The Nation At War ★

A complete coverage of the week's news on the all-out effort of the United Nation's fight for freedom.

Rubber Administrator Jeffers, acting on two important recommendations of the Baruch Rubber Committee, directed the Office of Defense Transportation to limit driving speeds to 35 miles an hour and told the Office of Price Administration to prepare to ration gasoline throughout the nation on the same basis that it is now rationed in the East.

The limitation on speed will go into effect October 1 for all vehicles except those operated by common carriers. Common carriers—trucks and buses operated on regular schedules over regular routes—will be given until October 15 to adjust their schedules to the new top speed. Enforcement of the new speed limit will be left up to the States for the present, ODT announced.

Nationwide gasoline rationing—designed to reduce mileage so as to save rubber rather than gasoline—will become effective about November 22, Price Administrator Henderson reported. By that time ration books will have been distributed to approximately 20 million motorists in the unrationed area. The present tire rationing program will be integrated with the new gasoline rationing program and tires on all cars will have to be submitted to OPA for "on-wheel inspection every 60 days to insure proper care."

The OPA said fuel oil consumers in the 30 rationed East and mid-West States will have to get along this winter with one-third less oil than usual because the originally-announced cut of one-fourth would not be sufficient. On the basis of last winter, however—which was about 10 percent warmer than usual—the cut will only be about 26 percent, the Office said. The quota of new adult bicycles for rationing in October was set at 88,000, compared with the September quota of 90,000.

THE WAR FRONT

Gen. MacArthur's headquarters in Australia reported September 28 that U. S. Army Flying Fortresses hit and probably sank a 15,000-ton merchantman in an attack on the enemy base at Rabaul. It was the fourth straight day of attack by the Fortresses on the biggest enemy base in the Australian zone. In the previous raids the bombers probably sank an 8,000 ton ship, and scored direct hits on three medium-sized ships. Australian forces supported by new artillery were reported driving the Japanese from their outposts in the Owen Stanley mountains, 32 air miles from the Allied base of Port Moresby. Heavy rains complicated the Japanese supply problem.

The U. S. Marines in the Solomons, sometimes outnumbered 10 to 1 by the enemy, have beaten off all attacks and their positions remain secure, Marine headquarters in the Islands announced. Reinforcements and supplies have reached the Marines. U. S. Army Bomber Commander Faker in London stated U. S. and British airmen will work together in day and night raids to give Germany a long winter of bombing. He said "I believe it is possbile to destroy the enemy from the air. There is hardly a corner of Germany we cannot reach."

WAR PRODUCTION

Maritime Commission Chairman Land, in a progress report to President Roosevelt, said that from September 27, 1941, through this month deliveries of completed ships will total 488, aggregating about 5,450,000 deadweight tons. "September deliveries to date and those scheduled to October 1 total 90 ships of approximately one million deadweight tons, an average of three ships a day. . . . Scheduled deliveries for the remaining three months of 1942 should bring us to the 8,000,000-ton goal of your directive," Admiral Land told the President. He also said the 1943 directive of 15,000,000 deadweight tons "appears reasonably certain of accomplishment."

War Production Chairman Nelson said "Right now approximately 40 percent of our entire prdouction is going for war. By the middle of next year that proportion has got to be around 60 percent." WPB Vice Chairman Knowlson said at present war production is three and one-half times that of 10 months ago. "We're beginning to recognize the truth of the situation, to know we've been behind the eight-ball," he said.

TRANSPORTATION

WPB Chairman Nelson directed the Office of Defense Transportation to set up a priorities system governing movements and use of all tank cars, with priorities to be given, first, to shipments of materials for the Army, Navy, Maritime Commsision and the Lend-Lease Administration; second, to 390 specifically listed chemicals, foods and other essential products; and third, to petroleum and petroleum products into the Eastern shortage area.

The ODT said congestion on rail and bus lines over the week-end is still growing. Weekly passenger travel must be shifted from the week-end to the middle of the week by at least another 8 percent, the Office said.

FOOD REQUIREMENTS

Agriculture Secretary Wickard said that unless the nation acts promptly and with energy "our food situation will become serious. . . . Our supply is rapidly diminishing." He outlined a six-point program to help alleviate the farm labor shortage. Included were proposals to retain on farms as many as possible of the experienced managers who understand year-round farm operation, to transport workers to farms, and to use greater numbers of women and young people on farms. He estimated agriculture would lose 1,000,000 workers between July 1, 1942, and July 1, 1943, if an 8,000,000-man Army is mobilized by the latter date.

In order to implement the wartime meat program the WPB Food Requirements Committee: (1) placed the limit of total packer-deliveries during the last quarter of 1942 at the following percentages of such deliveries during the final quarter of 1941—beef and veal, 80 percent, lamb and mutton, 85 percent, ana pork, 75 percent. The Committee asked all civilians to hold their meat consumption to 2½ pounds per person per week.

PRINTING PRICES

The OPA set ceiling prices for the sales of 175 printed products, as well as for the printing services used in producing them. The regulation covers services for and sales of such articles as greeting cards, loose-leaf binders and fillers tablets, pads, composition books, etc. The articles and services listed by the regulations are exempt from all price control, however, when sold by printers whose total gross sales in 1941 of printing and printed paper products were $20,000 or less. The regulation covers about 25 percent of the industry's $2,500,000,000 volume of business.

THE ARMED FORCES

The Army issued a call for 3-A men up to and including the age of 44 to volunteer for antiaircraft officer training. A nationwide quota of 500 such candidates per month was set for the Antiaircraft School at Camp Davis, N. C. Selective Service Local Boards will supply detailed information, the Army said.

War Secretary Stimson announced the Canadian-Alaskan military highway will be ready for use about December 1, several months ahead of schedule. Ballot applications have been sent to soldiers overseas and in Army camps in this country, the War Department announced. The Department said members of the Army Nurse Corps will not be permitted to resign because of marriage unless replacements are available.

Navy Secretary Knox announced a new Navy recruiting drive, ending October 3, in connection with the launching of the new aircraft carrier Lexington September 26. A new training station for Seabees (Navy Construction Battalions.) accommodating 26,000 officers and men and constituting the Navy's largest construction training station, will begin operation about October 15 on the York river near Williamsburg, Va.

Spider Not an Insect

A spider is not an insect; it belongs to the class Arachnida, which also includes scorpions, mites and ticks.

A GOOD BOOK TO READ

THEY WERE EXPENDABLE—W. L. White - Harcourt, Brace ($2.00).

(Reviewed by Charles McC. Snyder, assistant professor of education and history, Washington College, Chestertown, Md.)

"They were seventy-eight members of Motor Torpedo Boat Squadron 3 stationed in the Philippines at the outbreak of the war. They were 'expendable' because, as one of the group expressed it: "Suppose you're a sergeant machine-gunner, and your army is retreating and the enemy advancing. The captain takes you to a machine gun covering the road, 'You're to stay here and hold this position,' he tells you. "For how long?" you ask. 'Never mind,' he answers, 'just hold it.' Then you know you're expendable."

W. L. White has recorded the account as it was told to him by the four survivors (there were almost no others) who eventually reached the United States: Lieutenant John D. Bulkeley, Lieutenant Robert B. Kelly, and Ensigns George E. Cox, Jr., and Anthony B. Akers. It is thus a book-length interview. Collectively their story is the battle of the Philippines, the capture of Manila, the destruction of the Cavite naval base, the siege of Bataan and Corregidor, the relentless penetration southward through the islands.

Equipped at the start with six tiny plywood boats, seventy feet long, powered by three Packard motors and armed with four torpedo tubes and four 50-caliber machine guns, they harassed and crippled the invading Japs at every turn. From protecting coves where they lay in waiting, they thrust themselves, rapier-like, into the very shadows of their adversaries—vessels frequently many times their size. Their lethal charges released, they dodged and twisted to escape the fire from their startled victims. Undoubtedly their most spectacular feat, was the removal of General MacArthur, his wife and child, and members of his staff from Bataan, across Jap infested waters, to Mindanao, from whence they were flown to Australia.

There are many things the reader will not forget: the breath-taking courage of men with only maneuverability and plywood to meet flying steel; the heart-breaking romance of Lieutenant Kelly and Peggy, the nurse, which blossomed at the mouth of the cave under Bataan.

It is a record of human achievement in the face of overwhelming odds. It is also an indictment of complacency. They looked on with unbelieving eyes while Jap bombers, flying in mass formation above this range of antiquated anti-aircraft guns, blasted Cavite into shambles. They saw our planes destroyed on the ground two days after the "lesson" of Pearl Harbor. They were saddened to observe upon their arrival in New York the smugness with which the American citizenry rushed to buy newspapers which turned mere skirmishes into great victories.

The **Reader's Digest** published this book in condensed form in the September issue. The Book-of-the-Month Club hurriedly made it one of its two selections for October. Read it, and you will not ask "why"!

(Any book reviewed in this column will be sent to you postpaid by the Washington College Bookstore, Chestertown, Md., upon recipt of order accompanied by check or money order).

Owing to priorities on goods, to the fact that manufacturers are now doing war work, and to other causes brought about by the war conditions, it seems that the small retailers will have a hard time to replenish stocks once their present supply is exhausted. As a matter of fact, it is feared that many of these will have to close down.

WPB Chairman Nelson has recognized this and is asking fro legislation to aid the small business man to liquidate before his assets are exhausted.

Mines Above Ground

"Mines Above Ground" is the title of a motion picture film produced by the telephone company to dramatize the story of salvaging and its importance in this war. It outlines the Bell System's conservation program and shows methods used by the Western Electric Company to reclaim and re-use scrap metals.

In the America of yesterday, raw materials were plentiful. Supplies of such metals as copper, zinc, lead and tin outstripped our needs.

But today, war has changed an oversupply of metal into a scarcity, which can be met only by increased production, the thrifty use of existing stocks and by careful salvage of all scrap.

This film describes the science of salvage as practiced in the home and in the industrial plant. It explains the importance of saving every bit of metal, much of which is ordinarily wasted, and shows how this scrap material is used again in war production.

Scenes in Western Electric plants depict the methods used to collect, sort and refine the scrap resulting from manufacturing operations.

Telephone equipment which can no longer be used is shown being dismantled, the repairable parts being put aside for re-use, and the remaining pieces being sent to the furnaces to begin life over again.

In the Nassau Smelting and Refining Company, Western Electric has a plant whose job is the reclamation of metal from machine scrap and outworn telephone equipment. The film pictures the operations which enable this "mine above ground" to reclaim 42 million pounds of non-ferrous metals in an average year.

Remember Bataan
Invest
A Dime Out of Every Dollar in
U.S. War Bonds

GLASSING PICKLES FAST AND FRESH AT CHESTERTOWN

EDITORS NOTE:—Due to the public interest taken in the local Vita Food plant, Mr. Henry Demain, plant manager has asked us to run the following article as it appeared in a recent issue of THE GLASS PACKER, a national magazine devoted to the interest of canning factories and plants. We believe the people of the community will be surprised at the enormity of the production of this product at the local factory.

A new and important factor in the fast-growing pickle industry is the plant of Vita Food Products, Inc., of Maryland at Chestertown, Md. Situated just across Chesapeake Bay, and a few miles southeast, from Baltimore, this plant was completed early in 1941 and is now just finishing its second full season of packing pasteurized fresh cucumber pickles. The three production lines, each about 250 feet long, can handle 1200 to 1500 bushels of cucumbers in a 10-hour working day. All of the pickles are vacuum-packed in pint, quart, half-gallon and gallon glass jars.

Actually the plant, which has 250 employees, often works two shifts at the height of the packing season; for cucumbers, like any other fresh vegetable, must be packed immediately after harvesting, and weather conditions on the farms dictate the rate at which they arrive at the packer's door.

Cucumbers come to the Chestertown plant from five Eastern seaboard states: Georgia, North Carolina, Virginia, Maryland and Delaware. This south-to-north geographical coverage assures Vita a packing season of maximum length consistent with transportation time and economy. The Georgia crop matures in May, the North Carolina crop in June; and the Delaware-Maryland-Virginia section furnishes the production for July. Packing of the entire 1942 crop will be completed about August 5. All of this production is contracted for in advance, the company making purchase agreements with individual farmers for the yield of certain acres before the crop is planted. The 1942 production of cucumbers from about 1100 acres throughout the five-state area was pledged to Vita Food Products in this manner. To assure uniform quality in the finished product, the contracts also stipulate that only one variety of seed, which is grown in Colorado especially for Vita, shall be planted in the contracted fields.

The farmers pick the cucumbers and haul them to local gathering stations maintained by the company, where they are paid cash for each load. Each of these stations is equipped with a mechanical "shaker", or sorter ,which separates the cucumbers by size according to grade and count. Frm othis point on the destiny of each cucumber has been determined: it will go into a certain-sized jar, with a certain number of its twins, to be packed as a certain variety of pickle under the Vita label.

From these gathering stations the pickles-to-be are then rushed to the Chestertown plant. Those grown in Georgia and North Carolina make the trip in iced, heavily insulated refrigerator trucks; for the shorter hauls from Virginia, Delaware and Maryland fields open trucks are used, their stake bodies stacked to the top with bushel baskets of cucumbers. The packing plant itself functions as a gathering station for the farming district immediately surrounding Chestertown; a sorter for the local cucumbers operates on the unloading platform. "Pickles' 'are a new cash crop for most farmers in the Eastern Peninsula of Maryland. Since the establishment of the Vita Plant at Chestertown, increasing numbers of them become convinced of the wisdom of converting a considerable part of their acreages from wheat and corn growing to this comparatively sure revenue-producer.

The entire layout of the new plant, including the building and most of the production equipment, was designed and built by Henry Demain, manager. Mr. Demain, who is in complete charge of operations, literally grew up in the pickle business, his father having operated a large plant in Huntingdon, Long Island, a third of a century ago. Also to be credited to him are the specific pickling processes used by Vita. The preservation of fresh cucumber pickles principally by heat pasteurization (as contrasted with the simpler packing of pickles already cured by long storage in brine) is a fairly recent development in this food industry. A great deal of research and experimentation have been necessary to perfect methods for properly controlling fermentation and flavor in the product.

Five styles of fresh cucumber pickles are being packed by the plant this season. They are: country style pickles (also known as "bread-and-butter" style or home style processed); kosher style pickles; kosher style gherkins; new dills (imported style;) and kosher style dill chips. Production operations for all five varieties are mechanically the same, with the exception that the country style pickles and the dill chips undergo the additional operation of slicing. Differences between the styles, besides the differences in size and per jar count, are in the chemical formulas of brine used to pack them and in the "cooking", or pasteurizing, time and temperatures. In order to dispose of extra-large cucumbers, unsuitable for the styles packed at the Chestertown plant, Vita Food Products this year acquired control of the Del-Mar-Va Pickle Company at Berlin, Md. This subsidiary plant will put up 5,000 barrels of genuine dills this year.

THE PRODUCTION OPERATIONS

The sorted cucumbers are first washed. This is done mechanically in two latticed cylinder washers set up on the receiving platform (which is hooded), not far from the unloading point and the sorter, and inclined slightly toward the discharge end. Dumped into the upper end, the cucumbers are subjected to a powerful water spray from a battery of nozzles set along the top of the cylinder. At the same time the cylinder rotates, thus adding a scrubbing action to the water cleansing. Sliding by gravity out of the washer, the cucumbers are again put into baskets and carried by hand into the main packing room. Depending on the style for which they are intended, they go either to the semi-automatic slicing machine or direct to the filling stations.

The three production lines are set parallel, running almost the full length of the long side fo the L-shaped building. Two of the lines handle pints and quarts; half-gallons and gallons are packed on the third. Filling stations are arranged on both sides of the first quarter of each line. Glass containers are fed to the straight-line conveyor from a loading table at the head of the line. Filling is done by hand, the girl operators taking the cucumbers from wooden trays, into which they have been poured from the baskets, and counting them into the jars, then replacing the filled jars on the moving conveyor so fast that the production line is kept full.

From this point on most of the operations are mechanized. A conveyor takes the jars under the briner, where they receive the proper charge of the liquid which makes the cucumbers into pickles. On one of the pint-and-quart lines the briner is a fully automatic six-head machine so constructed that the brining operation is done without stopping the conveyor or taking the jars off it; the heads come down over the jars and move with them until the fill has been completed, then release and return to starting position, ready for the next half-dozen jars. Brining of quarts proceeds at a rate of about 40 per minute. The other two briners, which will handle all sizes, including the gallon, were especially designed by Mr. Demain. Brine flows by gravity from tanks on the floor above, where it is mixed according to Mr. Demain's formulas in glass-lined kettles.

The jars next move by conveyor through a heating tunnel; then, if they are pints or quarts, to the White capper which automatically "vapor-vacuum seals" them with the rubber-gasketed, press-on-cap, lithographed with the Vita trademark. Half-gallons and gallons are hand-capped with a screw cap in which an inner disc effects the vacuum seal.

PASTEURIZING BY THE CONTINUOUS METHOD

The next step, pasteurization, is one of the most vital to the quality of the product. Not only must the "cooking" kill all organisms that are capable of fermenting the liquor in which the pickles are now contained; the process must be carefully controlled to retain firmness and flavor. Authorities have stressed the following factors as requiring particular attention: (1) temperature control during the course of heating up to the pasteurization temperature and during the holding period; (2) adequate provisions for circulation of water during pasteurization so as to obtain uniform heating in batches; (3) prompt cooling following the pasteurization holding period. Continuous pasteurizers, built by Mr. Demain, are employed in the Vita plant. There are three of these "cookers", one for each production line—long open tanks filled with steam-heated water in which the jars are completely immersed. Resting on a broad, continuously moving chain conveyor, they ride down into the tank at one end, up out of it at the other end. The speed of the conveyor (which, of course, determines the time the pickles remain in the pasteurizing bath) and the temperature of the water are automatically controlled by instruments. Immediately upon emergence the pickle packages move under water sprays and are cooled.

Finally they travel, once more by straightline conveyor, to the semi-automatic labeler. They are then packed off directly, without accummulation, into re-use fibreboard shipping cartons.

Throughout the operations, production moves swiftly and evenly. In this modern plant, as in many others, glass is a mass production package; it has proved its practicality under conditions where speed and a minimum of stoppages are "musts" of the first order.

The finished products move out of Chestertown by rail (a siding adjoins the plant) and truck to distribution centers all over the country. Disribution is controlled by Vita Foods, Inc., of New York, of which Vita Food Products, Inc., of Maryland, is subsidiary. Louis Garelik assists Mr. Demain in production. Al Abrams is in charge at the Del-Mar-Va plant in Berlin.

Shore Observers Urge Conscription Of Plane Spotters

Berlin, Md.—Conscription of civilians to serve as aircraft observers in the Civilian Defense System is proposed by chief observers in the Worcester county organization.

One chief observer, who declined to be quoted by name, said such a move would certainly equalize the burden now being carried by a few volunteer citizens. He added there were numerous civilians available for duty who absolutely refused their services and who are not engaged in any type of defense work, civilian or otherwise.

The proposed plan sugested that the army be given direct supervision of the work.

NEW LYCEUM THEATRE

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OCT. 12 - 13 - 14

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