in January called all of its enlisted reserve except those who were in the midst of a college term (they will be called when the current term is over). But because of lack of facilities for training, the reserves who were in the air force have to be called slowly and those who are found to be eligible to qualify as flying cadets will begin their final military instructions by April first. The complete list of colleges where they will receive this training will soon be announced.

Meanwhile, the boys in the reserves and those who are training for transport flying are becoming very restive. They have been given free instruction and subsistence but

they receive no pay as flying cadets do, and they have to furnish part of their own uniforms. Many gave up jobs to take the training or are hesitating to take jobs because they expect to be called. Some of them have been "expecting" a long time and their morale has sunk to the depths. I have talked with many of them and they have my sympathy for they are so anxious to spread their wings, so anxious to serve their country and so weary with waiting. Of course, some have been able to get into the air force, but not many have, and the brass hats of the army incline to look down their noses at anyone not army-trained.

Army Fliers Experts

Of course, there is no denying that flying a training plane and flying a combat plane are two quite different things. As one air force officer, who really is sympathetic to the CAA program, said to me:

"Remember that a man who has spent fifteen to twenty hours in the air is not a combat pilot. You might be able to take off from a field in a 60-horse-power crate and land all right but that doesn't mean you can handle a 25-ton, four-engine job with its 200 instruments and spend perhaps 12 to 14 hours in the air without seeing anything but those 200 instruments."

"Of course, you'll get along faster the first days in school if your mother has taught you your ABC's."

That is the attitude of the professional. It is hard to take and a lot of people in the army and out think it is somewhat cavalier. They think that if it hadn't been for leaning very heavily on tradition, a lot of these boys who have their "ABC's" would be showing their stuff right now instead of breaking their hearts waiting. They feel it is pretty hopeless. They are wrong there. It won't be long now. But it is easy to understand how that fine enthusiasm can fade when the effort, the time and the sacrifice of civilian plans seem to be passed over with little more than a shrug.

It is to be hoped that shortly after this appears in print, the boys will be on Uncle Sam's payroll. They have friends in Washington who are working for them. Then, even if they have to mark time a little longer, they will feel that their Uncle believes they are worth their salt.

Burma Air Road

It is easy to see the reason why these and a lot of other boys will be needed in the air now. We are going to open a Burma road of the air. Supplies are going to China by that route now but it is only a trickle. We have the transport planes and many more of them will soon be in service. And what the air traffic will bear is not to be sneezed at.

An airplane that can carry five tons, or ten tons, can make a run in a couple of hours which would take two weeks on the ground. Of course, moving freight by air isn't the most economical way but money doesn't matter in war. And it must be remembered that in peace time, it is cheaper to ship by water than by rail. But where would America be if it weren't for the railways? After the war, it will be the same with the airways, which are being blazed by bombers and will be followed by freight and passenger planes in a happier day.

Every time our bombers take off, something is learned that can be turned to peace-time profit. And so far, we have not begun our bombing in Europe. One observer who knows aviation said to me just after Casablanca:

"All we have done over Germany and France so far is really experimental. It is really a testing. A few sporadic daylight raids. The bombings by the American air force are insignificant compared to what will be done when we get under way. And remember: we've got good weather coming up."

And so the "x thousand" boys who have learned to fly—most of them—will soon have their chance. One of the enthusiastic supporters of the civilian pilot training program said to me:

"Don't worry. Unless the war stops suddenly, the army will soon be saying: 'Can you fly? All right, here's your plane, get in.' And when peace comes, civilian demand is going to keep 'em flying."

Physical Fitness Program Prepares Girls for War Duty

With patriotic forethought for the United States government's growing needs for women in the armed services, the University of New Hampshire has inaugurated a war program of physical fitness through exercise. Here at Durham, N. H., hundreds of girls are being made fit for WAVES, WAACS or SPARS, in case they want to join these women auxiliaries to our forces.

In addition to making the girls better qualified for enlistment in these branches of the service, their health in general is being built to top peak, an invaluable asset in whatever career they may choose for themselves.

Left: Moving in unison to rhythmic music these University of New Hampshire students lean forward and raise their legs by their ankles as they sit on the floor.



Gymnasium instructor, Margaret Mochel, beats a tom-tom while the girls go through exercises in the gymnasium.

As part of their physical fitness program these students (right) are taking a high wall in stride. They also march and do calisthenics to music. In bad weather they train indoors.

Below: The students also go in for cross-country or downhill skiing (no jumping). Here they are pictured on skis. This is particularly beneficial exercise.



Although there was snow on the ground, the weather was particularly mild as these short-clad students ran the zig-zag for poise and balance.



BRIEFS . . . by Baukhage

At the engineer school, Fort Belvoir, Va., incoming mail is read with eager anticipation. For that school operates a suggestion system. Any envelope in any day's mail may have a revolutionary suggestion.

The suggestion system is more than a year old. To date, 11 per cent of the suggestions have been approved and put to use. More suggestions are wanted.

The rag market is now the great shopping center for newlyweds in Nazi-occupied Paris, according to an article in the French newspaper L'Espresso.

Babies in Nazi-occupied France are no longer dressed in pastel shades of pink and blue, according to an article in the Paris Soir. "Layettees are now made in dark colors."