NATIONAL AFFAIRS

Reviewed by
CARTER FIELD

. . . Young Officers Prefer Small Aircraft Carriers . . . Nazi Battleship Von Tirpitz Still Cause Of Much Concern

Bell Syndicate—WNU Features.

WASHINGTON. — Small aircraft carriers instead of those as big as battleships are the thing, according to most of the younger naval officers, in the British and United States navies. The men whose opinion is here cited have had experience in THIS war, aside from any theoretical discussions or training.

"Only in war can we really test these things," said one young officer. "It so happens that I have been an enthusiastic aviation bug for many years. But the admirals always said, before the war, that airplanes attacking battleships would be shot down by anti-aircraft fire like pigeons. Some of us replied that it is easy to get a brace of birds, as one walks along a country road with a walking stick. One lifts the stick to one's shoulder, and it is 'left, right' and both birds are dead. But when one tries it with a gun it is not always that way. One sometimes misses. I generally did."

The big convoys to Malta and Murmansk prove, according to the younger officers, that it is too dangerous to have the airplanes which protect the convoys on one or two big carriers. First there is the tremendous risk to the convoy if the carriers are lost or damaged. Then there is the idea of putting so many eggs in one basket which a few lucky shots by the enemy would destroy.

'Ideal for Convoys'

Airplane carriers which would carry only a dozen or 15 planes, some of the younger officers think, would be ideal for convoys.

Indications, however, are that anti-aircraft fire is improving, not only in marksmanship, but in the guns, machinery for aiming them, etc. Officers who have had recent experience in convoy defense say the Stukas are very easy to hit, and it is only a question of time before the effectiveness of the dive bomber is eliminated.

According to these officers the improvements now in sight for planes are not comparable to defensive measures. But sooner or later the reverse will again be true.

• • •

Murmansk Convoys Require Great Striking Power

The Nazi battleship von Tirpitz, sister ship of the Bismarck, is in the heart of every controversy these days among strategists of the British and United States navies as to whether the battleship has outlived its usefulness.

There is no denying that the Tirpitz being where she is, and what she is, affects every convoy to North Russia. The United Nations do not dare send a large convoy to Murmansk without allowing for her striking power should she get loose. The fact is that usually the British have some of their big battlewagons along.

The enormously increased difficulty of this, including the fact that it is vitally necessary to protect the escorting battleships as well as the supply ships, results in the von Tirpitz's contributing heavily to German power even when lying at anchor in a Norwegian harbor.

The reply of the aircraft enthusiasts is that of course as long as the enemy has battleships we must have them too, but great stress is laid on the fact that it requires so many small craft and planes in order to protect one battleship. The risk of losing one is so great.

Of course the British continue hopeful that the von Tirpitz will venture out and give them a crack at her, in which case they are confident she would suffer the fate of the Bismarck. They keep a close watch on her. Every high officer in the United Nations navies on duty from Scotland to Murmansk is informed at least once a day where the von Tirpitz is.

Incidentally the admirals, still defending the battleship, point this out as a convincing argument for their side. They inquire, and it would seem with some reason, if air power is as devastating as its enthusiasts insist, why do not big bombers destroy the von Tirpitz since the admiralty knows precisely where she is, seven days out of every week?

Especially, they point out to the discomfiture of the air fans, since for some months there has been a season of almost 24-hour daylight at the von Tirpitz's anchorage.

There has been much wrangling about this in high circles, both in London and Washington, for there is no discounting the effect on morale all over the world which news of the destruction of the von Tirpitz would have.

Alaska Highway to Be Ready For Army Use About December 1

'Alcan,' America's New 1,600-Mile 'Burma Road' Through Virgin Wilderness, Constitutes Engineering Feat of First Magnitude.

Several months ahead of schedule, the Canadian-Alaskan Military highway, which has been under construction by the United States army engineers since last March, will be ready for army use early this winter, it was announced by the war department recently.

The engineers expect to finish the pioneer road about December 1, 1942. Plans are now being made for winter traffic over the complete route of approximately 1,600 miles between that date and April 1, 1943, the period during which the highway and the rivers of the region it traverses will be frozen. During the months of April and May it is believed the road will be unsuitable for heavy traffic owing to thaws and excessive moisture following the break-up of winter.

Although originally contemplated as a rough "pioneer" road, to be completed in one year, the Alcan highway as it is now being constructed by the corps of engineers is a well-graded, well-drained truck road for practically its entire length and will afford two-way traffic over many long stretches.

The highway begins at Dawson Creek, British Columbia, just north of Edmonton, pursues a northwesterly course to Whitehorse, in Yukon Territory, then swings west across the Alaskan boundary and thence to Fairbanks.

A Military Supply Route.

The Alcan highway will function as an important military supply route. Connecting with the railway and highway systems of the United States and southern Canada at Dawson Creek, its southern terminus, the pioneer route provides not only an uninterrupted motor highway to Alaska, but serves as a feeder road to several important military airfields in Canada that have hitherto had to depend upon air transport for all their supplies. The latter may now be trucked in overland.

The construction of the pioneer road is a militarized project, authorized by joint agreement between Canada and the United States and carried out under the direction of Maj. Gen. Eugene Reybold, chief of engineers. The work is being performed by engineer officers and enlisted personnel of the United States army.

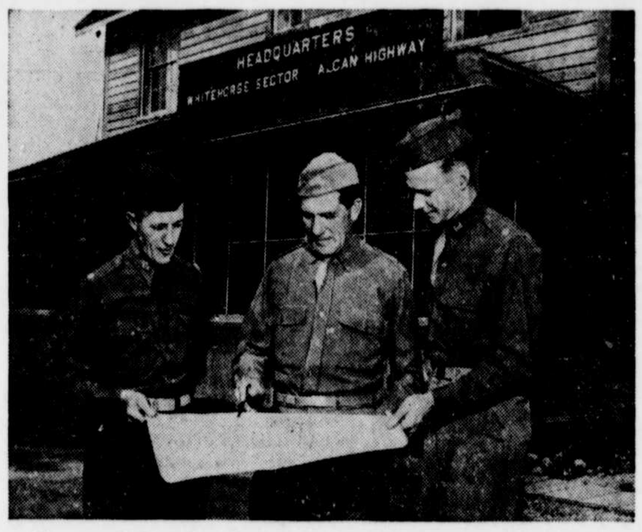
Northwest Service Command.

On September 10, 1942, the war department announced the establishment of the Northwest Service command, in charge of army highway and railroad building activities, and supply maintenance services in western Canada and Alaska, with headquarters at Whitehorse, Yukon Territory, Canada. Brig. Gen. James A. O'Connor, formerly in charge of construction on the southern sector of the road, has been assigned to head the new service command, with Col. Kenneth B. Bush, adjutant general's department, as chief of staff.

Complete arrangements have been made by the army for winter maintenance of the road. These plans include the construction of rest camps for the operators of truck convoys, barracks for engineer maintenance troops and adequate weather observation and telephone installations to serve the entire length of the highway. All necessary facilities, equipment and supplies to service the road and keep traffic moving are being provided.

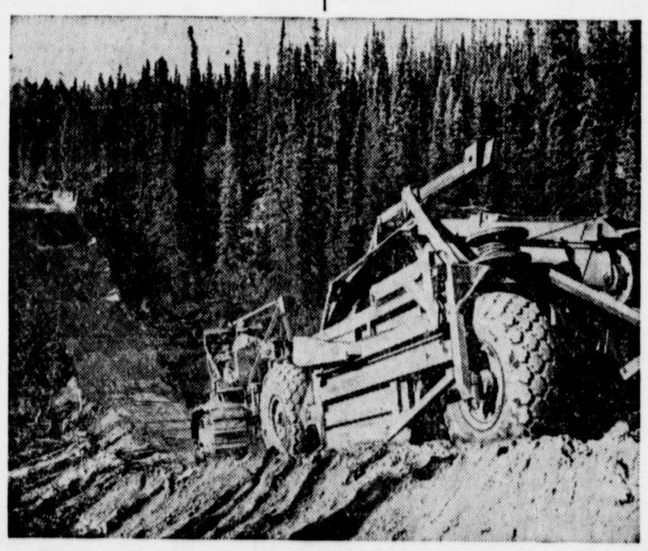
Great Engineering Feat.

The construction of the pioneer route through the virgin wilderness in such a short space of time constitutes an engineering feat by the army of first magnitude. It was not accomplished without physical hardship and privation on the part of the officers and men, but no handicaps of weather or terrain were sufficient to dampen the enthusiasm of the troops or retard progress. Aside from the endurance and efficiency of the force, among whom a large detachment of Negro troops acquitted themselves with special distinction, three main factors contributed to the speed with which construction has been carried on.



The men behind the wheel at the Whitehorse sector, Alcan highway. Left to right, Major Frank A. Petit, (C. E.) topographic officer; Brig. Gen. W. H. Hoge, (C. E.) commanding officer, and Major Eugene J. Stann, (C. E.) executive officer.

Manpower gets busy as these U. S. army engineers build bridges that connect up with the Alcan highway.



Heavy construction equipment proves its weight in gold when called upon to break through virgin territory.

Rough and Ready

Typical engineer working for Uncle Sam in the Yukon territories.

The first of these was the procedure of initiating construction at various points along the route at the same time, by transporting crews and equipment to strategic locations in March, before the spring break-up of ice and snow made trails and rivers impassable.

The second was the employment of aerial surveys, followed by stereoscopic analysis of aerial photographs and the time-tested and traditional engineer method of ground reconnaissance on foot, with pack-horse and dog-train.

The third was the use of bulldozers, tractors and other types of heavy equipment, without which the record for speed and semi-permanent construction could not have been achieved. The primary road was actually established by the powerful bulldozers, which plowed through the forests of native spruce, jackpine and aspen as if through cornfields, uprooting and pushing trees literally off a 100-foot cut.

Timbers for the construction of bridges, trestles and other structures were felled by the troops and processed by sawmills on the site. Ferries for crossing the many turbulent creeks and streams, were improvised of rafts and pontoons. At one major crossing a large scow was built from forest lumber capable of transporting equipment weighing 40 tons.

Extremes of Heat and Cold.

During March the troops battled bitter winds and temperatures as low as 35 degrees below zero, when it was impossible to drive a tent-peg into the frozen ground. During July and August they sweltered under a heat of more than 90 degrees and were forced to wear gloves and net helmets to protect themselves from the swarms of mosquitoes, flies and insect pests. In wet weather they slogged through bottomless mud; in dry weather portions of the road were shrouded in clouds of alluvial dust so fine that no mesh could exclude it.

Through it all, however, according to official reports from the field, the morale of the men remained high and the job has gone forward at a rate which will bring the road to completion well in advance of the most optimistic estimate. The engineers report that the threats of muskeg proved wholly unfounded. Muskeg, a bog moss studded with sedge, has proved to be a minor problem. Most of it has been successfully skirted and that which was unavoidable has been overcome with corduroy roads. In one particular section of 60 miles in length, reported to consist principally of muskeg, only four miles of it were encountered.

Alcan Highway Will Help Oust Japs From Aleutians

Alaska is our first line of defense against our war with Japan, and its strategic importance to the safety of continental United States can hardly be overestimated.

Up to this time this vast wilderness outpost has been reached by only two main routes, air and water. The Alcan highway will provide a third, and possibly the most important, route to this strategic area. It will enable soldiers and armored equipment to reach Fairbanks in 80 hours from Edmonton, Alberta. This trip at present by ocean from Seattle takes eight days to Anchorage and another day to Fairbanks.

The Jap occupation of Kiska, Attu and Aggatu in the Aleutian chain brought into strong focus the military importance of Alaska. About 10,000 Japs were landed.

The enemy has been repeatedly bombed in their main stronghold on the island of Kiska by heavy U. S. bombers and has been blasted by the fleet. More recently the navy landed Yank troops in the Andreanof islands, only 125 miles east of Kiska, without the loss of a single man.

This operation of blasting the Japs from the Aleutians is one of the biggest and most important of the war, and the Alcan highway will play a major role in keeping our forces supplied with reinforcements and supplies. It will be a grand day for America and the world when the first brown army truck rolls into Fairbanks over the Alcan.

GRASSROOTS

by WRIGHT A. PATTERSON

Released by Western Newspaper Union.

NINE MILLION 'BIG INDUSTRIALISTS'

"THE WAR will be over when the big industrialists want it to stop; when they have taken all the profits they can get from the public," said the lady in the market.

"Whom would you class as the big industrialists?" I asked.

"The Steel Corporation, General Motors, airplane builders, General Electric and the railroads are samples," she answered.

I tried to tell her—and may have succeeded—who the "big industrialists" really are. They are the people who own the factories in which our ships, guns, tanks, airplanes and all the essentials of war are produced. The "big industrialists" supplied the money to build these plants and made possible the production of the things we need and must have if we are to keep our American liberty.

There are approximately nine million of these "big industrialists."

You find them in every city, town and hamlet and on the farms. Among them are your neighbors and friends. Their sons are fighting on all the fronts. They do not want the war to continue one day or one hour longer than will insure the defeat of the Huns and the Japs who would imperil our liberty.

They are the people who make industry possible. They are the stockholders—some nine million good American citizens.

Nine million Americans own the incorporated industries of the nation. They select the men who will run them. They can, and do, determine the policies of the industries.

In 1940, the total dividends paid by incorporated industries, according to the United States department of commerce, amounted to $4,150,000,000. Of that, 47 per cent was paid to people with incomes of less than $5,000. Forty-seven per cent of all incorporated industry is owned by people of small means, and only 18 per cent is owned by those with incomes of $50,000 and over. Less than 3 per cent is owned by people with incomes of $500,000 and over. It is the average American who owns American industry. They are the "big industrialists."

• • •

FIRST INTEREST OF ARMY AIR CADETS

NEAR MY HOME TOWN is a great army air cadet training camp. From it is pouring a constant stream of pilots, navigators, bombardiers and the officer personnel of the army air service. For 14 hours of each of six days of the week these young men have a strenuous grind of training, schooling and hardening. From noon on Saturday until two o'clock Sunday afternoon is their play time.

At a nearby large city, arrangements are made for the entertainment of the boys during these play hours. At a hotel in that city on a recent Saturday evening I saw hundreds of these boys, but they were not indulging in the social frivolities that were offered. They were congregated in groups, discussing school problems. Their first and only interest was obtaining that parchment which will entitle them to a place in the defense of their nation. With that kind of a young America we cannot lose. They will see us through.

• • •

THE MODERN YPRES

THE GREATEST EVIDENCE of sublime courage it was ever my privilege to see was the town of Ypres, Belgium, just before the close of World War I. It had been an ancient town, dating back many centuries, and its buildings had been of stone. When I saw it in October of 1918, the only remaining evidence of its having been a town was two small pinnacles in a general mess of debris. One was a piece of a corner of the historic old cloth hall. The other, standing some 10 feet high, was a corner of the old cathedral. English soldiers had defended the town. The Germans had never captured it, but German artillery had utterly destroyed it. I think of Ypres when I try to picture the heroic defense the Russians made at Stalingrad.

• • •

INSURANCE

AMERICANS are the best and most heavily insured people in the world. There are 125 million policies in force, an average of nearly one for each man, woman and child, with an aggregate value of 117 billion dollars. In no other nation could such a thing be possible. For it we can credit our American system of free competition.

• • •

IF YOU OWN a home, a farm, even a small one, a few shares of stock, or anything else of a total value of a little less than $3,000, you have more than your share of all the wealth of the nation. We cannot improve the condition of those who have less by destroying what you have. To take away from Paul Doe does not improve the condition of John Doe, but the creation of more national wealth will give the John Doe's a chance to get a larger share. It is such an economic system that has improved U. S. living standards.

HOUSEHOLD HINTS

If guests in the home are inclined to make the housewife nervous, she would be well to plan meals that may be prepared almost in their entirety before her guests arrive, such as chicken a la king, baked ham, pot roast. All these may be prepared and reheated and cause no disturbance after her guests arrive.

• • •

Because the bran particles in whole-wheat flour make complete sifting difficult, whole wheat flour should be thoroughly mixed by stirring it lightly with a fork before measuring.

• • •

A small quantity of nutmeg or mace gives a pleasing variation when added to scalloped fish or oysters.

• • •

To remove apple stains from hands wash in clear water, then rub a little tartaric acid (a powder) on them and every stain will vanish, leaving the hands white and clean.

• • •

Whole cloves will answer the same purpose as moth balls when sprinkled through stored clothing.

NONE SURER St. Joseph ASPIRIN WORLD'S LARGEST SELLER AT 10¢

Well-Doing

There is no well-doing, no God-like doing, that is not patient doing.—J. G. Holland.

Mother says:
PAZO for Simple PILES
Relieves pain and soreness
There's good reason why PAZO ointment has been used by so many millions of sufferers from simple Piles. First, PAZO ointment soothes inflamed areas—relieves pain and itching. Second, PAZO ointment lubricates hardened, dried parts—helps prevent cracking and soreness. Third, PAZO ointment tends to reduce swelling and check bleeding. Fourth, it's easy to use. PAZO ointment's perforated Pile Pipe makes application simple, thorough. Your doctor can tell you about PAZO ointment.
Get PAZO Today! At Drugstores!

Thought of Sorrow

Sorrows remembered sweeten present joy.—Pollak.

IT'S GOOD-TASTING!
Children Like This Better Way To Take Cod Liver Oil!
Mothers!—children *need* the vital elements in Scott's Emulsion to help promote proper growth, strong bones, sound teeth! So give them *good-tasting Scott's Emulsion daily*—they're sure to like it. Tones up system. Contains *natural* A and D Vitamins. Buy today—all druggists.
Recommended by Many Doctors
Try SCOTT'S EMULSION
Great Year-Round Tonic

Cheerful Beginning

Everything beginning is cheerful.—Goethe.

YOU WOMEN WHO SUFFER FROM
HOT FLASHES
If you suffer from hot flashes, dizziness, distress of "irregularities", are weak, nervous, irritable, blue at times—due to the functional "middle-age" period in a woman's life—try Lydia E. Pinkham's Vegetable Compound—the best-known medicine you can buy today that's made *especially for women*.
Pinkham's Compound has helped thousands upon thousands of women to relieve such annoying symptoms. Follow label directions. Pinkham's Compound is *worth trying!*

When Your Back Hurts -
And Your Strength and Energy Is Below Par
It may be caused by disorder of kidney function that permits poisonous waste to accumulate. For truly many people feel tired, weak and miserable when the kidneys fail to remove excess acids and other waste matter from the blood.
You may suffer nagging backache, rheumatic pains, headaches, dizziness, getting up nights, leg pains, swelling. Sometimes frequent and scanty urination with smarting and burning is another sign that something is wrong with the kidneys or bladder.
There should be no doubt that prompt treatment is wiser than neglect. Use *Doan's Pills*. It is better to rely on a medicine that has won countrywide approval than on something less favorably known. *Doan's* have been tried and tested many years. Are at all drug stores. Get *Doan's* today.
DOAN'S PILLS