

# FARMERS URGED TO GROW MORE IN '45

WFA Asks 4 Million-Acre Increase to Keep Production High to Meet Military, Relief and Civilian Demands, and to Build Reserves.

WASHINGTON, Nov. 2 (U. P.)—The war food administration is expected to recommend to the states sometime this month 1945 food and fiber crop goals totaling 363,000,000 acres, or 4,000,000 more than the acreage planted this year.

The overall goal for 1944 was set at 371,000,000 acres. While farmers have fallen slightly short of this mark, production nevertheless is expected to exceed any previous year.

WFA will ask farmers to continue "all out" food production again in 1945 because, despite the expected end of the European war, military demands will continue at high levels, some food will be needed for relief feeding and war-padded civilian pocketbooks will "purchase" more food than was available this year. Continued high production of feed grains will be needed to build up depleted reserves and supply still-large numbers of livestock.

The greatest recommended increase will be for sugar beets. Farmers will be asked to boost this year's 646,000 acres by 50 per cent. The largest cut will be a 40 per cent slash in dry pea acreage, already announced.

Corn Left the Same

Corn acreage for 1945 has been the subject of considerable controversy but WFA probably will recommend the same as this year's 99,000,000 acres. More optimistic WFA officials favored a 5,000,000-acre reduction because of lowered price production. However, this year's shortage of corn for industrial use was expected to veto any cut.

Wheat acreage already has been announced at 2,000,000 acres above 1944, and rye acreage also has been increased somewhat. WFA was expected to ask a slight reduction for grain sorghums, but suggests that oats and barley plantings remain at the same level as this year.

Farmers will be asked to boost fax acreage from 3,200,000 to about 4,000,000 acres because of a shortage of linseed oil. Cotton acreage will be set at about the same, or slightly higher, WFA said.

Eggs Still Problem

Soybean and peanut production will be placed at about the 1944 level, but farmers will be asked to up their tobacco acreage.

Final determination of goals will be made by the states. Between Nov. 20 and Dec. 15, war food administration representatives will present the national recommendations to state agricultural adjustment agency directors and other state farm officials.

As yet unsolved is one of WFA's biggest headaches—overproduction of eggs. Farmers have been asked to cut lay flocks by 15 per cent. However, officials believe goals should call for even more drastic cuts, and some kind of enforcement policy may be needed in view of the high level of support prices.

Cattle slaughter goals in 1945 probably will be set 1,000,000 head above this year, but hog goals still are undecided.

SEIFERT TO ADDRESS TOOL ENGINEERS

E. M. Seifert, the man the torpedo station at Alexandria, Va., will speak on the "History and Development of Modern Torpedoes" at the November meeting of the Indianapolis chapter of the American Society of Tool Engineers to be held tonight at the Lincoln hotel.

A war action picture will be featured with the talk, which will begin at 8:15 p. m.

OHIO INSURANCE FIRM OPENS OFFICE

The Manufacturers and Merchants Indemnity Co., an Ohio stock casualty insurance company, has opened a branch office in the Circle Tower building.

R. Chambers is in charge of the new office.

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## Cherbourg Is Bottleneck of Supply Line Between U. S. and Western Front

(SECOND OF A SERIES)  
By MARSHALL MONELL  
Scripps-Howard Staff Writer

CHEERBOURG (By Airmail).—This dirty, muddy little port high up on the Normandy peninsula—wrecked by the Germans but repaired with fantastic speed by American navy men and army engineers—is the bottleneck of the supply line between America and the fighting forces on the Western front.

It is also a triumphant example of how our men turned a peace-time port which handled only 2000 tons of cargo a day into a real harbor.

Here Col. T. Wyman Jr. proved himself the "Patten of the services of supply"—a fellow who was condemned by a congressional investigating committee for alleged faults in his operations in Hawaii and Canada, but who here has furnished the drive and the leadership that has moved through this bottleneck a steadily increasing flow of supplies to our armies.

Round, short of stature, with a florid face that can crinkle into a Foxie Grandpa smile or freeze into a tough mask of determination, Col. Wyman helped mount the offensive from the shore of England. He helped put on the 12 practice maneuvers to perfect the skill that made D-day successful. He was one of those who helped draw the original plan for supply of the invasion.

Supplies Men Near Rhine

Doing the job of a two-star general, this senior colonel is commander not only of the area which includes Cherbourg and the little ports nearby but also the D-day beaches down the peninsula, the three beaches which, equipped with "artificial harbors," are now pouring guns and shells and food and clothing and machinery and vehicles to our men nearing the Rhine.

Beyond Col. Wyman, the key figures in this operation at Cherbourg are Negro soldiers, Negro stevedores, Negro truck drivers, Negro drivers of the "ducks"—the amphibious craft that scramble out to the ships in the harbor, take aboard two great sling-loads of supplies, race back to the beaches, and waddle over the hill to the dump. If history says the "ducks" won the war, we won't be far wrong.

Miles of Wharf Destroyed

When the Americans came, Cherbourg was a shambles. The German demolition of the port was a classic

Twenty-four hours in the day, some 25,000 soldiers keep this line in operation, and in the first 26 days it delivered more than 200,000 tons of supplies to the fronts.

This is part of the back-breaking work that goes on in the SOS. Not only the driving of the trucks over French roads never intended for those roads, the policing of the traffic. These Negro truck operators on the Red Ball, some of whom have died of the dreadful fatigue of driving night and day, are just as truly fighting this war to justice as the man with the rifle who wins the congressional medal of honor.

Harbors Cargo Planes

In addition to the Red Ball and the railroads, here at Cherbourg is one of the take-off points of the "air lift"—the streams of cargo planes that fly high-priority supplies to the front. Lately they carry hundreds of tons of winter clothing to the men.

Often they take tank tracks, signal equipment, medical supplies, particularly whole blood that was drained from donors only about a week ago at home.

Even after Antwerp is wholly ours and in operation, Cherbourg will be an important port of supply. But by that time, one of the unbelievable operations of this war will be ended—the use of the invasion beaches as harbors through which munitions, personnel, vehicles, food, clothing and all the rest have reached the fronts.

Tomorrow: The Beaches.

OPA Price-Fixers Swamped By Flood of Christmas Toys

By FREDERICK C. OTHMAN  
United Press Staff Correspondent

WASHINGTON, Nov. 2.—A crew of federal experts sought vainly today to claw out the biggest pile of dolls, alphabet blocks, woolly lambs and wooden fire engines this side of the North Pole.

They looked like sweaty Santa Clauses. Every time they'd get their whiskers above the rubble, the expressman would dump on top of the heap another consignment of bebe guns, rattles and plastic-ducks—that

The Santa Clauses were putting up a losing fight. OPA made a rule that they must put a fair price on every toy before it can be sold and they admit warily, gesturing with rag dolls in their fist, that they have no chance of finishing the job by Christmas.

They figure they'll be lucky to put price tags by then on half the toys forwarded by hopeful manufacturers.

Well Never Get Done'

The federal war department is what you might call overwhelming. It fills the brick-lined attic of the OPA building with toys on shelves to the ceiling, on tables, hanging down from the rafters, and cluttering the aisles, all for the peril of pedestrians like me. I stumbled over an unpriced wooden chicken and nearly broke my neck.

The head Santa Claus (an under-official of the OPA who said it wasn't diplomatic for him to get his name in print) explained that there used to be 500 toy manufacturers in the United States.

"Now look," he said. "Everywhere that a defense industry is established comes a small mountain of waste material, like lumber ends, metal stampings, and plastic tailings. So everybody and his brother takes a look at this material and has an inspiration. He'll make toys. Now, instead of 500 toy makers in this country, we've got 5000 and I doubt, no matter how hard we work, that we'll get more than 2500 lines of toy prices before Christmas."

Couldn't Take It

I felt like a thief, taking up the time of Santa Claus, who was working on a transparent plastic giraffe with wheels.

"A very fine article," he said. "Absolutely unbreakable." See!

He whanged the giraffe to the concrete floor and it smashed into five pieces. Santa Claus said he guessed it was made of the wrong kind of plastic, maybe.

Before he went to work on toy prices, another section of the OPA already had set maximum costs on chinle bedspreads.

In From Oregon Again

"You know what happened?" Santa Claus asked. "The bedspreads people started making stuffed animals of chinle and pretty soon there weren't any bedspreads. Now we've lowered the price of animals and bedspreads are back on the market again."

When I left him, Santa Claus was worrying about the flimsy wheels of a toy tractor. On the way out I bumped into a little man from Portland, Ore., with a heavy load. What he had was a combination desk and chair for 5-year-olds. This was his second trip to Washington to have it priced and if he didn't get a verdict from Santa Claus and get it quick, he was sunk. Absolutely sunk, he said, looking worried.

Santa Claus received him cordially, however, and I have every hope they'll make a deal by Christmas.

WAGONS

WASHINGTON, Nov. 2 (U. P.)—Government expenses for the war in current fiscal year through Oct. 31, compared with a year ago:

For the Year Last Year Expenses \$22,182,946,944 \$29,720,334,040

Net Deficit 2,948,180,428 27,603,128,652

Net Surplus 19,836,218,467 17,514,281,353

Consel Fis. '45 '50 100

Ind. Assn. Fis. '45 '50 100

India. Railways Co. 87 10