NATIONAL AFFAIRS

Reviewed by
CARTER FIELD

Military Promotions By Merit Easy? ...Limiting Number Of Newspaper Editions...

Bell Syndicate—WNU Features.

WASHINGTON.—Some of the criticism of British generalship—and of certain admirals in our own navy—is absolutely just. But it is a good deal simpler to criticize than to find the answer.

The statement that General Rommel, were he in the British army, might by now have attained the rank of sergeant, is an argument that, if followed through to its logical conclusion, would lead to some interesting thoughts.

Certainly it is not true that in the United States navy anyone not a graduate of Annapolis could never hope to be an admiral—nor even a captain. Few men promoted from the enlisted personnel have ever gotten beyond the grade of lieutenant commander—two grades below captain.

Naval officers will explain, when on the defensive, that usually the men are so much older, when, for some demonstrated ability, they reach the commissioned rank, that it is not in the nature of things that they should get very much further up the ladder of promotion before retirement for age.

In the army it is much easier for a non-West Point man to get up, especially if he had a good education before entering the service. But most of these cases also will be found not to have resulted from promotions from the enlisted personnel. Usually these men went into the army as commissioned officers because of qualifications suited to the period of induction.

Nazis Do It—We Don't

The real problem comes right down to this—what is there about the German system which makes the development of a Rommel possible, and which makes such a development in either the British or U. S. army and navy almost unthinkable?

There is no doubt that there could be some form of liberalization of our promotion systems, and the British, which would result in a substantial improvement. But it is not half as easy as it sounds.

It is so easy to say that men should be promoted by merit rather than seniority. But HOW is that merit to be determined—and by whom? That's where the trouble comes in. The moment we abandon seniority in a democratic form of government, or a country recognizing the class system as unofficially and extra legally as Britain does, we open the door even wider to favoritism than is alleged to have been the case in Britain.

It is well to remember that our own army and navy have not been free from political promotions. Each war we have engaged in has brought forth political pressure for certain military appointments. This business of determining promotions is far from easy.

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Fear of Restrictions on Freedom of the Press

There is a very strong desire on the part of the government to curtail the number of editions put out by newspapers in big cities. Naturally there is considerable fear that any attempt to butt into this situation will be resented as an interference with the freedom of the press.

The fact remains that a reduction in the number of editions would help tremendously in saving rubber.

In most cities where this is important the publishers would love to have some excuse to curtail, always providing of course that their competitive interests are not hurt. Thus if there are two morning newspapers in one city (there are only about eight such cities) both papers would save considerable money if there should be no edition of either until say 10 o'clock at night.

There is another element which makes the whole issue a hot potato. Government interference would be bitterly resented in certain cities where the paper, which might reasonably contend that it was hurt by the restriction, is branded as an anti-administration paper.

But there is another complication both in these cities and in the greater number of cities where there is only one morning newspaper, but keen competition between the morning and afternoon newspapers for circulation and advertising. This is that at present the morning paper gets a certain additional amount of circulation by reason of very early editions.

As a matter three newspaper men out of four—the writers, not the publishers—despise early editions—only read them, or rather glance at them, because it is a part of their job.

A City in Itself, Great Lakes Naval Training Center Is Largest of Its Kind in the World

Thousands of Youths Are Trained There Each Day.

From farms, factories, offices and classrooms of the great Midwest plains area, thousands of men today are on the march.

Since that fateful Sunday of December 7 when Japanese bombs rained on Pearl Harbor, they have been heading toward the naval training station, Great Lakes, Ill., bent on becoming seagoing fighters with Uncle Sam's fleet.

At this great naval training base, 40 miles north of Chicago on Lake Michigan, far from salt water, the navy is undertaking the huge task of transforming "land-lubbers" into hard-hitting men of the greatest fleet in the world.

Greatest of all naval training centers in the world during World War I, the station again bears that reputation. In the near future, 11 camps, each bearing the name of a navy hero, will provide training and living quarters for men on the station.

These camps will be Barry, Bronson, Luce, Paul Jones, Perry, Dewey, Lawrence, Porter, Moffet, Morrow and McIntire, the latter being the hospital area of the station.

Supplying approximately 35 per cent of the enlisted personnel of the fleet, Great Lakes is the headquarters of the Ninth naval district. The district includes 13 midwestern states: North and South Dakota, Nebraska, Kansas, Missouri, Iowa, Minnesota, Wisconsin, Illinois, Kentucky, Indiana, Ohio and Michigan. Commandant of the district and commanding officer of the station is Rear Adm. John Downes.

Construction of the original training station at Great Lakes was authorized by an act of congress in April, 1904. Seven years later, President William Howard Taft officially opened the station on October 28, 1911. It consisted of 33 buildings located on a 167-acre tract of land and it housed 1,400 men. With the outbreak of war in 1917, 900 buildings were constructed. More than 125,000 men were trained for the fleet during the first world conflict.

The buildings erected during World War I were temporary structures and were dismantled after the signing of the Armistice. Today other temporary structures are being provided to handle the daily influx of recruits in this new war.

A Self-Sufficient Unit.

Extensive facilities of the station make it a self-sufficient unit. There are offices, barracks, mess halls, classrooms, drill halls, gymnasiums, store houses and large hospitals. The station has its own barber shops, hostess house, post office, tailor shop, laundry and shoe shop. There are three swimming pools and ten regulation ABC bowling alleys.

But more important than the buildings and facilities are the men—thousands of Americans ranging from beardless youths to men in their forties who were Bluejackets in 1917 and 1918. Besides being a perfect physical specimen, the Bluejacket of 1942 is A-1 in intelligence, courage and patriotism. Anxiously he learns the seafaring lessons being taught by veterans of the fleet. Expectantly he awaits the day when he will graduate from the ranks of a recruit to that of a full-fledged sailor.

Requirements of Recruits.

Fundamentally, a recruit must be between the ages of 17 and 50 and must be no shorter than five feet three inches and no taller than six feet four inches. But would-be sailors who answer this general description are subjected to a rigid and thorough physical and dental examination upon arrival at the station, before they are finally accepted.

Color guard at Great Lakes naval training station.

Primary examinations are given at various recruiting stations and sometimes physical defects are overlooked, because many of the tests required are not available at outlying recruiting centers. Statistics show that between 50 and 60 per cent of applicants applying at recruiting stations are rejected for physical or mental defects, or other conditions.

The physical examination at Great Lakes is of a routine but thorough nature, conducted by medical officers who are specialists in the various fields of medicine. The examination includes surgical, orthopedic, psychiatric, psychological, X-ray, and eye, ear, nose and throat examinations, the results of which determine a man's physical fitness for the service.

Each man is subjected to a photofluoroscopic examination of his chest and to the various blood and laboratory tests. He is also immunized for smallpox, typhoid, yellow fever and tetanus.

In some cases where there is doubt as to the physical or mental fitness of an individual, he is sent to the U. S. Naval hospital here for a period of observation and study. After this period, if the individual is found to be physically and mentally qualified, he is outfitted and takes his place in recruit training.

In cases where minor surgical conditions are discovered, the individuals are sent to the naval hospital, where the conditions are corrected before the recruit is accepted for naval service.

Men From All Walks of Life.

The navy is a great leveler.

When contingents of recruits pour into the naval training station to begin "boot" training, they present a colorful picture in contrast—but not for long.

There are professional men and highly paid factory workers, men in smartly tailored suits, farm boys in overalls, cow hands from the West in high-heeled boots and sombreros, prosperous men and poor men, men with long hair, men with short hair—a cross-section of America.

After recruits have undergone physical and dental examinations to determine their fitness for naval service, the "stripping" process begins. First the "civvies" go into boxes for shipment home. Then the men go through the line.

Each enlisted man in the navy or naval reserve is given an allotment of $118 for uniforms and equipment.

More than 700 experienced stewards, bakers, butchers and storekeepers man huge mess halls on the station, while a veritable army of mess attendants—recruits who must spend some time in mess halls as part of their training—serve the Bluejackets. Twelve general mess halls now are operated on the station.

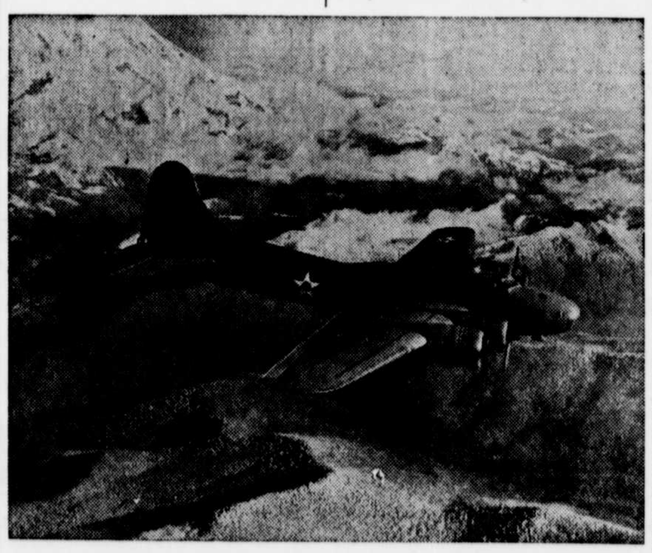
Cafeteria Style.

Because of the great number of men consuming three "squares" a day, the navy serves its food cafeteria style, in compartment trays. The men "poish off" their meals at long, cleanly scrubbed tables. To facilitate operations at the conclusion of each meal, the sailors stack their trays, dishes and silerware, which are then sent to automatic dish washers for a speedy cleansing.

Each mess hall is equipped with a modern galley, butcher shop, vegetable locker, bake shop, refrigerators, bread room, store rooms and issuing rooms.

Fruits and vegetables are delivered daily to insure freshness; carrots, onions and rutabagas are locally grown and locally purchased; cheese, butter, eggs and poultry are trucked in from Illinois and Wisconsin. Dry provisions, such as canned tomatoes, are requisitioned in carload lots from the Navy Supply Depot at Norfolk, Va. Coffee is received in 5,000-pound lots from the Provision and Clothing Depot at Brooklyn, N. Y., where the navy operates its own roasting plant.

Sixteen different varieties of fruits and vegetables are served in general mess: Potatoes, cabbage, turnips, tomatoes, broccoli, apples, tangerines, oranges, lettuce, celery, peppers, cucumbers, onions, bananas and cranberries.



A "Flying Fortress" of the latest series, a B-17E, wings its way at more than 300 miles an hour to drop its tons of bombs with deadly accuracy on an enemy objective. B-17s hold seven national speed records and have a range of more than 3,000 miles.

Russian Summer Port Now Very Busy

Both the coming of summer and the recent bombing attacks by German planes on Russia's far-northern port of Murmansk have turned attention to Archangel, farther east on the White sea. Archangel is more than 300 miles farther from the North pole than is the ice-free port of Murmansk, and is about 500 miles closer by rail to Moscow, says the National Geographic society in a recent bulletin.

Unlike Murmansk, the harbor at Archangel is frozen over from late October until June, and can be kept open for a part of that period only by the use of powerful icebreakers. The January mean temperature of seven degrees, Fahrenheit, rises to 60 degrees in August.

The port also can connect with the Baltic sea during normal summers through the Baltic-White sea canal, which was completed in 1933.

Uncle Sam's Bombers

The history of the U. S. army bombing planes begins with the USD-9A De Haviland, finished just too late in 1918 to see action in the First World war. It was powered by a single 400-horsepower Liberty "12" engine, America's outstanding contribution to World war aviation, and had a speed of about 125 miles an hour. It carried a crew of two and a bomb load of 480 pounds. Its range was about 800 miles. While it had a ceiling of more than 18,000 feet, the crude bombsights of the day made bombing at even a few thousand feet pretty much of a hit and miss affair.

The first all-American twin-engined bomber was the Glenn Martin bomber, designed by the U. S. army air corps engineers for night bombardment over the Western Front during World War I. It had bomb bays which were opened to release its "pay" load of 1,040 pounds. The Glenn Martin weighed more than five tons. This weight is less than that of a modern single-engine fighter plane, and less than one-fourth the weight of the B-17 and B-24 of today.

A startling development in army bomber design was the high wing monoplane known as Atlantic LB-2. Ahead of its time, and an adaptation for military use of the famous Fokker VII transport, the LB-2 saw service with the army air corps between 1926 and 1931. It was capable of carrying a bomb load of 2,000 pounds.

With the advent of the B-3A the army air corps went back to the biplane design. The B-3A had a speed of 110 miles per hour and a range of about 750 miles.

The modern army bomber came of age with the Martin B-10, which attained a speed of more than 200 miles per hour and had a range of in excess of 1,000 miles. In July, 1934, a flight of ten Martin B-10 bombers flew from Washington, D. C., to Fairbanks, Alaska, and return, a total distance of 8,290 miles, which was covered in 51 hours and 30 minutes flying time.

GRASSROOTS

by WRIGHT A. PATTERSON

Released by Western Newspaper Union.

DISTRIBUTION PROBLEM IS OUR GREATEST

THE WAR has added to our knowledge of production, but production is but a portion of the answer to our peace-time, as well as our war-time problem. The greater problem is that of distribution. If the war can show us a solution to the problem of distribution, all the world will profit from that knowledge in the peace time that is to come.

Since World War I, America has produced great surpluses of food products that have gone to waste during years when millions were starving—all because we lacked a knowledge of distribution. We could ship to China, for example, but did not know how to find a market in China. Finding or creating a market, with methods that will arrange for a purchase price, are all a part of distribution.

The world needs not less production, but more consumption. There is no reason for the destruction of American wheat or Brazilian coffee when they are needed by millions who are hungry. The need is for men, statesmen and economists, with the brains necessary for the solution of the distribution problem. America has such men. When they have been used and have solved the problem that comes to us as the greatest creditor nation, they will have provided a use for all the vast production of this nation and of the world, and the best assurance of maintaining world peace.

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ARMY HOUR IS SOLDIER'S BOON

Science has added greatly to the frightfulness of war, but science has also offered some compensations. I well remember in 1918 how our boys in France were hungry for a word, a voice from the homeland. They would listen intently to the lightest, most inconsequential chatter if expressed in the English they liked, the American kind. I thought of that hunger of 1918 as I listened to the army hour on the radio. It included many typical American songs rendered by feminine or mixed choruses. That hour goes to our soldier boys wherever they may be on the far-flung fronts throughout the world. It is but one of the compensations science has offered to ameliorate the frightfulness of war to those who fight the battles. It provides each day the word, the voice, from the homeland.

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THIS STANDS BETWEEN US AND AXIS SLAVERY

THEY WERE just two kids. Neither had as yet passed his 18th birthday. As the friend who introduced me said, "they are not dry behind the ears." But they were. They had matured in the grim battle of the Coral sea. They had been on the Lexington. One was a member of the crew of a bomber plane. The other was a member of a gun crew. One had been slightly wounded by a Jap machine gun bullet. Both had gone overboard at the order to abandon ship and had floated about for an hour or more before being picked up. They were back in the States for a rest period and both were tired of the enforced idleness. They wanted to be up and at the Japs again. The only thing they told me of the fight and final sinking of the Lexington was of the free ice cream that was passed out just before the order to abandon ship was given. They represent that young America which the Japs and the Huns and the Wops cannot lick. They and their kind stand between us and slavery.

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AMERICA IS ONE OF BUT a few nations that has never known a dictator. As a people we have never felt the lash of the dictator's whip since, as colonists of the English king, our ancestors threw the tea into Boston bay. It would be hard to imagine Americans countenancing dictatorial government other than in war time, and even then we demand the right of criticism, and to pass judgment on the government we create.

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THE BROOKINGS INSTITUTION at Washington tells congress where an annual saving, amounting to $16.03 for each man, woman and child in America, can be made without in any way affecting the war expenditures, or the effectiveness of the peace-time operations of the government. The total is the tidy sum of $2,085,000,000. But does congress want to save?

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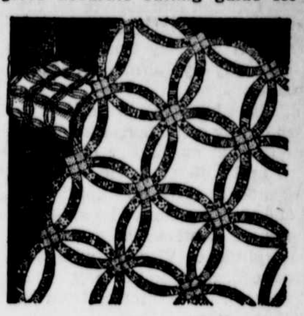
THE FIRST OF LAST JANUARY there were in the United States 421,473 business establishments engaged in selling or servicing automobiles, with over 900,000 employees and with over one billion dollars a year in payrolls. When we add to these figures the number of people employed in building automobiles, we can have some idea of what the automobile industry, a creation of only about 40 years, means to the nation. It was a product of the American system of free competition.

THINGS for You TO MAKE

DOUBLE WEDDING RING—beloved quilt of many generations—returns in all its tradition-laden beauty. This new pattern gives accurate cutting guide for



segments containing either six or eight pieces, so you have your choice of working with small pieces or ones which are a bit larger.

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The quilt size is the same in either case—an ample 86 by 99. Turn spare moments into useful moments by piecing the Double Wedding Ring; prints, plain color and white or a pastel are required. The pattern No. Z8131 is 15 cents. Send your order to:

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