

PAPER HAS WIDE RANGE OF USES IN WAR EFFORT

Water Resistant Map Is Developed, Also One that Glows Like Watch Dial.

By A. P. Harrison
United Press Correspondent

Washington (U.P.)—It's a fact that a map is worth no more than the paper it's printed on.

On the battlefield or at sea a map or chart is exposed to rain, blood, grease, sea water, humidity. If it's printed on ordinary map paper, it falls to pieces.

Military authorities set about to find a solution to that problem. With the aid of the War Production Board and the paper industry, they succeeded. Maps for use in combat operations are now reproduced on paper that is treated to resist the worst that the elements or inherent battle conditions can offer.

In the field now, if a map becomes soaked in a river crossing or gets a ducking in landing operations; if it is stained by grease or dirt or blood, it can be washed and kept as serviceable as the day it was issued.

Like Watch Dial
The paper industry has discovered a special process for treating paper so that maps and

More Yule Gifts For U.S. Soldiers

Washington, Oct. 14.—(U.P.)—Secretary of War Henry L. Stimson said today that the volume of Christmas gifts for American soldiers overseas is three times greater than last year.

More than 15,000,000 Christmas packages have been mailed to servicemen abroad since September 15, representing an average of 500,000 packages a day for the past month, he said.

Packages for soldiers overseas must be in postoffices before midnight tomorrow to be assured of delivery by Christmas.

charts are impervious to time and the weather. Another wrinkle has produced a map that has been a blessing for officers on night operations. The paper is treated to glow like a luminous watch dial when it is placed under the rays of a red flashlight during darkness. The WPB reports that the army has been very well pleased by both developments.

In the Fisheries building on Constitution avenue in Washington, where, incidentally, not a fish is to be seen, the WPB has on exhibit several hundred items which show how the paper industry has been converted for war.

Besides a sample of the waterproof map are paper blankets, flying jackets, dishes, baking utensils, "tarpaulins," camouflage, parachutes, ropes, twines, dust pans, shoes, paper clips and shell cases, as well as a host of other items formerly made of metal.

One of the most interesting articles is a humidity indicator which is placed inside the packing of articles shipped overseas and which registers the relative humidity inside the package.

Airplane engines, for instance, have to be protected against moisture to a very high degree. The humidity indicator tells how well the engine wrapping is keeping out moisture. If the indicator registers "danger," proper steps are taken to correct the situation. Recently, a cellophane-like substance was developed to protect airplane engines in shipment and in storage. Previously they had to be covered with cosoline, an extremely greasy and sticky product that drove many an air corps maintenance man nearly out of his mind. It was practically impossible to remove it completely.

As a result of research, rifles and small arms and repair parts of all kinds have been shipped in specially-treated paper wrappings. These, too, were ordi-

arily packed in the gooey cosoline.

Parachutes for weather observations and for dropping supplies to isolated troops and men lost at sea are now being made of paper. Formerly they were Japan silk products. Pacific coast weather stations, which used silk parachutes marked "Made in Japan," were the cause of much consternation among civilians before paper parachutes with U. S. trademarks came into use.

The first-aid kit which is part of every soldier's GI equipment and which was formerly packed in a small metal container sealed with a rubber gasket is now being issued in a paper-wrapped, cardboard-packed form which is much easier to open and resists the worst conditions experienced by combat troops.

The army is finding paper bags particularly effective for packing V-mail; is using sensitized paper instead of zinc and aluminum plates for its offset printing plants; is camouflaging its installations in the field with chicken wire interlaced with paper which is treated so that it cannot be photographed by the enemy's reconnaissance cameras.

The navy is using on shipboard food trays, bowls, dishes of a paper-plastic which is unbreakable and unobtainable—a boon to the galley crew of many a pitching destroyer.

MILK DELIVERIES ON NEW SCHEDULE IN COMING WEEK

The Office of Defense Transportation today announced a new milk delivery schedule to become effective the first of next week. On Sunday, Oct. 17, and on all Sundays thereafter there will be no wholesale or retail deliveries of milk. Beginning on Monday, Oct. 18, retail deliveries will be made to Medford's West Side on Mondays, Wednesdays and Fridays, and to the East Side on Tuesdays, Thursdays and Saturdays. Wholesale deliveries will be made once each week day. The additional restriction is in accordance with the provisions of Office of Defense Transportation order number 17-3B.

Wholesale and retail dairymen of Medford met last night, and unanimously agreed to limit deliveries to certain specified days for each delivery route instead of every other day as has been the practice for the past several months. Under the old system, the housewife received dairy products on different days each week, while under the new setup she will receive supplies on the same days of each week. Present at the meeting were representatives of Grover's Dairy, Perrydale Dairy, Campbell's Dairy, Snider's Dairy, Lost River Dairy, Gilman's Dairy, Cloverhill Dairy, Nansen's Dairy, Kingmere Dairy, Kershaw's Dairy, Madrona Dairy and Valley View Dairy.

FREIGHT LOADS DROP
Washington, Oct. 14.—(U.P.)—Loadings of revenue freight on the nation's railroads for the week ended Oct. 9 totaled 906,276 cars, a decrease of 4,376 cars from the two-year high established in the preceding week, the Association of American Railroads reported today.

MAJ. GEN. JACKSON KILLED
Third Army Maneuver Headquarters in Louisiana, Oct. 14.—(U.P.)—Injuries received in an airplane crash in the third army maneuver area on Oct. 4 proved fatal last night to Maj. Gen. Stonewall Jackson, 52, third army public relations announced today.

Closing time for Classified ads 9 a. m. — Too late to classify 12:30 p. m.

13 VEGETABLES WILL GO UNDER PRICE CEILINGS

OPA Announces Reductions Scaling to Fifty Per Cent —Date Not Yet Given.

Washington, Oct. 14.—(U.P.)—The Office of Price Administration today announced retail ceiling prices for 13 fresh vegetables, representing reductions of as much as 50 per cent. The OPA said the reductions were designed to prevent repetition of inflationary prices which forced the cost of living upward last winter.

Effective date of the new price regulation will be announced later, but the OPA said it will be "before the bulk of the winter crop reaches the market."

Vegetables Listed
The 13 vegetables for which maximums were set are: lima beans, snap beans, cabbage, carrots, cauliflower, celery, cucumbers, eggplant, lettuce, green peas, peppers, spinach and tomatoes.

Chester Bowles, OPA general manager, said that top prices for five more farm products—beets, asparagus, watermelons, cantaloupes and the 1944 crop of onions—will be announced soon.

Bowles said that the new prices will bring about reductions from last winter's high retail prices "of as much as 30 to 50 per cent for such items as lima beans, cabbage, tomatoes, cucumbers and cauliflower." He said that the increase in the cost of living from September, 1942, to May, 1943, was 8.2 per cent and that three-fifths of this was due to the soaring prices of fresh fruits and vegetables alone.

Would Nip Spiral
"We hope to head off any such spiral before it gets started this season," he said.

OPA announced the following sample price ranges: Lima beans and snap beans: Lima beans from May through October will be from 13 to 16 cents a pound, about 10 per cent below this summer's prices. Snap beans will sell for 14 to 16 cents a pound in May and June, 12 to 15 cents in July and August, and 14 to 17 cents up to December.

Cabbage: Six to seven cents a pound from December through April, or 35 per cent lower than last March and April. Lettuce: Maximum range from 10 to 13 cents a pound (last winter 16 to 20 cents).

Carrots: About seven to 10 cents a bunch, slightly below last winter.

Tomatoes 18-21
Tomatoes: 18 to 21 cents a pound from January through March, as against 25 cents last winter; 17 to 20 cents in April and 16 to 19 cents in May and June. In July from 10 to 13 cents a pound, about 50 per cent under last July's level. The price will go down to six to nine cents during the usual summer harvest period. October through December prices will run from 16 to 19 cents a pound.

Bowles said that the OPA is now revising the citrus fruits regulations "to provide greater simplicity, greater enforceability and to set flat cents-per-pound prices on a zone basis so that the housewife may know just what she should pay for oranges, grapefruit and lemons."

Bowles also said that the OPA is planning to bring under control, "well in advance of next season's crops," all remaining fresh fruits.

San Francisco is second only to New York in the fine publishing field.

"CLAY PIGEONS" THROW OFF JINX; FLY SANS LOSS

Squadron Of B-17's Suffers Terrible Losses At First Due To Experiments.

By Collie Small
United Press Correspondent

A USAFF Bomber Station, Somewhere in England.—(U.P.)—The eerie curse that tormented the Clay Pigeon squadron with unfathomable death and destruction has flown.

As this is written, the famous squadron of Flying Fortresses that once was consistently decimated by the terrible losses unaccountably singled out for it is shooting for its 10th consecutive mission without loss.

The Clay Pigeon squadron still is a long way from the records of some squadrons. But not many months ago, it seemed headed for complete destruction.

The squadron once was reduced to a single battered B-17. Still it flew on, replacing losses as fast as possible, meanwhile tagging along in "Purple Heart Corner" in the formations of other squadrons until it was strong enough again to fly alone.

1 Out of 10
Ten Clay Pigeons went to Bremen — one limped home. Over St. Nazaire, France, the pilot of a Fortress in the leading element asked his tail-gunner: "Second element okay?" "Sir," came the answer, "there is no second element." It was typical Clay Pigeon luck.

Three times one whole barracks was wiped out in a single raid except for one lucky crew—the same in each instance. A magazine article appeared in the United States and caused a furore here. The Clay Pigeon curse was not to be mentioned.

Retain Motto
Much of the squadron's bad luck stemmed from its participation in disastrous experiments in the early stages of the war. But it was felt there was another, mysterious force toying with the fate of the squadron.

Now the Clay Pigeons are rewriting their dismal history with new success. Their motto, "Death and Destruction," once nearly discarded, has been retained.

Capt. K. A. Reecher, 24 (7 Magnolia) Hagerstown, Md., an operations officer who brought the only Fortress home from Bremen, points to the squadron insignia, a skull in a flying helmet, and says, "We finally got him laughing."

First Lt. Stanley L. Jarow, 23, (1317 E. 52d) Chicago, engineering officer, just nods contentedly. It took a long time.

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Seabees and Engineers Turn Jungle Islands Into Bases

By Frank Tremaine
United Press Staff Correspondent

Headquarters, U. S. South Pacific Forces.—(U.P.)—American engineering genius backed by the courage, hard work and efficiency of the navy's volunteer construction battalions—the Seabees—and the army engineers is transforming jungle islands of the Pacific into big bases to support continued blows against Japan.

This correspondent recently visited a number of American bases in the Solomons which less than a year ago were disputed tropical islands. The Seabees and engineers, often working under air attack and within range of front-line fire, have done an unprecedented job in construction of these bases.

On New Georgia, Seabee outfits and engineers, operating with bulldozers, tractors, caterpillars and other modern heavy equipment, tore into the mud and jungle to build roads and installations long before the positions were secured by the fighting forces and despite heavy Jap air attacks.

American methods offer a striking contrast to those used by the Japanese. In the year that the enemy occupied New Georgia, they did little actual construction work with the exception of heavy log-and-coral pillboxes and Munda airfield, which appeared to have been built largely by hand. Where the Americans now are building roads to accommodate heavy trucks, the Japs had only foot trails.

Ten days after American forces landed at Segi, on the southern end of New Georgia, in the opening phases of the campaign, a plane made an emergency landing on an airfield constructed there by Seabees. Nineteen days after the occupation the field was ready for operational use.

Shell and bomb-ravaged Munda airfield was in operation on the eighth day after its capture, although the Japs had been unable to operate from it for several months. While fighters and cargo planes use the field constantly, Seabees are at work lengthening and improving it.

The installation built in the Russell Islands was constructed under fairly favorable conditions after an unopposed occupation. It is a field which many American municipalities would be glad to have, although it was carved out of a coconut plantation with equipment brought thousands of miles across the Pacific.

Incidentally, the Russells base boasts the only hamburger stand in the south Pacific—Joe's South Pacific Pilgrims' club, which caters to hungry pilots with hamburgers and egg-nogs.

Guadalcanal is almost unbelievable, even in the eyes of those who have seen other large military bases. Less than a year ago, Guadalcanal was a tropical island of jungles and coconut plantations, with a partially completed Jap airfield over which a bitter, bloody battle was being waged. Today it is a teeming beehive of military activity—an advance base for the support of air, naval and amphibious operations.

The field which the Japs had started when American Marines poured ashore on Aug. 7, 1942, was being operated by the Americans within a few weeks. Today the traffic in heavy, medium and light bombers, fighters, observation and cargo planes operating from Henderson Field probably is greater than that handled by any commercial field in the United States. In addition to actual construction of a field of sufficient proportions, this

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1,377 missing, 512 prisoners of war, and 1,649 wounded. Air force men have won 809 decorations for valor, he said.

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