



Washington, D. C.
WASHINGTON AND WAR'S END
 Washington officials who watch the trend of the war admit now privately that "things will happen very fast" in the next few months. If pressed, they even make flat predictions that Germany will fold before summer.
 Publicly, they stick to the line that it will be a long war. This is the only sound position to take, as an official line, since no war can be successfully waged if the people spend their time peeping around the corner for the approach of peace.
 But the facts allow a hopeful expectation. Unquestionably the invasion of Europe will be a winter invasion. For many reasons, spring will be too late. February is the likeliest month. The exact time will be no secret to the Nazis, because we will be pounding the French coast well in advance.
 The offensive will be a tremendous operation, combining a cross-channel invasion with heavy drives from Russia and Italy, plus all-out air attacks everywhere. (The Balkan invasion urged by Churchill is doubtful.)
 Some experts go as far as to name the length of time—in days—which this big operation will require, before the end. One highly placed official says it will take three months and twenty days. Thus, if the invasion starts by mid-February, this would mean the end by early June.
 But military experts won't say such things out loud, because they fear the U. S. public will overlook the fact that the days between February and June will be the bloodiest days in the history of all the world's wars.

ARMY POSTAL SERVICE
 On a recent visit to the front lines, Lieut. Gen. Mark Clark found a soldier busy scribbling a V-mail letter on his mess-kit. The soldier looked as though he had lost his last friend, so General Clark asked him what was wrong.
 "Oh, I'm getting a little weary of this life, sir," replied the soldier.
 "What's your trouble?" asked General Clark.
 "Why, I haven't received a letter in five days, General," replied the soldier. "What does the post office department think we are over here—a bunch of archeologists?"
 "Personally, I think five days is pretty good service from the United States to the front lines, son," replied Clark. "But I'll talk to the postal service officials and see if you can't get your love letters quicker. I see your point, soldier."

VETERANS EXPAND
 The Ramspeck committee investigating civil service has spent most of its time trimming the numbers of government workers. But it has now stumbled into a situation requiring a complete change of policy.
 The Veterans administration, instead of submitting to a reduction of personnel, is asking for more—thousands more. Men are being discharged from military service so fast that the task of Veterans administration is going up like a skyrocket. Now employing 45,000 workers all over the country, V. A. will soon have to double its staff.

BACK TO PEACETIME INDUSTRY
 Donald Nelson is engaged in a behind-the-scenes race with Elder Statesman Bernie Baruch to work out plans for the reconversion of American industry and see who can get it done first. This was behind the war production board meeting last week when Nelson called in his top aides and outlined a big post-war program of civilian production.
 Nelson wants plans for the change-over of industry to begin at once. This does not mean the actual reconversion of factories, since a lot of them may be busy on war orders for some time. But it does mean full speed ahead on plans for reconversion.
 This may provide one clue on how soon the administration expects the war to be over in Europe.
 However, insiders who know something about personal rivalries of Washington, see in it also the desire of Donald Nelson to grab the ball away from Baruch and "Assistant President" Jimmie Byrnes. These two long have wanted to get Nelson out, and at one time FDR actually signed a letter appointing Baruch chairman of a special committee to take over all war production.
 Note: Before Nelson got busy on reconversion, Baruch had been asked by the White House to study plans for converting industry back to a peace basis.

CAPITAL CHAFF
 The war department is keeping a watchful eye on the labor policies of hard-working Lieut. Gen. Robert C. Richardson, commanding officer in Hawaii. He is suspected of playing in too close with the big sugar barons.
 The Russians plan to relieve Leningrad without firing a shot—chiefly by a drive through Latvia and Lithuania to the Baltic sea. This would cut off the Germans around Leningrad unless they could execute a Dunkirk.

This is 1944!

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TRUCKERS REQUIRED TO MEET NEW REGULATIONS DURING PRESENT YEAR
 The trucking industry has had to meet numerous regulations and conditions occasioned by the national effort to win the war. Truckers have co-operated with the office of defense transportation in keeping their trucks on the highways in carrying war and other materials.
 Truckers will meet new directives and regulations from the office of defense transportation motor division in the new year. It will be more important than in past years for each and every truck owner to maintain at all times a complete record of operations, according to District

Manager Robert K. Morgan of the Altoona ODT office.
 New truck regulations in regard to carriers registering with the office of defense transportation become effective this month. This and other regulations will hold the attention of the CDT and it will check on truck owners for operating data which is now deemed more essential than ever before.
 It is evident that no complacency exists in the ODT in the prosecution of the war. No new trucks being available makes it imperative that there be conservation of existing equipment. Lack of replacement parts, of truck tires and manpower for making repairs makes it essential that everything possible be employed to

obtain the maximum of service.
 In this respect Mr. Morgan states that the thoughtful truck owner should just imagine the condition of his truck two or three years from now and then start planning the necessary care of his truck or trucks, to seeing that operation of vehicles is one basis that will obtain the greatest efficiency with the least possible wear and tear.
 Mr. Morgan stated that the motor division can be of some help in obtaining replacement parts for trucks operated in essential work. He stressed: "We do not intend to issue supplementary motor fuel during 1944, but rather, we are insisting that every truck owner so manage his affairs that he can properly ration

himself with the fuel certified for the coming year. In the past we have been very generous in authorizing supplementary fuel, but, from this point on nothing of this sort can be considered unless unquestionable records are available in a strictly essential operation.
 "It was also pointed out that complete returns must be made on operating records sent out to several hundred operators of a selected list, inasmuch as the information contained in these operating records reflect the trend of operating conditions in this area resulting in subsequent conservation methods."
 —Buy war bonds now and assist in putting the Fourth Loan over the top!

TIGHTENS REGULATIONS.
 As a further move to stamp out the black market in gasoline, OPA has ruled that any local board or special hearing officer, after a proper hearing and a finding that the tire or gasoline regulations have been violated, may not only revoke a gasoline ration, but also may prohibit the use of gasoline in the violator's possession which was obtained as a part of the ration.