

Comparison Shows What Big Raids Would Do to America

BY DOUGLAD WERNER
LONDON, May 31.—(AP)—Imagine a four-ton blockbuster crashing down on the production line at Henry Ford's Willow Run bomber plant in Michigan. Multiply that by 25,000 blockbusters pulverizing vital industrial centers all over the United States and you have a rough idea of what's happening to Germany.

When the Royal Air Force dropped 2,000 tons of bombs on the Ruhr city of Dortmund last Sunday, for instance, the effect was to lock out much of the industrial wealth and level thousands of homes in a city of the same approximate size and importance as Kansas City, Mo.

Imagine what would happen to U. S. war production if 10,000 tons of bombs were dropped on Pittsburgh, wiping out the giant Carnegie-Illinois Steel works and laying waste to 62 acres of property in the center of the city.

That is what the RAF has done to Essen, the "Pittsburgh" of Germany's war production effort. The great Krupp works there are believed to have been knocked out

indefinitely, cutting deep into Nazi steel and armament production.

Similar stories can be told of more than a score of German cities.

Most of the RAF's heavy bombing has been concentrated since the start of this year on the Ruhr valley. It has struck again and again at the area within a 20-mile radius of Essen where such war-vital cities as Duisburg, Dortmund, Duesseldorf and Bochum are located.

Specific figures in terms of tonnage dropped have been disclosed only for Essen where 10,000 tons of bombs have fallen since the war started.

Cologne, south of the Ruhr, has been raided more than any other German city, 115 times, and it was that industrial and communications center which was the target of the RAF's first 1,000-plane raid on May 30, 1942.

But that raid cannot be compared with the RAF's current efforts. Considerably less than 1,000 planes participated in this week's raids on Essen, Dortmund, and Duesseldorf but three-fourths of them were four-engine giants which can carry many times more tonnage than the twin-engine craft used a year ago.

Following is an approximate survey of some of the damage which would have been done to American cities since the war started had they been attacked instead of their German counterparts:

New York, Chicago or Washington (Berlin)—67 raids concentrated on railway junctions, power stations, arms and aircraft factories and other war industries.

Pittsburgh (Essen)—56 raids, including a 1,000-plane attack June 1, 1942, more than 150 two-ton bombs dropped last March 5 and more than 900 tons dropped last April 3.

St. Louis (Cologne)—More than 600 acres devastated in 115 raids including a 1,000-plane raid last May 30 in which 250 industrial buildings were destroyed or damaged badly.

Kansas City, Mo. (Dortmund)—At least 4,000 tons dropped in 28 raids which included a 2,000-ton raid May 23 and a 1,500-ton raid a few days earlier; an oil plant, airdrome, railway centers, steel works and thousands of homes destroyed; destruction of the Mohne and Eder dams caused great damage at Dortmund, too.

Cincinnati, O. (Duisburg)—60 raids concentrated on rail junctions, freight yards, docks, and factories, with 1,500 tons of bombs dropped in one raid alone; considerable damage has been done to the Thyssen steel works at Hamborn, near Duisburg, as well as to metal-working, machinery, and engineering plants in that area.

Buffalo (Duesseldorf)—52 raids including one last Sept. 10 when more than a square mile of the city was laid waste by 100,000 incendiary bombs.

Boston (Munich)—Five raids, including one in 1940 when Hitler was speaking. Munich is Germany's fourth biggest city and a political, industrial and rail center.

Philadelphia (Hamburg)—96 raids concentrated on shipyards and the big Blohm and Voss factory.

Commencement—

(CONTINUED FROM PAGE 1)

funds. The largest gift announced was that of property valued at \$25,944.16 from the estate of Rose M. Hollenbeck of Portland, including a half interest in the Hellig Theater building of Eugene. This money is to go to a student loan fund.

Symphonic Band Plays
Music for the occasion was provided by the University of Oregon symphonic band, directed by John Stehn.

The baccalaureate address, Sunday morning, was delivered by Rev. Williston Wirt, pastor of the First Congregational church of Eugene, who is on leave while serving as chaplain in the army air force at Mather field, Sacramento, Cal. Mr. Wirt described the work of the church and the chaplain with the soldiers in the present war.

Seated on the platform at the University of Oregon commencement exercises Sunday was Governor Earl Snell, whose son, William Earl Snell, received his diploma as a member of the class of 1943.

Reds Destroy 456 Nazi Planes in Week

MOSCOW, May 31.—(AP)—Fierce aerial battles continued to predominate in fighting in the Kuban sector of the Russian front today following a week of bitter struggles, in which 456 German planes were downed at a loss of 118 to the Russians, front line dispatches said.

A German propaganda agency war correspondent, in an account broadcast by the Berlin radio and recorded by the Associated Press, asserted that the German air force yesterday "frustrated repeated Soviet attempts to get in the rear of the German defense front" in the Kuban area with landing boats from the sea of Azov. He claimed that 15 fully-manned landing boats and two freighters were sunk by the German fliers.

Last week's bag was reported to have brought to 2,069 the total of German planes lost during the month as airmen of both sides struck deep into opposition territory, destroying supplies and communications.

Stowaway on Flying Boat Guilty of No Crime, Court Decides

SAN FRANCISCO, May 31.—(AP)—It is a felony to stowaway on a ship, but there is no penalty attached to hiding out on a transoceanic flying boat, so Lloyd Keith Premier, 22, walked out of federal court a free man.

Peoples, Oakland, hid among some bags aboard a navy plane at Honolulu, and landed at Alameda where federal agents took him in tow. The government accused him of criminally and illegally traveling on a government vessel.

But Peoples' attorney, James O'Connor, pointed out to federal Judge Michael J. Roche that the law did not govern aircraft but applied only to "vessels." The judge agreed with him.

U.S. Engineers Build Roads at Walking Rate

LOS ANGELES.—(AP)—Army engineers in North Africa are building roads at a rate of four miles an hour—faster than the average man walks—the U.S. engineer office of the war department here disclosed in a report summarizing engineers' achievements on battle fronts.

Highly-organized pioneer road teams are the reason, the report stated.

"A powerful six-wheel drive truck carrying a tractor with a bulldozer runs ahead to attack difficult crossing points such as steep banked washouts, followed by "v" drags pulled either by tractors or tanks at a rate of 12 miles an hour. These clear the roadway of debris and do some grading. A highspeed motorized grader finishes the job.

Bagon in Canada

James H. Bagon, manager of the local office of the U. S. employment service, was expected to arrive Monday in Montreal, Quebec, Canada, for the conference of the International Association of Public Employees Services.

Mr. Bagon was elected to represent Oregon by the membership of the state. He will return to Eugene about June 13.

Martinique has an area of 385 square miles.

Eskimos Face Famine, But They Give Funds to Red Cross

SEATTLE, May 31.—(AP)—Point Barrow's 550 Alaskan Eskimos face another famine this season, but when the American Red Cross—in the person of Mrs. Stanley Morgan—issued its annual roll-call recently, they contributed \$150 for the hungry and shelterless of the more favored spots in the world where famine isn't the ever-present threat it is in the Arctic.

"I don't know where they got it to give—they're scratching around to keep from starving, themselves, this year," says Master Sergeant Stanley Morgan, "but they'd come in—the children especially—and hold out a dime and ask for one of those little Red Cross buttons. And they all wore them, proudly."

The Sergeant arrived last night five days after climbing into a plane at Barrow. "The last time I came outside, in 1935, we were a month getting down here by ship," he recalled.

Besides making the big Red Cross offering, the Eskimo mothers, supervised by Mrs. Morgan, have knit many sweaters for American servicemen.

And they've given nearly a score of their sons to the army, some of them having been transferred from the bleak Arctic to serve in our own southwestern deserts as infantry scouts.

"They're all crack rifle shots," said the sergeant. "But they're independent, too. I don't know

how they'll take to army discipline."

All the Eskimos of the Arctic rim are very patriotic, said Morgan. America's entrance into the world war resulted in a big demand for radio receiving sets, and there's hardly a family that can't squat around a battery set listening to broadcasts direct from Germany, Japan, England and America straight to the top of the world.

About the only form of civilian war effort in which they have not taken part have been the scrap drives.

"There isn't any scrap up there," said Morgan. "There's not a stick of growing timber in the Arctic, of course and packing boxes and oil drums are precious forms of furniture—too precious to send back down here as scrap."

"I don't know how the natives will get through this year," he said. "They had a fair trapping season—it ended May 1—but there hadn't been a single whale even sighted up to the time I left. And it's late for whales, now."

Whales are their main meat supply. And meat is their main food.

During 1940, 18,000 persons visited the Meriwether Lewis National Monument in Tennessee.

Radio sets in tanks cost about \$500 each.

Hospitalized Leatherneck Stays on Duty

(The following story was written by Sergeant Gene Ward, U.S.M.C. of 34-16 88th street, Jackson Heights, Long Island, New York, a marine corps combat correspondent.)

SOMEWHERE IN THE SOUTH PACIFIC—(Delayed)—(AP)—The story of a 22-year-old marine corporal who was burned in action but refused to quit his duties, has been told here.

He is Corporal Jason I. Webb of Enterprise, Oregon, and he was at his gun station aboard a cruiser during the night battle off Tassafaronga, Guadalcanal, November 30-December 1. The ship was damaged, but reached harbor and that is when Corporal Webb staged his sit-down strike.

He figured "this way—that if the ship could take what she did, a few burns weren't going to stop him."

Only what he said was—"They wanted to evacuate me along with several other casualties but I was afraid I would never get back to my ship."

After treatment one day at a

field hospital near the ship, Corporal Webb overheard a doctor and pharmacist mate saying that the marine casualties would be evacuated by transport.

Corporal Webb shoved out of there in a hurry and made himself scarce until the casualty party had been put aboard the transport. Then he reported back to his ship. He took further treatment at the field hospital during the days which followed and never lost any time from his duties.

The records show he was a

member of a gun crew which shot down a Jap torpedo bomber in the battle of the Coral sea.

Corporal Webb is the son of Mr. and Mrs. Clay M. Webb of Enterprise, and has one brother, Robert H. Webb, a staff sergeant in the army, stationed at Fort Knox, Kentucky, and another brother, Raymond Webb, a cowboy in the navy, stationed aboard U.S.S. San Francisco.

FLOWERS—Tommy Williams Greenhouse, Open Sunday and Monday.

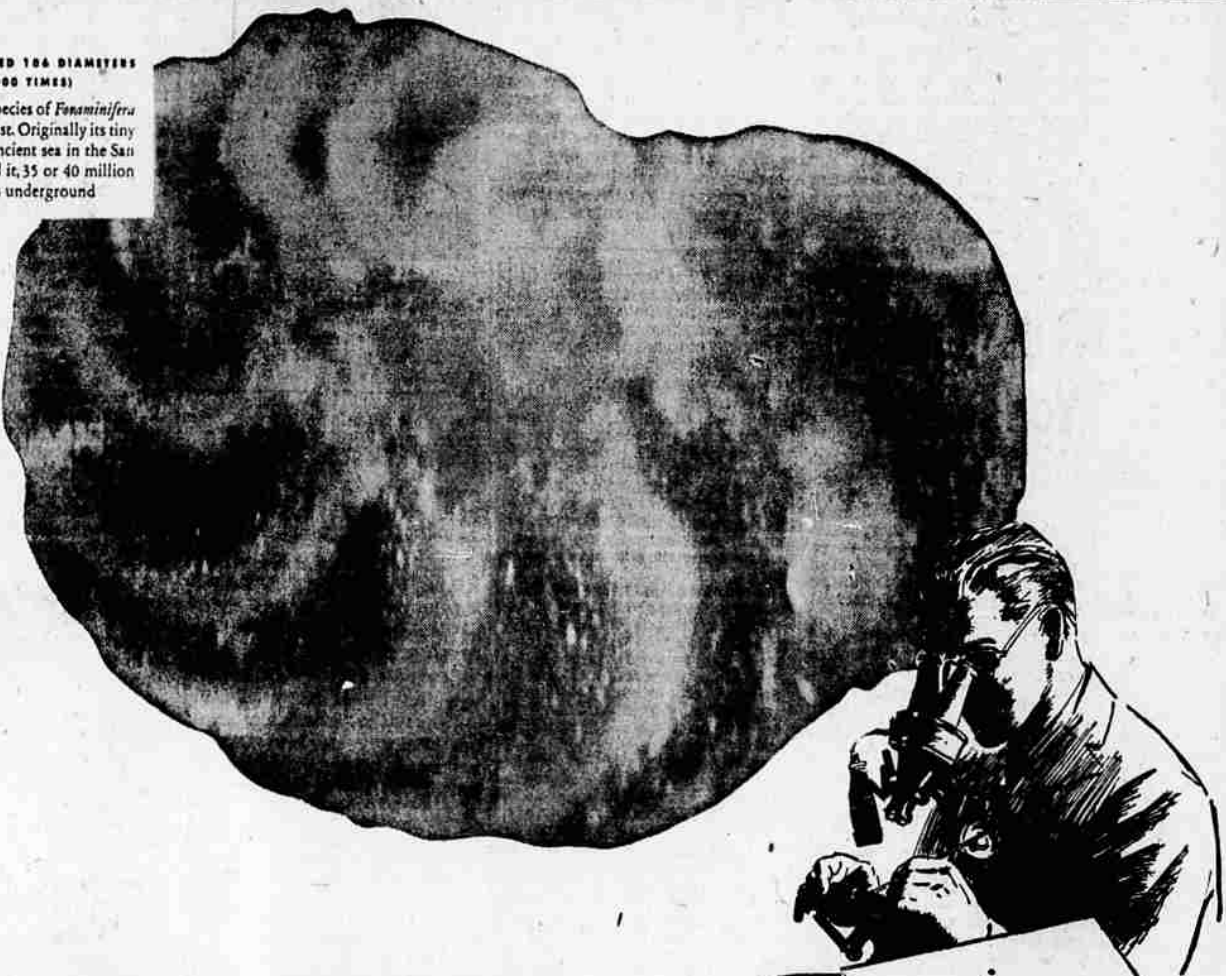
FUR STORAGE

Enjoy a Carefree Summer This Year

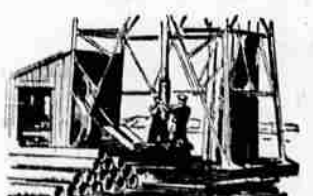
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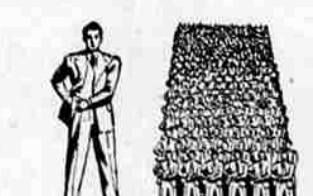
PHOTOMICROGRAPH...MAGNIFIED 184 DIAMETERS (APPROXIMATELY 467,000 TIMES)
This shell...*Cibicides americanus*, a species of *Fossinifera*...is actually the size of a speck of dust. Originally its tiny owner lived on the bottom of an ancient sea in the San Joaquin Valley. But when we found it, 35 or 40 million years later, it was buried two miles underground



It cost us \$146,610 to look at this *Cibicides americanus*!



1. On March 1, 1941 a Union Oil crew in the San Joaquin Valley began drilling Kernco #31-3. Four months later, when they abandoned the hole without finding oil, they had reached a depth of 12,396 feet and spent \$146,610. All they had to show for their efforts was a number of shells like the one above.



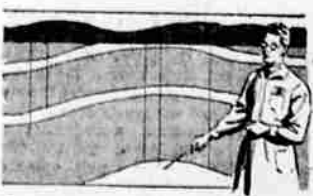
2. If Union Oil had been a one-man company, Kernco #31-3 might have finished us. But because the company is owned by 31,652 people, the average loss to each owner was only \$4.63. It is this capacity to distribute losses, as well as profits, among a lot of people that has made America's oil development possible.



3. For finding and producing oil is no penny ante game. Out of 169 exploratory wells drilled by the industry in California last year, only 5 proved of any importance. They didn't all cost \$146,000, of course, and the 5 good ones paid for a lot of dry holes.



4. But if you're going to stay in the oil business, you have to be big enough to absorb the losses with the gains. It is true that scientific methods, developed by the oil companies, have taken half the gamble out of finding oil.



5. For 18 years, Union Oil Paleontologists have been studying shells, like the one above, taken from thousands of wells. By combining this data with core analysis and geophysical findings, we can plot the underground formations where oil will occur.



6. But unfortunately, oil doesn't occur where it could even 1 time in 10. So we still get plenty of dry holes. Yet in spite of these odds, the American oil companies have discovered more oil than the rest of the world combined. Why? Because they were big enough to do the job.



7. Big enough to spend thousands of dollars every month, as Union does, just looking for promising formations. Big enough to drill several dry wells every year without going broke. Individual Americans, operating on their own, could never have done this.



8. But groups of Americans, pooling their money in corporations, could. In this principle of multiple ownership you have the secret of America's amazing industrial progress. Without it our standard of peace-time living, and war-time production, could never have been.

The company that became Union Oil was founded in 1886 out of the personal savings of nine Santa Paula, California business men.

Today, it is owned by 31,652 people, most of whom live right here in the West—3,628 in San Francisco, 434 in Seattle, 7 in Grants Pass, Oregon, 274 in San Diego, etc.

The Company's profits which, in 1942, amounted to 3.8% on capital invested, are shared among these people.

Last year this net profit amounted to \$174.94 per stockholder. Of this sum, \$147.42 was paid out in dividends—\$27.52 was left in the business.

In return for these profits, the 31,652 owners have financed the tank ships, oil wells, refineries and service stations that make Union's operations possible.

This is the story of most American corporations. By pooling the money and talents of a lot of people, we are able to do a job collectively that we could never do alone.

Krugon

REGULARITY IS VITAL TO THE NATION'S HEALTH

It is your duty not to neglect constipation and suffer the miserable discomforts that follow. When needed, turn your self "Krugon" with Krugon the pharmaceutical preparation which combines vegetable principles in producing effective and dependable relief in a comfortable way. Over 42 million capsules already used in proof of its public acceptance.

Krugon is sold by Hiron's Everybody's Drug Store, 886 Willamette, and by leading drug stores in this section.

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This series, sponsored by the people of Union Oil Company, is dedicated to a discussion of how and why American business functions. We hope you'll feel free to send in any suggestions or criticisms you have to offer. Write: The President, Union Oil Company, Union Oil Building, Los Angeles, California.