NATIONAL AFFAIRS

Reviewed by CARTER FIELD

Effectiveness of Bombing Nazi Supply Lines . . . Yank Fighter Planes Can Take It . . .

Bell Syndicate—WNU Features.

WASHINGTON.—If the air enthusiasts are right—and there is a very strong probability that they are—hundreds of thousands of lives could be saved by prosecuting the war along the line of their plans instead of "fighting the Boer war over again."

The point is that everyone now gives lip service to Gen. William Mitchell, but actually most of the admirals and generals are still thinking in terms of World War No. 1, if not Civil war strategy.

It would be libelous to print what the generals and admirals say privately about Alexander de Seversky. But De Seversky MAY be right. Any such idea as crushing Germany by air power is resisted mostly by three points to which the admirals and generals cling. One is that the airplane cannot conquer anything—ground troops must move up to occupy. The second is that the bombing of London did not reduce Britain. It only made her fight harder. The third is that Madrid did not fall despite the terrific air raids, which is generally linked with the more recent development that General Field Marshal Erwin Rommel seems to have done pretty well, on the whole, in North Africa, despite United Nations superiority in the air.

The air enthusiasts contend that none of these points is valid in the immediate problem of crushing Germany. The Nazis are now fighting Russia, they point out, with a supply line extending up to 1,500 miles. Tremendous air power, exerted against that supply line, in addition to bombing the factories in western Europe which are producing its materials, would soon be of far more help to Russia than any imaginable second front.

Nazis Admit Helplessness

The Germans are admitting to their own people that they cannot properly resist or properly retaliate against Britain for the present raids against Germany. This is an admission that at the moment the Nazis do not have enough bombing and fighting planes for their campaign in both East and West, not to mention Africa.

The air enthusiasts say that rapidly increasing air strength in the West would soon make a shambles of Germany's production centers, and that there is no better target for precision bombing than a railroad bridge. Or a highway bridge for that matter. The Flying Fortresses have demonstrated what they can do with precision bombing.

It is contended by the British that the Flying Fortresses do not have enough range, or enough carrying power as compared with their own big bombers. The air enthusiasts, though not agreeing that this is sound criticism, point out that the big United States bombers can attend to the northern France and Western Germany objectives, and thus free the longer range and heavier explosive load-carrying British bombers to handle eastern Germany and the supply lines to the Nazi armies fighting in Russia.

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Aviation Experts Give Opinions On Various Nations' Planes

Here is the careful conclusion of aviation experts on the merits of airplanes of the warring nations: The British have the best fighter in the world—the Spitfire. It is considerably superior to the latest improved Nazi fighters, which, however, are better than the United States fighters. The Jap Zero fighter is also superior in maneuverability and altitude possibility to the United States fighter planes. BUT—these "inferior" United States fighters invariably, up to now, have destroyed more enemy planes than they have lost. More of that later.

The United States medium bomber, the type used in the attack on Tokyo—a two-engined job—is greatly superior to anything comparable made by any nation in the world.

The very large bombers, including the Flying Fortress, have the critics arguing with each other. The British critics not official army people, but editors of aviation magazines, etc.—insist that they are not as useful as the big British bombers. They are compared with big bombers which carry a much larger load of explosive, and can fly much farther with that load.

The British are thinking in terms of bombing Austria and eastern Germany when they talk about long flights, and they are thinking of the nearer targets in the Reich, such as Bremen and Hamburg and the Ruhr, when they talk about the amount of explosive carried for such missions.

Occupation of Aleutian Islands by Japanese Constitutes Serious Menace to Entire U. S.

Battle of Kiska Island, Main Jap Stronghold, Unique in Warfare

By CHARLES A. SINGLER

Released by Western Newspaper Union.

The Aleutian islands, or Catherine Archipelago, are a bow-shaped chain of small islands in the North Pacific which point forever towards Japan. This geographical fact took on military significance after the Jap attack on Dutch Harbor last June.

The Aleutians extend west from Alaska toward Kamchatka peninsula for nearly a thousand miles. There are about 70 islands and 80 inlets, all of which are included in the territory of Alaska. The largest of these islands is Umnak; Unalaska is the port of entry for western Alaska, and the center of the fur trade.

Desolate, rocky, and forbidding, the Aleutians apparently are a continuation of the main Alaskan range. This is a land of snow-streaked volcanoes.

The climate resembles that of Iceland; mean temperature, July, 50 degrees; January, 35. Rainfall is heavy, and clouds and fogginess are almost constant. All summer long the fog lies thick over the land. During the winter, gales lash the seas.

Practically treeless, the islands are rich in berry-bearing shrubs. The Aleutian natives live in rude huts and spear fish. Indians and Eskimos in the interior live on reindeer, while the Aleuts, for the most part, make their living at fishing. It may be said with a full degree of certainty that this is one place in the world where the fishing is usually very good. There is no need for alibis.

Trouble Starts for Aleuts.

Things were going along nicely for the Aleuts up to the time of the Japanese invasion, and then their whole world began tumbling about their ears; the war had come to the Far North!

It was almost unthinkable, a few years ago, that this land of fog and solitude would some day become a land of incredible battles in the air and on the sea—that some day along these dangerous fog-bound coasts one of the world's greatest concentrations of cruisers would steam, without the benefit of destroyer smoke-screen and without air support, right up to the enemy's guns on Kiska island, and carry the war to Japan.

U. S. destroyers were in that battle line, too, but they didn't lay down any smoke screen. The Almighty had taken care of that.

The Aleutian islands came into the world spotlight last June when the Japs made their attack on Dutch Harbor from aircraft carriers. This was a hit and run attack, and the carriers disappeared in the mists.

As we now stand, the Japs are occupying Kiska, Attu and Aggatu. Kiska island is some 20 miles long, and is separated from Little Kiska by a narrow strait. Kiska appears to be the main Jap stronghold in this area. When the Japs moved in they renamed this island Narukami.

Narukami—or Kiska, as we prefer to call it—has had considerable attention from the U. S. navy since the Japs took possession under cover of Kiska's fogs. For, on the very same day the battle for the Solomon islands began at the other end of the world, a U. S. navy task force glided through the fog almost up to the very guns of the invaders and hurled 400 tons of steel and TNT into Jap shipping and shore installations in Kiska harbor, wreaking great havoc on Jap ammunition and oil dumps, and on her runways for land-based planes.

JAP ZERO COMES TO NAUGHT . . . Somewhere in the barren Aleutian islands, this Japanese Zero fighter plane finds its final resting place. Downed by defenders during a recent raid, its battered remains are shown being examined. The plywood "belly tank," for gas to give it greater range, lies in the foreground.

Contractors camp along the Alaskan highway job. Camps are so located that the thick poplar growth serves as protection against winter storms. The camp area is graded to assure proper drainage.

Battle of Kiska Unique.

The battle of Kiska was one of the few battles in this greatest of all wars where ships went to bat in the old-fashioned way, relying on the punch of their guns. The navy's drive right up to Kiska's enemy guns was nothing short of brazen and has few, if any, parallels in the history of naval warfare. It was a hit and run attack built on sheer nerve and courage, but it more than accomplished its objective. Pearl Harbor was a stab in the back. The Kiska attack was not an act of national treachery, but a bold frontal assault which should have been expected, but evidently was not. The Japs were as completely surprised as the U. S. forces were at Pearl Harbor.

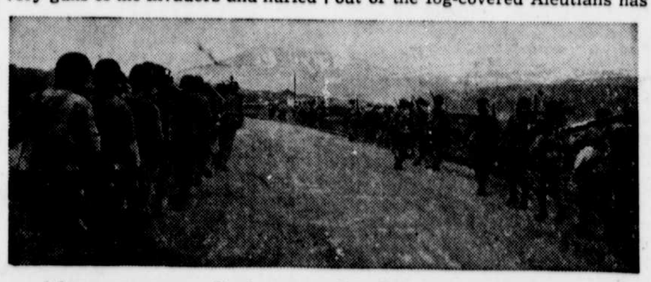
American submarines, too, have done splendid work in the Aleutian area, having sent many Jap cargo vessels, transports and warships to the bottom.

The Jap invasion of the Aleutian islands is a constant threat to Alaska and American cities, and while the navy has done remarkable work up to the time, it may take a combined land and sea operation to get them out. When the occupation of the Aleutians first was made it was assumed that such occupation was merely a face-saving gesture to pacify the Son of Heaven in Tokyo for the bombing of the Japanese capital. But as the invasion persisted and grew in force this idea was abandoned, and the real danger to America in the presence of the Japs in the Aleutians became apparent.

10,000 Japs on Kiska.

It has been estimated that at least 10,000 Japs have occupied the island of Kiska alone. Many of these, no doubt, have been taken care of by the fleet's heavy guns and by the navy's big Catalina flying boats and the army's B-17 and B-24 bombers, that dare the dangers of fog and mountain to dump their loads of explosive on the venturesome Japs. The "Cats," condemned by some as slow, lumbering and outmoded, have been the hero planes in the defense of Alaska, searching out the Japs in hide-away islands, and spending endless gruelling hours on patrol duty. When the "Cats" and the Flying Fortresses go roaring through the "soup," as the fog is called in Alaska, there is hell to pay on Kiska.

However, trying to bomb the Japs out of the fog-covered Aleutians has cost the U. S. some brave fliers and some good bombers. It is a constant fight with the weather, and fogs and mountains have taken a bigger toll of our planes and fliers than have the Japs.



A heavy weapons unit, shown on a four-hour practice march in Alaska.

Some are of the opinion that the Japs may be holding Kiska to guarantee their position in northern waters, from which they take great quantities of fish with which to feed the empire of Japan. This view is not held by Sen. M. C. Wallgren (D) of Washington, member of the military affairs subcommittee that visited Alaska. Senator Wallgren claims that the Japs must be driven from the Aleutians before a North Pacific offensive can be launched. Wallgren said: "Occupation of three of the larger islands at the tip of the Aleutian chain puts the Japs squarely across our bridge to Russia."

The Japs must be persuaded with gunfire and bombs (the only language they understand) that the Aleutian islands are unhealthy for any but Aleuts and Americans, and this is being done as fast as feasible. At present the Japs menace Alaska, and Alaska is of strategic importance to the safety of continental United States. Alaska lies athwart any Jap invasion of this continent, and is the route by which America may most easily strike against Japan and pay off some old scores. And yet, the only way to get supplies and men to this vital area is by plane or boat.

America's Burma Road.

Very fortunately for Alaska and America, the Alaskan highway is now well under construction. This highway, the greatest wilderness undertaking in American history, will enable the U. S. to rush munitions to guard the bases that lie closest to Japan. Today 30,000 bull dozers and logging crews are hacking a wide swath into MacDonald's Wilderness, creating a corridor for troops and equipment to roll to the Far North. This highway will link the U. S. to its Arctic outpost, and will be of immense strategic importance.

We may all be grateful that Donald MacDonald, an elderly engineer, was so determined in his purpose to get a highway through to Alaska. As if gifted with prophetic vision, for 20 years MacDonald promoted the idea. To prove that his idea was sound and perfectly feasible he made a trip to Alaska on foot, at great personal danger. While an Alaskan highway commission was created some years ago, with MacDonald as one of its members, it was not until December 7, 1941, that anything was done about building the highway. The attack on Pearl Harbor brought into sharp relief the military importance of a highway to this northern U. S. outpost—and America's Burma Road was begun.

Work Proceeds Apace.

The highway was started at Dawson Creek, just across the British Columbia line from Alberta, and will extend along the east side of the Rockies. The work is now proceeding apace, the ring of the axe and the blast of dynamite now being familiar sounds in wilderness fastnesses which for centuries knew only the howl of the timber wolf and the crashing of the brush as the lordly moose went by.

Uncle Sam has a way of getting things done in a big way, when he rolls up his sleeves, and while this is a stupendous undertaking, it will not be so very long before the North American lifeline to Alaska will be an accomplished fact—one more gigantic stride in the direction of the conquest of ambitious Japan. When completed, soldiers and armored equipment will reach Fairbanks in 80 hours from Edmonton, Alberta.

This trip by ocean from Seattle, takes eight days to Anchorage and another day to Fairbanks. The cost of the highway will be $40,000,000—less than the cost of one battleship.

Brig. Gen. William Morris Hoge is in charge of the construction of the highway, which follows almost mile for mile the route MacDonald blazed through the forest fastnesses years ago. The men on the construction job are living much as our forefathers did, depending to a considerable extent upon their ability as hunters and fishermen. Surrounding forests provide both fuel and shelter.

Household News

by Lynn Chambers

Let's Have a Real Football Supper!
(See Recipes Below.)

Football Supper

Thoughts for fall naturally bring to mind fall's favorite game, football, and foods that go well after the game. It makes no difference whether you have been to one of the big games or whether you are going to feed the hungry crowd of youngsters who come in from playing in the nearest available field, the uppermost thought in your mind is good, hot, appetizing food.

Smart management dictates a delicious hot dish that you whisk out of the oven, a crisp salad for balance and contrast to the meal, and a smooth, light dessert. Your crowd will be thirsty, too, so don't forget coffee for the grown-ups and a hot, chocolaty drink for the children.

Do something special for the table—even a little touching-up will bring the appreciative oh's and ah's from your family and guests. Perhaps there are a few chrysanthemums still in the garden or you might try to get together a few, small novelty footballs to make up into a centerpiece. A cloth in the burnished fall colors or deep brown, bright yellow, or what-have-you will mark you as a hostess whose eye is ever on the calendar and season.

Bring on the food! And such food it will be if you serve spaghetti, done up in casserole with plenty of sauce and cheese for extra goodness:

***Spaghetti Creole.**
(Serves 8)
2 pounds long spaghetti
2 onions, chopped
1 clove garlic
¼ cup butter
¼ cup oil
2 cans tomato puree
2½ cups tomatoes
2 teaspoons worcestershire sauce
Salt, pepper
1 pound ground beef
Grated cheese

Cook onion and garlic (peeled and a toothpick run through it) in the hot oil and butter, slowly. Remove garlic. Add tomato puree, tomatoes, worcestershire sauce, salt and pepper. Cook meat in additional fat. Add to first mixture and cook very slowly for two hours. Cook spaghetti in boiling, salted water. Drain and rinse in hot water. Place in buttered casserole, first spaghetti layer, then sauce, grated cheese, and so on until casserole is full. Garnish with an additional slice of bacon if desired. Bake in a slow (325-degree) oven 45 minutes.

Contrast note to the Spaghetti Creole is a green vegetable chilled to a crispness. It's also a good idea to balance a starchy food with something as full of minerals and vitamins as an armload of greens clinging together with a light, tart french dressing:

***Tossed Greens.**

Wash lettuce and separate into leaves. Use several large spinach leaves, carefully washed, and shredded with the lettuce leaves, or small spinach leaves used whole among the lettuce. Shred three carrots, mince one small onion and toss among the greens. Marinate 1 cup of cooked green beans in french dressing for 20 minutes and add to salad bowl. Add more french dressing and serve.

Football Supper
•Spaghetti Creole
•Tossed Greens •Corn bread
•Apple Pandowdy
•Football Brew
•Recipes Given

A bit of the something different for the menu is provided if you serve this salad:

Chiffonade Salad.

Combine cooked, cubed beets with riced hard-cooked eggs and minced onion. Marinate and serve on crisp romaine or lettuce. You can turn out a chili con carne in no time and it's a wonderful dish on these evenings with a fall tang in the air. The kidney beans, tomatoes and ground meat blend in delicious flavor:

Chili Con Carne.
(Serves 6)
2½ cups kidney beans
1 large onion, sliced
1 chopped green pepper
1 pound ground beef
3 tablespoons lard
3½ cups tomatoes
1½ teaspoons salt
Paprika
3 whole cloves
1 bay leaf
1 tablespoon chili powder

Brown onion, green pepper and meat in hot lard. Add tomatoes and seasonings. Simmer two hours, adding water if necessary. Add beans and heat thoroughly.

Corn bread is a delightful variation for any kind of dinner but is especially welcome if you serve the golden wedges at your football supper. Piping hot is the order of the day:

***Corn Bread.**
1 cup yellow cornmeal
¼ cup wheat flour
1 teaspoon baking powder
½ teaspoon salt
1 beaten egg
½ cup milk
1 tablespoon melted butter

Sift flour and mix with other dry ingredients. Combine egg with milk and add to dry ingredients. Add melted butter and pour batter into a well greased pan. Bake in a hot (425-degree) oven about 25 minutes.

Apples can be found in generous quantities now, so use them for thriftiness' sake. To save on your sugar, this recipe calls for part molasses and part sugar:

***Apple Pandowdy.**
(Serves 6)
1 Recipe Pastry
4 cups sliced apples
½ teaspoon salt
¼ teaspoon cinnamon
¼ teaspoon nutmeg
2 tablespoons butter
¼ cup molasses
½ cup sugar
¼ cup water

Divide pastry into two portions and roll thin. Line shallow baking dish with pastry. Mix apples, salt, spices and sugar and put in pan. Combine molasses with water and pour over fruit. Dot with butter, cover with remaining pastry, press edges together and trim. Bake in a moderately hot (425-degree) oven 15 minutes. Lower temperature to slow (325 degrees) and bake 30 minutes. Remove from oven, chop top crust into fruit, return to oven and continue baking 1 hour. Serve with butter or with plain or whipped cream.

***Football Brew.**

Use 1 heaping teaspoon decaffeinated coffee, regular grind for each cup water. Pour cold water into pot or percolator. Set percolator basket with coffee in it. Cover. Let percolate 15 to 20 minutes slowly and gently.

Lynn Says:

The Score Card: The secretary of agriculture, Claude Wickard, has announced that meat rationing days are in prospect, so learn now, how to cut down on meats. Fewer meat cuts will be available, so be prepared to learn how to do many different things with what you have.

Eggs, cheese and fish are obtainable at moderate prices and are wonderful props in place of meat, and are all rich sources of protein which is one of the main values of meat.

Tea supplies are short, so it's suggested you dispense with the one teaspoon per pot measure as a means of saving.

Lynn Chambers can give you expert advice on your household and food problems. Write her at Western Newspaper Union, 210 South Desplaines street, Chicago, Illinois. Please enclose a stamped, self-addressed envelope for your reply.

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