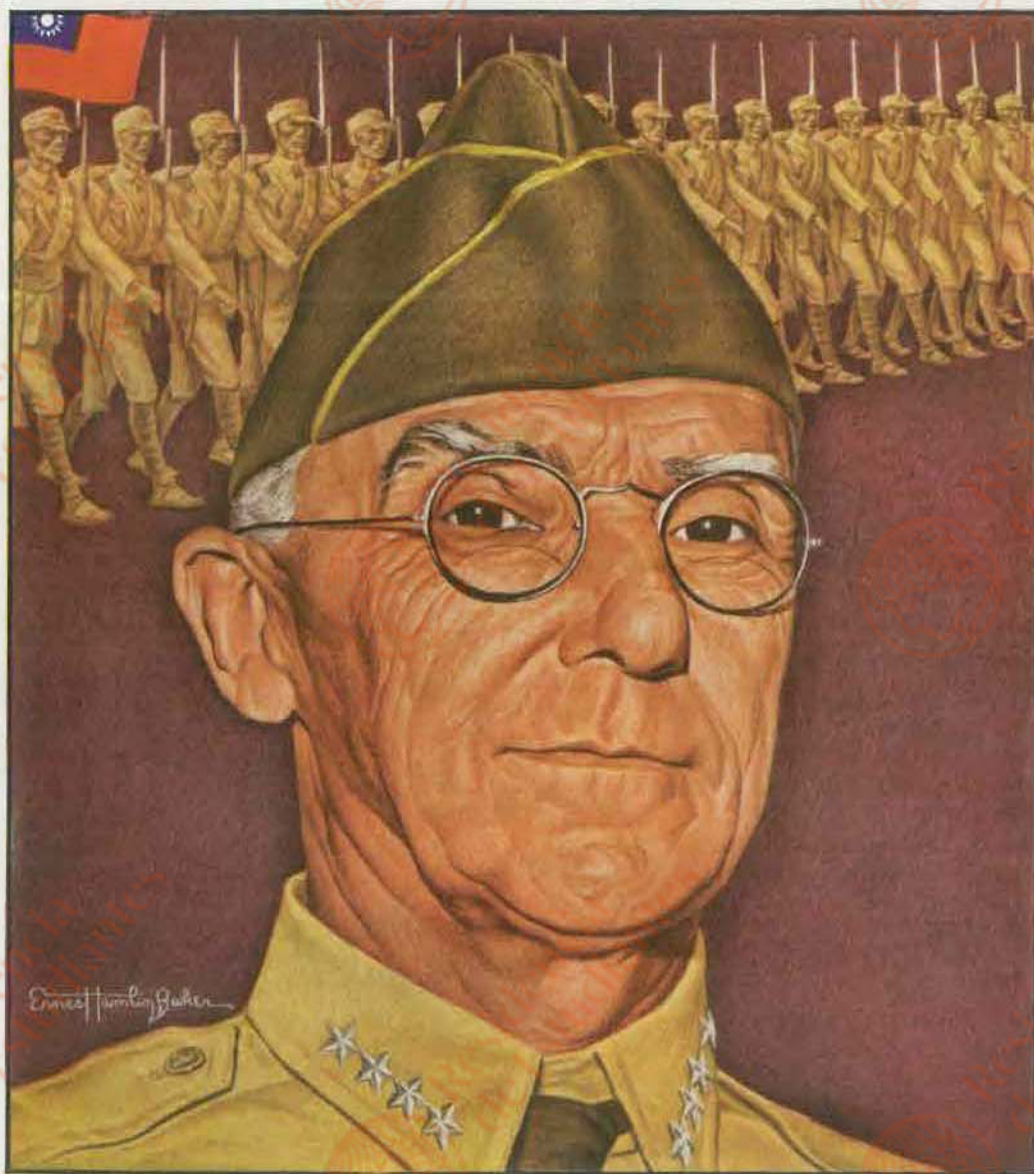


ELECTION ISSUE —

TIME

THE WEEKLY NEWSMAGAZINE



GENERAL JOSEPH W. STILWELL

Too much vinegar?

(Foreign News)

AND WE'LL BE HOME AGAIN...

Off there, somewhere,
A whippoorwill will call...

Back there, somewhere, the sun will drop like a penny
into the pocket of night. And a breeze will freshen
and cool and the dark will be filled with quiet...

And we'll smoke together again...

And Joe's hound will sigh and turn around and lie
down in the soft dust, and we'll watch the lights
come up in houses down below, and a door will slam
and a dog bark, and a girl's voice call and then...

We'll be home again.

Back home where not just us but everyone will under-
stand how and why this war was fought and won...

Back home where all of us will know we bought and
paid for peace with something more than bonds and
tears and blood and long years of sacrifice...

Back home where everyone must know this war will
have no meaning... this victory will be hollow...
this peace will not endure unless the power that won
the war... the power that made our country great
... the power of men and women working together
to destroy can become the power to create!

Unless the power to rub cities out becomes the power
to put new cities up.

Unless the power to take life becomes the power to
give life. Unless the power to liberate men in foreign
lands becomes the power to free ourselves... to give

to every man a boundless opportunity to dream...
to work... to grow... to make his life, to make his
America what he wants it to be!

That's what this war is being fought for...
That's what Victory will mean to us...
That's what we'll come home for!

*Here at Nash, when our war job is done, it will be our
obligation to convert all the new strength, all the new
power to produce, all the new ability and skill and
knowledge that have come to us so quickly under the
driving necessity of war to production for peace.*

*That means Nash will build more automobiles than we
have ever built before... even finer automobiles than the
great Nash cars that are today proving their outstanding
quality and economy. It means automobiles low in price
... economical to own as well as to drive. It means style
and comfort and ease of handling. It means all those
things that will make an automobile a more important,
a more useful, a more intimate part of what you want
to do—when peace comes.*

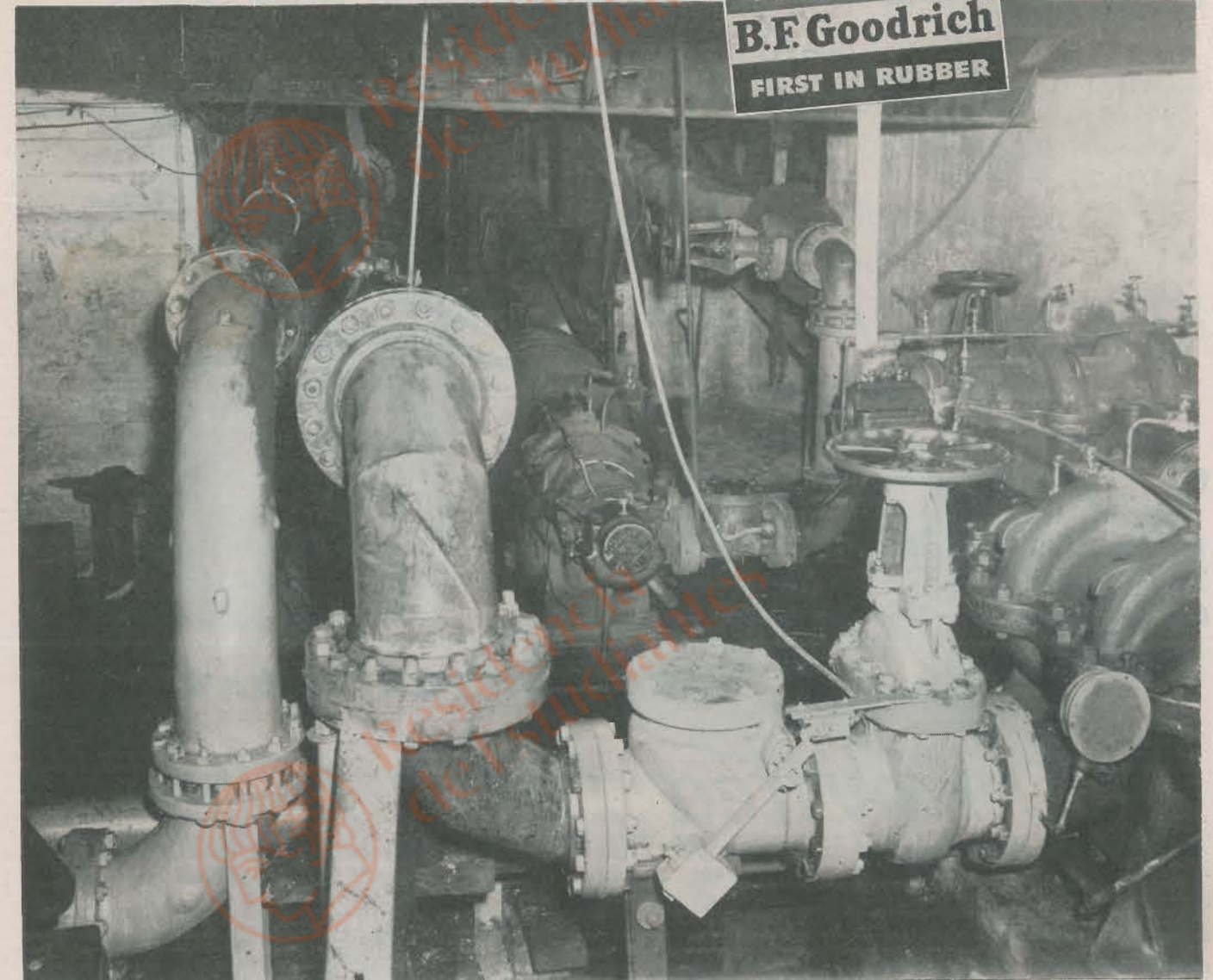
*This is our program. This will be our part in the build-
ing of a greater, a happier nation. For we believe all of
us owe to those who have fought to preserve it a strong, a
vital, a growing America where every man and every
woman will have the freedom and the opportunity to
make their dreams come true.*

NASH

of NASH-KELVINATOR CORPORATION



Joe L. L. L.



In war or peace
B.F. Goodrich
FIRST IN RUBBER

Pipes gulp acid water to save a coal mine

A typical example of B. F. Goodrich development in rubber

AT THIS mine in Pennsylvania there's
a good coal—450 feet down—but
even more water. A few years ago
they almost lost the mine—the pipes,
for pumping the water out, had cor-
roded, because the water contains acid,
and in three days enough water could
pour in to flood the underground
pumps and lose the mine for months
—make salvage almost impossible.

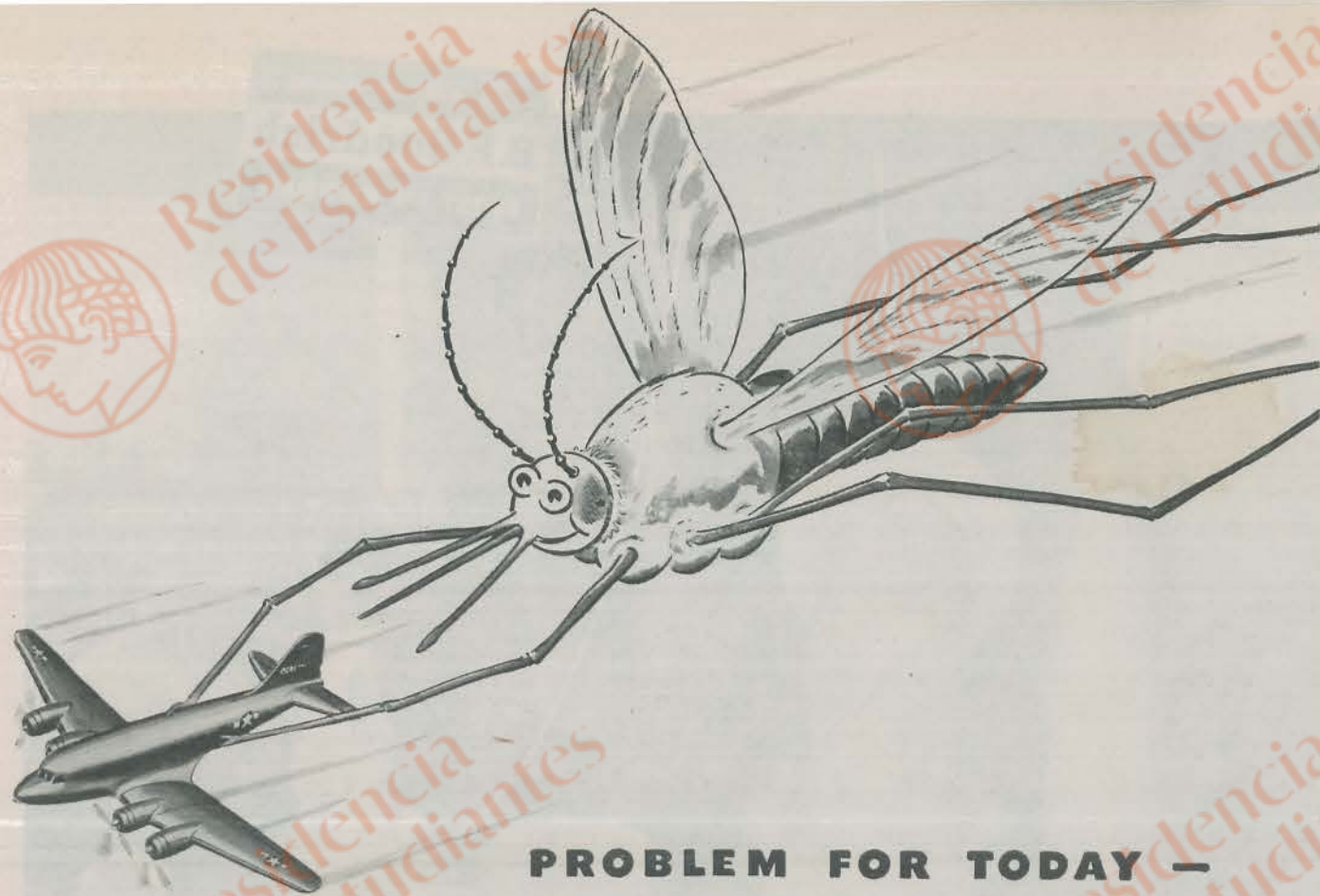
The mine owner had heard that
chemical plants use pipe lined with
B. F. Goodrich rubber to handle strong

acids. He investigated, bought the
same pipe, and has never been in
danger of losing his mine since. Metal
pipe used to last 7 months; the B. F.
Goodrich pipe has now been in use
48 months and is as good as new. In
that time it has handled more than 10
billion gallons of acid water.

Many B. F. Goodrich developments,
made for one industry, are applied as
this was to an entirely different field
with equally good results. Research is
continuous at B. F. Goodrich, and ap-
plies to every kind of rubber product,

new or old. No product is too stand-
ardized to be improved or changed to
meet changing needs of users. B. F.
Goodrich distributors can tell you
about those improvements in products
your company already uses or *might*
use. If you don't know the name of
the distributor nearest you, write di-
rect about any problem you have that
rubber might solve. *The B. F. Good-
rich Company, Industrial Products Di-
vision, Akron, Ohio.*

B.F. Goodrich
RUBBER and SYNTHETIC products



PROBLEM FOR TODAY —

Uninvited Hitch-hiker

A transport plane leaves an Army depot in steamy, fever-ridden equatorial Africa today. Tomorrow it may land at an American airport.

Just another miracle made commonplace by global war—but also another big headache for the health officer.

It is *his* job to see that no unwelcome passenger alights from

that plane. A passenger, for instance, like a tiny mosquito which could carry a deadly tropical disease overnight to an unsuspecting population.

To meet this airborne threat, the plane is fumigated with insect-destroying aerosol bombs, before taking off and upon arrival here—the temperatures of its passengers are checked for fever indications—

and health officials are notified when persons coming from known "fever spots" are due to arrive in their communities.

War has created many new problems for the men responsible for protecting America's health. Your health officer is ready to meet these problems—but he needs all the help and encouragement you can give him.

Milk is one of man's most valuable foods. To safeguard its purity from dairy to table, many health officials now require—and many public-spirited dairies provide—sealed protection of the pouring lip of the milk bottle. That is why, today in every state, in Hawaii and in many Central and South American countries, progressive dairies use sterile-clean, tamper-proof, Sealright sanitary hoods.



Sealright

MILK BOTTLE HOODS

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FULTON, N. Y. — KANSAS CITY, KANSAS
SEALRIGHT PACIFIC LTD., LOS ANGELES

Volume XLIV
Number 20

TIME
November 13, 1944

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BY NEVIL SHUTE
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BY JAMES NORMAN
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A SUGGESTION FOR WARTIME TRAVELERS!

by A. N. Kemp

President, American Airlines, Inc.
The "Route of the Flagships"

"Two armies are winning the war for us—the one in uniform and the one in mufti. The latter is represented by the thousands constantly on the move here at home attuning the nation's resources to greater and ever more efficient war production. Our hotelmen have to a man recognized the importance of accommodating both service men and production men at all times. You can help by making your hotel reservations legibly and well in advance. When your plans change notify the hotel holding your reservation so a service man or production man can have your room. It's not only patriotic, it's the decent thing to do!"

Published by the Hotel New Yorker, New York, to create a better understanding of the wartime problems of America's hotels.

Hotel NEW YORKER

34th Street at Eighth Avenue, New York 1, N. Y.

Frank L. Andrews, President

2500 Rooms from \$3.85

Home of Protecto-Ray Bathrooms... they're ultra-violet rayed!

LETTERS

"The Old Men Came Out Again"

Sirs:

I should like to offer the opinion that the basis of the maladjustment of the returning "G.I." is his sense of frustration—a frustration expressed by T. E. Lawrence after the last World War in the following bitter words:

"We lived many lives in those whirling campaigns, never sparing ourselves any good or evil: yet when we had achieved, and the new world dawned, the old men came out again, and took from us our victory and remade it in the likeness of the former world they knew. Youth could win, but had not learned to keep, and was pitifully weak against age. We stammered that we had worked for a new heaven and a new earth, and they thanked us kindly, and made their peace. When we are their age, no doubt we shall serve our children so."

The form of the world, at home and abroad, is even now being shaped, and the outline of this new world, even as reported in *TIME*, looks terrifyingly like the old.

What we want and need is 1) a sense of direction, 2) enthusiasm for our future, 3) promise of a society where the watchword will be "work and livelihood for willing hands." This as opposed to 1) confusion as to our aims, 2) fear of the future, 3) promise of unemployment benefits and old-age security.

We are not naturally pessimists or reformers or radicals, neither are we intentionally superpatriots or heroes. We are simply sober American youths who wonder where the hell we are headed. . . .

[NAVY OFFICER'S NAME WITHHELD]
c/o Fleet P.O.
New York City

Flag for Formosa

Sirs:

If and when the Island of Formosa falls, the flag of what nation will fly over it? . . .

A. B. CONANT

Hanover, Mass.

❑ The flag of its conqueror. Before the conquering Japs came in 1895, Formosa flew the triangular Imperial flag

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TIME
November 13, 1944

Volume XLIV
Number 20



If You're Waiting for a Home Telephone



IF YOU are waiting for a home telephone, we think we know how you feel.

You'd like a telephone now—not weeks or months from now. And we'd like to install it for you now.

But due to the war we are short of switchboards and telephones, so there will be unavoidable delays in filling orders for home telephones.

The delay will be as short as we can make it. Meantime, we are genuinely grateful for all your patience and co-operation.

BELL TELEPHONE SYSTEM



MEDICAL AUTHORITIES RECOGNIZE PHILIP MORRIS

proved far less irritating to the smoker's nose and throat!



WHEN SMOKERS CHANGED TO
PHILIP MORRIS, SUBSTANTIALLY
EVERY CASE OF IRRITATION
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tant to nose and throat!

CALL FOR PHILIP MORRIS

America's Finest Cigarette

of China's Ching Dynasty—a blue dragon on a yellow background.—Ed.

Division Tributes

Sirs:

Your tribute to General Hodges (TIME, Oct. 16) was excellent. Would it be possible to give due tribute to some of the divisions that make up the armies in Europe—Pacific too, for that matter? Many names of divisions have been released for publication, yet they receive little credit in current periodicals. . . .

MRS. DAVID M. BATEY
Miami

TIME has printed news of many a division, but field censorship often delays it to the point of staleness.—Ed.

Journalistic Skulduggery?

Sirs:

The late Dr. Andrew E. Breen, noted Roman Catholic Biblical authority, claimed that one of the chief proofs of the divinity of the Church was the fact that it had existed 1,900 years in the hands of men who were frequently incompetent.

That Dr. Breen was probably right became evident recently (TIME, Oct. 23) when San Francisco's Archbishop John Mitty and Monsignor Harold Collins accused the San Francisco News of antagonism to the Church and instituted a boycott against that paper because it had dared to print that one of Archbishop Mitty's priests had been arrested for drunken driving. . . .

By what new norms of logic does Archbishop Mitty conclude that the News is bigoted because it reveals that a Catholic clergyman is capable of sin? If the Church in the archdiocese of San Francisco is so decrepit that it will totter if it becomes known that one of its priests woos John Barleycorn, Pope Pius would do well to appoint a capable successor to Archbishop Mitty.

VERNON McNULTY
Columbus, Wis.

Sirs:

"Catholic Campaign" is a shoddy piece of smear. That issue treats the Church with TIME's typical journalistic skulduggery regarding things Catholic. It would throw a sop to the gullible in the form of a picture of Pope Pius XII and Sister Mary Elaine. Do not palm the smear off on the pretense of freedom of the press. That item makes news only because it throws dung at the magnificent structure of the Church.

I feel the same toward that flat-bottomed mud-splatterer of TIME as for the man who kicks my mother in the teeth. I would treat him the same. TIME has been getting by too long with stalking the Church, always ready to deliver a stab in the back. It has not the guts to come out in open opposition. The Church is aroused slowly, but when she does act, look out. The Catholics of San Francisco will take care of the News; the Catholics of the U.S. will take care of TIME.

JOHN F. GALLAGHER
Chaplain

Portland Army Air Base
Portland, Ore.

Sirs:

I am a Catholic. I think my religion the most beautiful in the world. But congratulations to the San Francisco News and to TIME for their "account" regarding the priest arrested for drunken driving with a woman companion. Archbishop Mitty's use of the terms "antagonistic" and "bigoted," because the News printed the story, makes me both laugh, and feel a bit nauseated, too! . . .

I've known priests that I revered and loved and thought saintly. The vast majority are



Lady... we want to tell you
about a man!

Millions of women who never before had to give a thought to the care of a motor car—now find themselves in charge of "the car he left behind him."

It is a new experience—but it need not be a puzzling one. . . . All you need do, if you have charge of a "service star" car, regardless of make, is to take it regularly to your Pontiac dealer—he's the man you should see.

He has dedicated himself and his organi-

zation to the task of "keeping 'em rolling." He has the finest equipment available; his mechanics have been especially trained; and he uses high-quality parts for replacement. Furthermore, the cost is low, consistent with good workmanship.

See him regularly, and to every letter you write to your man in the service, you can add the encouraging postscript: "The Pontiac dealer is taking good care of your car."

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Increased net profit for your plant is the goal of the Socony-Vacuum representative who works with your staff.

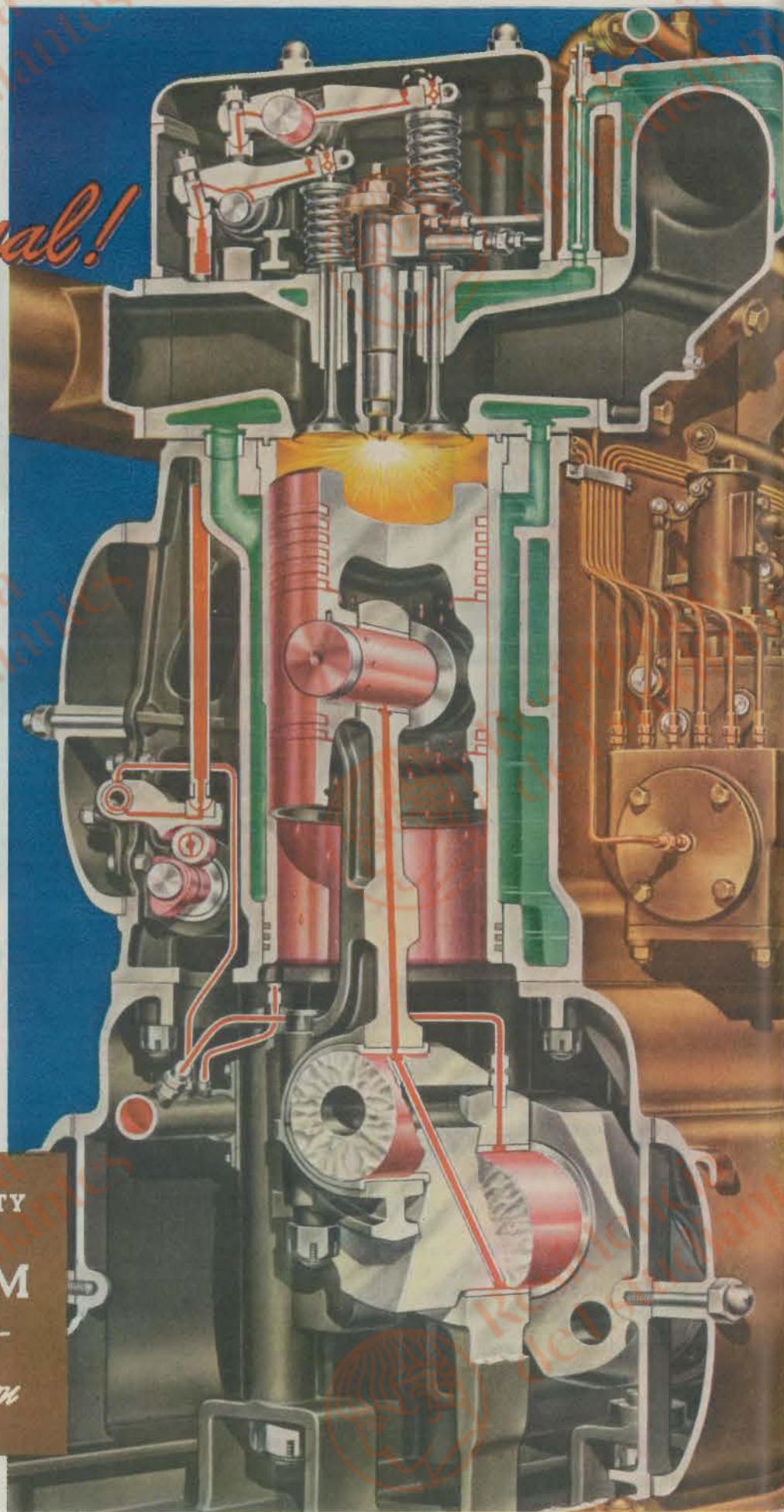
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TO HELP MAINTAIN CAPACITY
PRODUCTION, CALL IN
SOCONY-VACUUM



for Correct
Lubrication



of the finest caliber. But, in this case, so far as I can see, Archbishop Mitty and his "sheep" following him in his "Catholic Campaign" are definitely the "bigoted" ones. . . .
C. W. GORMAN

Boston

Sirs:

I do not think that it is a matter of great moment whether the chance indiscretion of a clergyman be reported or not, but it is highly important that attempts to intimidate the press be given the fullest possible publicity.

F. HOWARD CALLAHAN, D.D.
The Church of St. Paul and St. Andrew
New York City

What Are We Fighting Against?

Sirs:

Reporter Jack Belden goes off the deep end when he states that "our men do not believe they are fighting for anything. Not one in a hundred has any deep-seated political belief" (TIME, Sept. 25). . . .

American G.I.s cannot be compared to Belden's politically impassioned acquaintances in some of the armies of our Allies. There is a difference in fighting for something you have and something you want. Americans are fighting for something we already have, not a new "order" or system. Having it to begin with makes that something more personal than political. Being personal, it is none of Belden's business.

Basically our fight is against "something." From my experience I should say 99 out of every 100 not only know what they are fighting against, but why they are fighting. . . .

V. H. MITCHELL
Captain

c/o Postmaster
San Francisco

"Battle for the Marianas"

Sirs:

I was particularly pleased with the review which TIME (Oct. 2) gave the motion picture, *Battle for the Marianas*, because of the fact that your reviewer seemed to appreciate my almost exact thoughts while editing this picture at Warner Brothers. . . .

I do wish to point out for your information, however, the fact that there was no intention to be "overtactful" in the fast cutting from the hit *Marine*. I should like to have been able to show more of that particular scene, but unfortunately the burst from the Japanese machine-gun fire which hit the *Marine* in the picture caught the cameraman and stopped his camera with Death. . . .

G. MCGUIRE PIERCE
Lieutenant Colonel, U.S.M.C.

Washington

Puppy in the Pot

Sirs:

In TIME (Oct. 2) appears a reference and a picture of George Catlin, painter, writer, and authority on the American Indian. George Catlin was a great-great-uncle of mine. One particularly delightful anecdote which has come down in the family concerns a feast given to a visitor, a friend of Catlin's. As the assemblage sat on the ground, a squaw passed behind the tenderfoot and whispered hospitably, "Dig deep, white man; puppy in bottom of pot. . . ."

FLORENCE CATLIN BROWN
Coronado, Calif.

"Him Good People"

Sirs:

A party of officers accompanied me on a tour of one of the well-known battle areas a few days ago. . . . As we sat and smoked, a great strapping Fuzzy happened along on a
TIME, NOVEMBER 13, 1944

VAN HEUSEN

NO OTHER SHIRT IS LIKE IT!



ALL WHITE shirts are *not* alike . . . and here's the shirt that proves it! It's a Van Heusen — the only shirt with a Van Heusen collar attached!

1. LOOKS BETTER . . . because the collar can't wilt, can't wrinkle . . . looks starched but *isn't* . . . stays neat all day.

2. FITS BETTER . . . because of exclusive Van Heusen collar styling and tailoring . . . figure-fit and custom detail.

3. LAUNDERS BETTER . . . Van Heusen Shirts are Sanforized, endorsed by American Institute of Laundering.

For smart good looks . . . for lasting neatness . . . for day-long collar comfort that "gives your neck a break" — ask for Van Heusen Shirts by name! In whites and smart patterns, \$2.25 and up

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It's protected by 9 basic patents! Designed specifically for active men, its famous patented built-in-comfort construction lets your feet walk the way they want to walk...there's no breaking in with an Arch Preserver shoe. The style illustrated is the Harvard in black or brown calf. See it and others at the nearest Arch Preserver shop... if you don't find the name in your classified phone book, write us for it and also for your copy of our new illustrated booklet. E. T. Wright & Co., Inc., Dept. T-11, Rockland, Massachusetts.

WRIGHT
Arch Preserver
SHOES



THERE'S ONLY ONE
SHOE WITH A
STORY LIKE THIS!

For Women, Selby Shoe Co., Portsmouth, Ohio. For Boys, Gerberich-Payne, Mt. Joy, Pa.
In Canada, for Men, Scott-McHale, London, Ont.

fishing expedition. He was handsome with his necklaces and arm bands and his blue lap-lap, and appeared interested in us, so we called him over to our jeep.

We loaded his arms with raisins, peanuts, cigarets, candy, sugar and the other stores left over from our lunch. . . . His eyes glistened with pleasure. He stepped back, barely able to retain a grip on his spear, knapsack, and load of rations, but still in possession of his dignity. "American, him good people!" he said, with emphasis, with which high compliment he left us. It was quite the nicest compliment we could possibly have been vouchsafed. . . .

Perhaps if we could develop such simple confidence in ourselves, we would be better fitted to receive the generous confidence of such people as our Fuzzy friend.

[SERVICEMAN'S NAME WITHHELD]
Somewhere in New Guinea

Where Potatoes Are Potatoes?

Sirs:

From various stories and articles I have read, I get the impression that all men of the armed forces use an odd slang in which nothing is referred to by its right name. I can't speak for the Army, but so far as I have observed in the Marine Corps, a spade is a spade. *Viz.*, potatoes are potatoes, bread is bread, catsup (when we have it) is catsup.

We do have some expressions and a few adjectives, adverbs and participles perhaps unfamiliar. Hash on toast is, roughly translated, slop on a shingle. Telling a tall story is snowing. But in the main, we seem to talk quite ordinarily, only somewhat more vigorously than we did as civilians. Even in the Air Corps we call an airplane a ship or a plane, and we do not "rev her up," we only run up the engines and fly around hoping we won't be "jumped by the Nips, shot down in flames and have to hit the silk."

I don't know. Maybe somewhere they talk like that. It's a long war. What does it matter? *Semper fidelis*, "flyboy."*

(T/Sgt.) JOHN B. WHITE
c/o Fleet P.O.
San Francisco

¶ Mac,† you're snowing.—Ed.

"I Was Mobbed"

Sirs:

. . . Of all the Stateside products that reached us in the Pacific, *TIME* was by far the most popular.

The old gag repeated in the midst of battle about waiting for *TIME* to arrive so we could see what the ---- we were doing was familiar. All I had to do with the Pony Edition was to step out on deck and I was mobbed. . . . Sometimes the copies would reach us as far afield as the Marshall Islands on the very date of issue.

With very sincere appreciation of *TIME*'s assiduous efforts to keep the fighting man informed. You certainly have done a grand job.

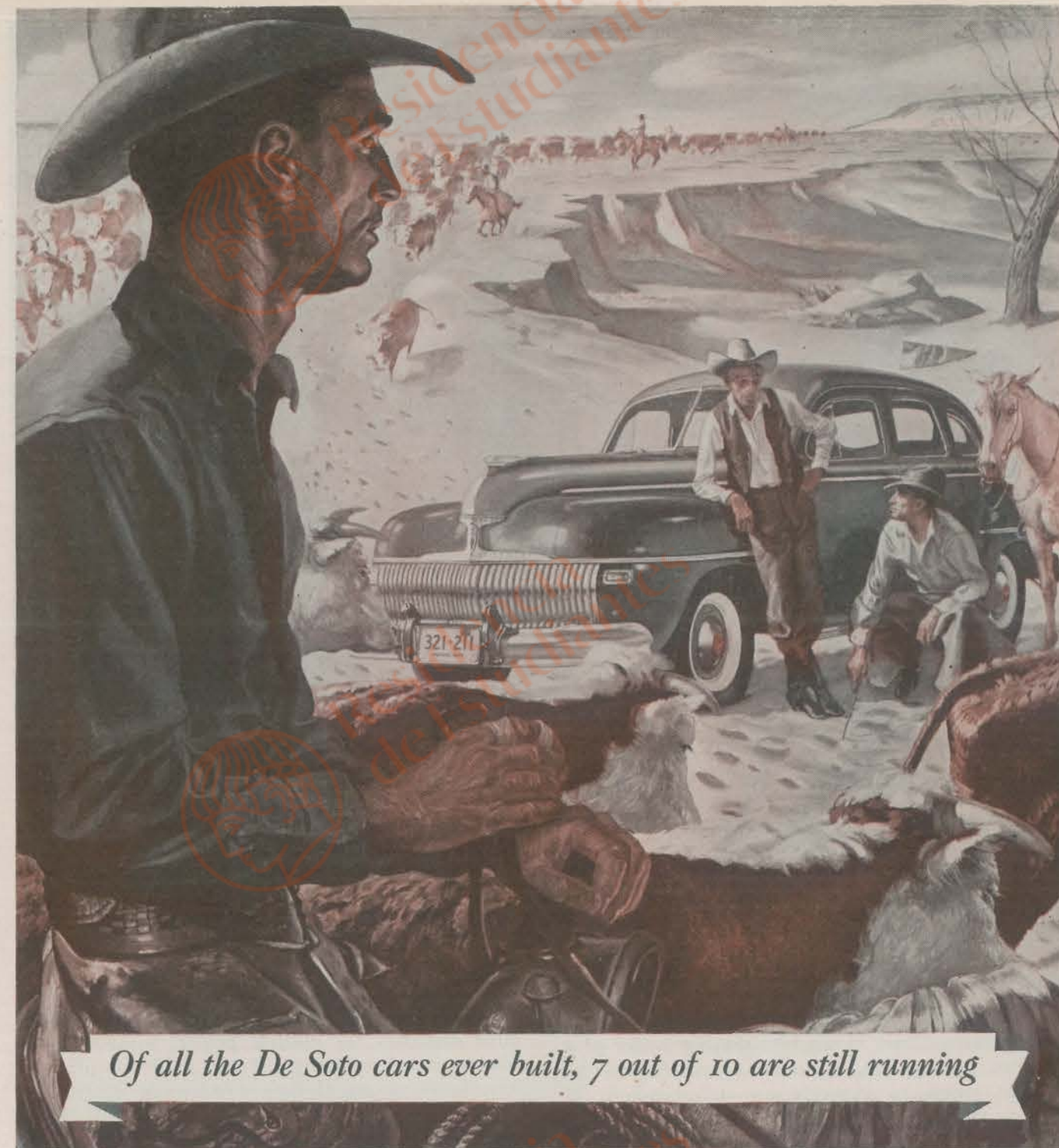
FRANCIS B. SAYRE JR.
Chaplain, U.S.N.R.

Washington

* Airman.

† Any Marine.

Since January 1, 1943, *TIME*, *LIFE*, *FORTUNE* and *THE ARCHITECTURAL FORUM* have been cooperating with the War Production Board on conservation of paper. During the year 1944, these four publications will use 73,000,000 lb. (1,450 freight carloads) less paper than in 1942. In view of resulting shortages of copies, please share your copy of *TIME* with your friends.



Of all the De Soto cars ever built, 7 out of 10 are still running

REMEMBER when 25,000 miles used to make a car "middle-aged"? Plenty of De Sotos have now reached 200,000 miles! And with Uncle Sam saying, "Use it up, wear it out, make it do, or do without"—we're glad we build De Sotos so rugged. Meantime, bomber sections and wings, parts of anti-aircraft guns, nothing but war goods for our fighting men roll out of De Soto factories. But cars will be built again. And a lot of people (who know that 7 out of 10 are still running) will decide on De Soto . . .

DE SOTO DIVISION • CHRYSLER CORPORATION

Tune in Major Bowes, every Thursday, 9:00 to 9:30 p.m., E. W. T.

BACK THE ATTACK—BUY MORE WAR BONDS THAN BEFORE

De Soto
Designed to Endure

how much **WHITE LIGHT**



in a pound of **BLACK COAL?**

THE lamp has a 100-watt bulb in it and the lump of coal weighs one pound.

Pulverized and blown into the big boiler of a modern power-plant, a pound of coal* provides enough steam to generate one kilowatt-hour of electricity.

That much electricity, in turn, will light the lamp for *ten* hours — long enough to read this magazine and a couple of novels. Or it will run a small radio for 25 hours, a food mixer for 13 hours, a washer for almost 7.

"So what?" you say. The point is this. 25 years ago, it took about *three* times as much coal to produce a kilowatt-hour of electricity as it does today!

The all-around efficiency which gets several times as much white light from black coal has benefited YOU in many ways.

*Some plants use less than 1 pound; some more, because of differences in coal and equipment. The nation-wide average is 1.3 pounds per kilowatt-hour.

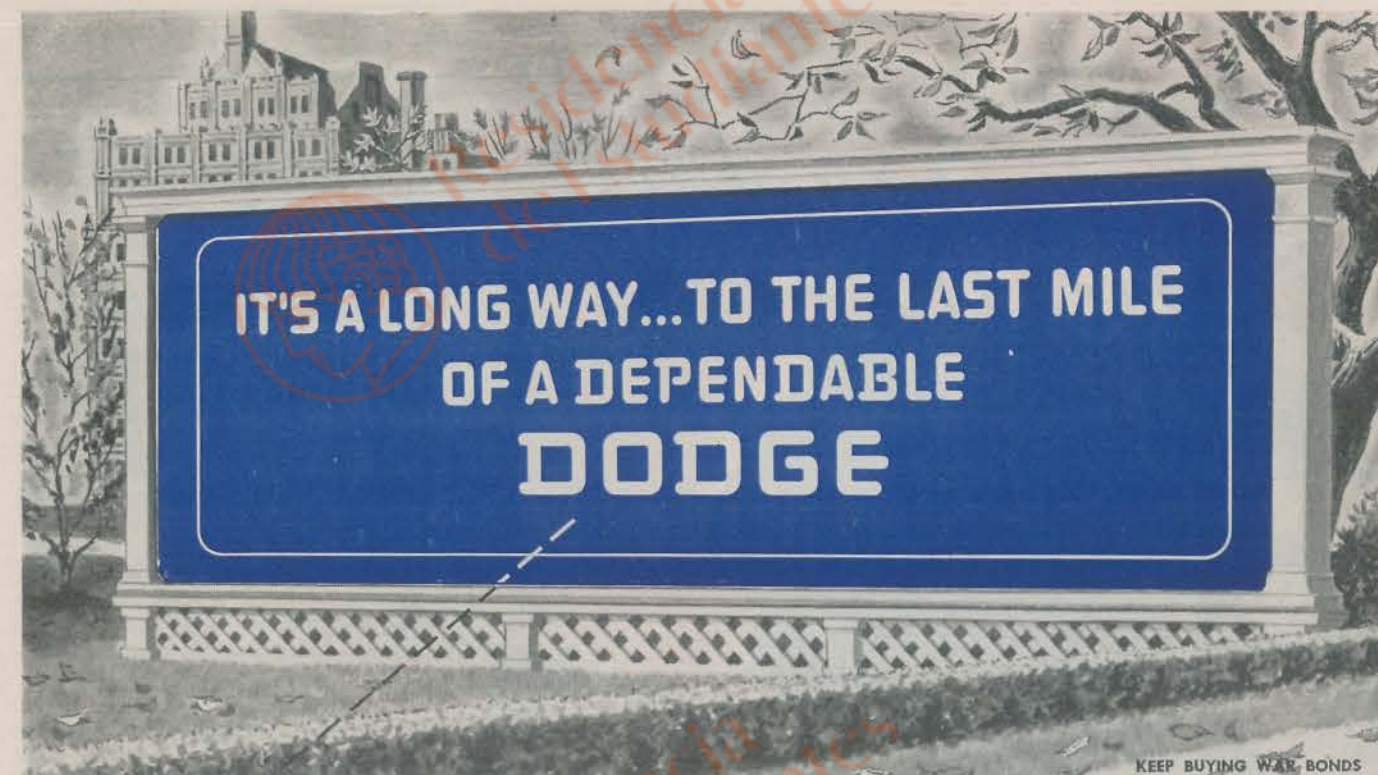
It has made your electric service better and cheaper year by year. It has met tremendous war-time demands for electric power, without delay, shortages or rationing. It has held the price of electricity at an all-time low, while other costs went up.

These results come from the sound *business* management of the nation's light and power companies — and from the hard work of men and women who *know* their business. The same companies are preparing for even greater accomplishments tomorrow.

• Hear NELSON EDDY every Wednesday in "The Electric Hour"—with Robert Armbruster's Orchestra. 10:30 PM, EWT, CBS network.

160 ELECTRIC LIGHT AND POWER COMPANIES*
SELF-SUPPORTING, TAX-PAYING BUSINESSES

*Names on request from this magazine.



KEEP BUYING WAR BONDS

"Truer words were never spoken"

SAYS M. J. McMAHON
CONTRACT HAULER



"... that's been *my* experience," continues Mr. McMahon, Illinois owner of a fleet of Dodge trucks. "I can't imagine trucks giving any more satisfactory service than I've had from my Dodge *Job-Rated* trucks.

"The truck in the enclosed photograph has run 201,143 miles to date, and has given perfect satisfaction. And, believe it or not, we had one

Dodge that piled up 365,000 miles before the bottom pan was taken off.

"High mileage doesn't seem to 'faze' these trucks, and I ought to know, because my Dodge trucks have piled up plenty of miles, and 'tough' miles, too!"

Mr. McMahon is a contract hauler. Trucks are his "bread and butter." Yet he's only one of many owners—in all types of business—who have written that Dodge *Job-Rated* trucks are piling up 200,000—300,000—yes, half a million miles of dependable, low-cost transportation. In every industry, wartime hauling has proved that trucks that fit the job—last longer!

DODGE DIVISION OF CHRYSLER CORPORATION

NEW TRUCKS AVAILABLE. ... The Government has authorized a limited number of new Dodge *Job-Rated* trucks for civilian hauling. See your Dodge dealer at once for trucks to fit your job. See him, too, for dependable truck and car service by trained mechanics using factory-engineered parts!

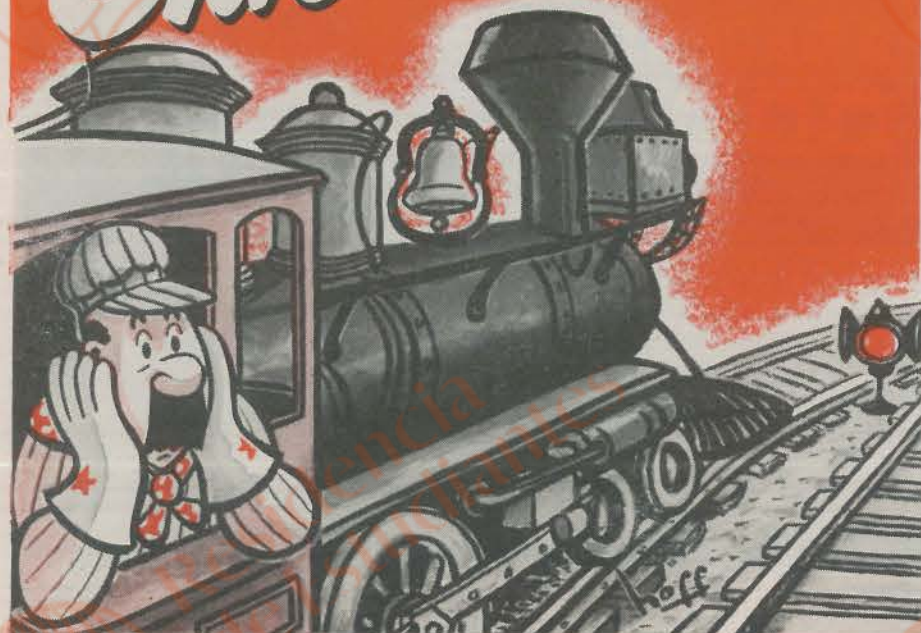
TUNE IN MAJOR BOWES, CBS, THURSDAY, 9 P.M., E.W.T.



54,000 U.S. COMMUNITIES DEPEND ENTIRELY ON TRUCKS FOR FREIGHT TRANSPORTATION!

DODGE *Job-Rated* TRUCKS
FIT THE JOB...LAST LONGER

...DON'T BE Side tracked



Switch to Auto-Lite Batteries

Be guided by the experts who choose batteries for the world's toughest transportation services. For example, the million-mile trans-ocean flying record was established by a Pan-American Clipper equipped with Auto-Lite batteries.

Auto-Lites, too, are specified for service with our fighting

forces in tanks, half-tracs, jeeps ... wherever dependable power counts.

Get the long life ... the extra power you need. Buy an Auto-Lite battery—specified as original equipment by leading automotive engineers.

AUTO-LITE BATTERY CORPORATION
TOLEDO, 1, OHIO

Manufacturing Plants at: Niagara Falls, Atlanta
Indianapolis, Oakland, Oklahoma City, Toronto

Auto-Lite means
Auto-Life



Tune in AUTO-LITE'S
GREAT RADIO SHOW STARRING
DICK HAYMES
AND GORDON JENKINS' ORCHESTRA IN
"Everything For The Boys"
Every Tuesday Night ... NBC Network
Featuring men and women at the fighting fronts

AUTO-LITE BATTERIES

MISCELLANY

Headstrong. In Manhattan, at a U.S. Customs Service auction, an unidentified man bid 25¢ for a toupee, won it, insisted it was for a friend, walked out of the room without removing his hat.

Aren't We All? At Sedalia Field, Mo., a private first class sewed master-sergeant's stripes on his pajamas, said: "I can dream, can't I?"

There! In Chatham, Ont., administrators finally settled the estate of John McKerroll, dead since 1872, sent to 121 heirs scattered through the U.S. and Canada their shares, ranging from 25¢ to \$1 each.

Hereafter Thought. In Glendale, Calif., an applicant for extra gas coupons complained "it's difficult to get people to ride with me," added that he was an undertaker.

Yes Indeedy. In Fort Worth, burglars lifted \$2,186 in cash and a 600-lb. steel safe from the Helpy-Selfy Grocery and Market.

Night Must Fall. In Albuquerque, N. Mex., a newspaper advertisement read: "For Sale—12 floodlights. Two WPA out-houses. Reasonable."

No, No. In the Marysville, Calif. Bingo Playhouse, a G.I. won a free five-minute telephone call to any place in the U.S., rang up his mother-in-law in Gridley, Calif., 15¢ away.

Hit & Run. In Vancouver, Wash., a motorist smashed into one Clarence Williams, broke his leg, pulled up a few feet ahead, ran back, lifted Williams' wallet, drove on.

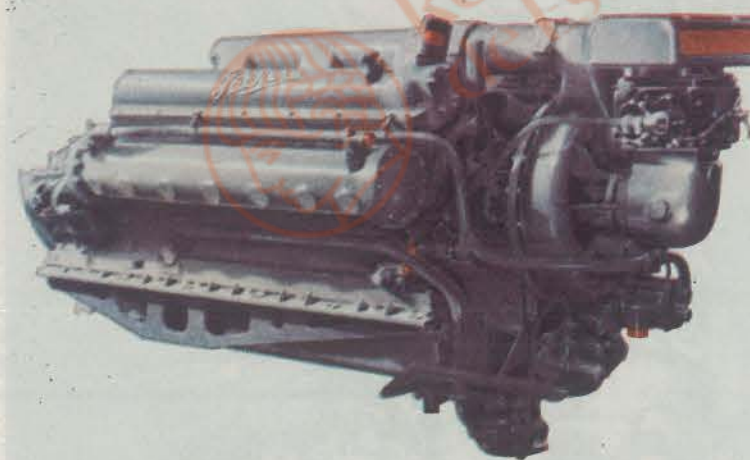
Brain Food. In Kalamazoo, Librarian Lillian Anderson opened a returned book, withdrew the bookmark—a dried fish.

Accompanist. In Springfield, Ill., Sheriff Walter Hagler listened carefully, then broke up a prisoners' quartet and took away the discordant saw with which one of the singers was cutting through the bars.

Odor of Sanctity. In Niagara Falls, Ont., the County Court demanded some new Bibles when a witness refused to kiss one, complained that it "smelled like a distillery."

Lost & Found. In Maplewood, N.J., Patrolman Herman Schmidt brawled with three motorists, had his ear bitten off, lost some teeth, his badge and gun. Later in the night police, searching with floodlights, found Schmidt's ear, rushed it to the hospital, where it was sewed back on.

Men bet their lives on it!



This is the famous Packard super-marine engine.

On its speed and dependability, men stake their lives. In countless hit-and-run attacks, when life hangs on a split-second, Packard power has come through for our daring PT crews.

In their courageous hands, this precision-built marine engine—Packard-designed and Packard-engineered—has helped write an illustrious chapter in U.S. Naval history. More than 10,000 of them are powering *all* the Navy's PT boats—and Army Air Forces rescue boats.

No wonder we feel a deep sense of pride in turning out such an engine on which men can bet their lives *and win!*

Many a PT boat, gravely wounded in combat, has been brought safely to its base by the three Packard marine engines which power it.



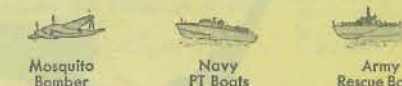
When war progress permits, civilian brothers of the PT engine, built by the same expert craftsmen using the same precision skills, will power still finer Packard cars.

ASK THE MAN WHO OWNS ONE



Packard

PRECISION-BUILT POWER





CAPT. CHARLES SHARKEY, pilot of Pan American World Airway's C. N. A. C. route, has the record of 1900 hours flying the life-line to China from India over the Himalaya Mountains —unarmed!

R. J. Reynolds Tobacco Co., Winston-Salem, N. C.



What's that on the horizon? A forest fire?—and Sharkey spots it. A smoke-screen to hide in . . . but leaping flame too. Bad place to fly with a cargo of 100 octane gasoline.



***PILOT SLANG FOR JAP FLIERS**

Into the inferno. Flying blind! Fire all around him. Mountain walls on each side. The Japs above—with itchy trigger fingers.



TERRIFIC ENOUGH TO REMIND ME I WANT A CIGARETTE NOW. BOY, GIVE ME A CAMEL, QUICK!

The back of his jacket isn't just fancy decoration. That's a message in Chinese—very useful if he's forced down—telling the natives to aid him.

Camels

First in the Service

The favorite cigarette with men in the Army, Navy, Marines, and Coast Guard is Camel.
(BASED ON ACTUAL SALES RECORDS)



Try Camels on Your Own "T-ZONE"

—that's T for Taste and T for Throat. Try Camel's mildness, coolness, and kindness on your throat. And the full, rich flavor of its wonderful blend of costlier tobaccos on your taste. Who knows? . . . Camels may suit your "T-Zone" to a T. You'll never know—till you try them! Now?

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