

1941 ACREAGE IN WHEAT MAY REMAIN SAME

WASHINGTON, Aug. 29 (AP)—World wheat acreage in 1941 probably will remain the same as this year, the bureau of agricultural economics predicted today.

Prices in this country should hold "to a considerable extent independent of prices in other countries" as long as the government loan and subsidy program continues, the survey said.

The world acreage, excluding Soviet Russia and China, was estimated at 275,000,000 acres. Unless it is reduced or the yield is small, large world supplies will continue, the bureau reported.

It predicted U. S. production would reach 750,000,000 bushels from 62,000,000 acres, leaving "about 50,000,000 bushels for export or addition to carry-over after deducting a 10-year average disappearance of about 700,000,000 bushels."

"On this basis," the bureau continued, "the carry-over at the close of the 1941-42 season would be very little different from that at the beginning, when it is expected to be 300,000,000 bushels or more. Large prospective carry-over stocks on July 1, 1941, assure ample supplies of milling wheats for the year beginning at that time."

The domestic wheat supply based on August 1 crop conditions was set at 1,045,000,000 bushels, including 761,000,000 bushels from the 1940 crop and a carry-over of 284,000,000 bushels. Domestic disappearance was estimated at 700,000,000 bushels, leaving 345,000,000 bushels available for export or carry-over as of next July 1. Export prospects were described as "very uncertain."

World supplies for the year opening July 1 were forecast at 100,000,000 to 150,000,000 bushels below the record supply of 5,445,000,000 bushels a year earlier. The world carry-over on July 1, 1940, was believed about 215,000,000 bushels larger than the 1,175,000,000 bushels carry-over on July 1, 1939.

NEW TYPE ENGINE GIVEN NEW NAME

FLINT, Mich., Aug. 29 — When Buick engineers described the improved dynaflex principle involved in the 1941 engines, by which, as a result of combustion chamber design, the fuel charge is compressed in a ball around the spark plug, they gave a name to these new high powered, high compression engines.

They called it "Fireball." For, in fact, that best describes the action within the cylinders when, at the top of the compression stroke, the explosion occurs. Dome type pistons are so shaped as to compress the gas charge into a ball, affording complete and controlled combustion and eliminating the counter explosion that usually takes place on the opposite side of the piston, causing detonation.

After Blitzkrieg—the Breadline



Even the part of France not occupied by Germany is feeling the pinch from war-emptied larders. Above are some of the inhabitants of Clermont-Ferrand, writing out applications for bread cards at an outdoor ration station.

Leaders in Army Maneuvers Inexperienced, Critic Says

SEATTLE, Aug. 29 (AP)—A critique of the recent fourth army maneuvers in the Fort Lewis area disclosed Wednesday the judgment of Lieut. Gen. John L. De Witt, commanding general of the fourth army and the ninth corps area, that the men who took part were not sufficiently seasoned and experienced.

Faults disclosed in the maneuvers, in which 41,200 officers and men of the army and the national guard over the west took part, General De Witt said, "can be corrected only by careful training and close supervision."

Different Problem
Mentioning the European situation, General De Witt declared the armed forces of this country have a different problem, but added:

"We must organize, train and plan to meet situations with which we may be faced in the western hemisphere, but in doing so in no way disregard the lessons we can learn from analysis of what is now occurring in Europe, but not necessarily copy them."

The critique, issued from ninth corps area headquarters at San Francisco and received here, contained General De Witt's remarks before 1000 officers who participated in the maneuvers, at a meeting at Yelm, Wash., at

their conclusion. His remarks concluded the session.

Among his statements on the maneuvers were these: "Reconnaissance was not good. It must be constant. Contact was lost."

Shuttling Extreme
"Shuttling was carried to the extreme. I think in future maneuvers truck casualties must be assessed and the trucks removed from use if we are going to impress upon commanders the

necessity for keeping their infantry marching."

"Road discipline was not good. The marching troops did not keep to the sides of the road and columns were elongated unnecessarily."

"The use of cover was generally poor. The use of maps was too prevalent, and dispositions made from maps instead of on the terrain itself."

not have been lost. It was lost both day and night."

Need Shown
General De Witt said the maneuvers "have definitely and conclusively shown: First, the need for basic training of individuals and smaller units both of the regular army and national guard; second, that concurrent training cannot be conducted successfully in connection with maneuvers of large forces; third, that the basic training of in-

dividuals and the smaller units, that is, platoon, company, troop, battery, battalion and squadron, must be brought to a higher standard of efficiency."

I was born in Hungary and was brought to this country when I was a year old. I know of no other country but this, and don't want to know of any. — Frank Dobrozsi, president American Citizens' club, Middletown, O.

One has to be very careful how one judges failure especially when one's record of success is not to one's credit. — Prime Minister Churchill, in a parliamentary debate.

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