



## THE U. S. AND ARABIAN OIL

**W**HAT'S the sensible American attitude toward the Navy-Ickes plan for a postwar 1,250-mile oil pipe line from the Persian Gulf to Haifa or Alexandria? So far as we can make out, the sensible attitude is: It's loaded with interesting and dangerous possibilities. But can anybody offer a better scheme?

The plan is based on the fact that during this war we are pouring out our own petroleum in colossal quantities, and on the belief that we have only about fourteen years' supply of our own oil left in sight. Our civilization runs largely on petroleum and its products. British and Dutch interests largely control Venezuelan oil. The Mexican oil fields are in bad shape following Mexico's expropriation of United States citizens' Mexican oil holdings, and the luck the Mexican experts did not have in running the properties thereafter.

Near East oil deposits in Iraq, Iran and Saudi Arabia are believed to be the largest remaining in the world. Britain's Anglo-Iranian and Iraq Petroleum companies pretty well control Iran and Iraq oil, with American interests represented in a minority capacity. In Saudi Arabia, on the other hand, the Arabian-American Oil Co. (owned jointly by Standard of California and the Texas Co.) has had a big oil concession for the last ten years.

The Navy-Ickes plan is for our government to

finance the pipe line, at a cost of some \$125,000,000, and for American private oil interests to expand existing refineries enough to put 300,000 to 400,000 barrels of oil a day into the pipe line. The private oil interests would run the whole show, paying the pipe-line cost back to the government in twenty-five years, guaranteeing the government a billion-barrel oil reserve, and making what they could out of the rest of the business.

However—and this is the nub of much of the heated argument going on about the whole proposition—the government, through a company of its own called Petroleum Reserves Corporation, would keep legal title to the pipe line.

We can't work up much excitement over the charges that this is a sinister plot to ease the government toward eventual confiscation of oil companies in the United States. The Anglo-Iranian Oil Co., set up soon after World War I to assure British supplies of oil from the Near East, is 56% owned by the British government but has yet to show a sign of betraying the British people into Bolshevism.

We can see the argument that this scheme, if it materializes, will put the United States government permanently into Near East politics—and we're well aware that some of the kings, sheiks and tribal chiefs in that part of the world are tough characters to deal with.

It is true, too, that if our government keeps legal title to the pipe line, it will have to go officially to the defense of the pipe line in case anybody—Arabs and Bedouins, for instance, and maybe after a while the Russians—threatens American operation of the refinery and pipe-line setup. That is just what is contemplated—that American public opinion will stand behind the government in such a case whereas American public opinion was generally against the government's going to the aid of the private-enterprise victims of the Mexican oil robbery.

It may be, too, that big new oil discoveries will be made in this country and again put off the time when our oil reserves will sink below the danger level. That happened shortly after the big oil-exhaustion scare of 1921.

But as of today, the situation is that we are bleeding ourselves of oil for the war, that our known oil reserves are running short, and that the Navy Ickes plan offers one possible way of eventually reinforcing our oil supply.

As we say, it's a chancy plan with many elements of risk. It ought to be debated from top to bottom and the American people ought to know just what they are going into if they do finally finance this pipe line and take permanent title to it. But we think the main question on the subject up to now is: Has anybody a better plan; and if so, what is it?

## HOW ARE THE SCHOOLS DOING?

I do not think we can maintain our position in the postwar world unless we are an exceptionally well-educated people.—Prime Minister Winston Churchill in his March 26, 1944, world-wide broadcast.

**T**HAT goes, we'd say, for practically any people, not alone for Mr. Churchill's fellow Britishers. In which connection, we think Americans would do well to pay close attention to the mounting attacks in our educational circles on the Progressive Education system.

This system has its fanatic supporters, who say it produces vigorous, inquiring minds and stimulates

youngsters' initiative and enterprise. It also has its fierce opponents, who say it has produced chiefly a lot of youngsters who know very few facts and have no idea of how to think straight, if at all.

It is a most important debate and one in which the general public ought to insist on a fair hearing for everybody who has anything to contribute to it. It is of the highest importance for the reason indicated by Mr. Churchill—that a democratic country's hope of survival depends heavily on its having the best obtainable system of popular education.

Our own feeling about Progressive Education is

(1) that it has contributed permanently to the American school philosophy by hammering home the fact that you learn best those things in which you are interested or can be interested; but (2) that in some instances, Progressive Education has gone far too far under the guidance of, so to speak, problem children grown to manhood and womanhood physically but not otherwise.

Having said which, we pause to welcome brickbats from both sides. It's all in a good cause, though, because this is one question that has to be settled right.





A tribute to the U. S. Field Artillery

THE SUN  
NEVER SETS  
ON THE  
MIGHTY JEEP

## JEEP PINCH-HITS FOR 2½-TON TOW TRUCK

In the American Attack on Sicily

THIS is a true story of good old Ten-O-Eight, a 105mm. howitzer, her crew of fighting Americans, and a tough Jeep fighting car from Willys-Overland—as told by a Yank Magazine “staff correspondent” and Corporal I—the gunner.

“The crew of Ten-O-Eight certainly loved their gun. They had teamed up with it through all their months of Army Ground Forces training, from Texas to New York.

“Then, at last, one thrill-packed day, the boys found themselves and the rest of their battery aboard a transport headed for Sicily.

“Long will they remember the wild morning they landed amidst the smoke and noise of bursting German bombs and shells. It was their baptism of fire.

“The gun crew were disembarked first. But the gun couldn’t be put ashore there. So Corporal I—the gunner, was ordered to go with the landing boat to a point about ten miles down shore where the gun *could* be landed.

“A little while later the Corporal found himself on the blazing beach with the gun, no ammunition, and with no means of transporting the gun.

“By that time all hell had broken loose. Nazi shore batteries, bombers and strafers were literally spraying the beach with death-dealing missiles of every description. Young Corporal I—was in a tough spot. But here is what he did—as told in his own words:

“‘My job was to get the GUN back to our battery, and quick. But how? Things kept getting hotter every second. I had just about made up my mind to duck under the gun and wait for help, when I saw a Jeep coming my way. My only chance was to beg, borrow or steal that Jeep. So I yelled, ‘Hey, Yank! Can that baby pull this gun? We got a date up ahead with our battery!’ ‘Sure,’ he says. ‘She’ll pull anything that ain’t set in concrete. Just tie on to her.’

“‘So a couple of sailors and infantrymen helped me hitch the gun to the Jeep, and the driver began to ease the power into the Jeep’s four wheels.

“‘Believe me I was praying hard. I had *all* my fingers crossed. Why? Because that Jeep was pinch hitting for a big brute of a 2½ ton six-wheel drive truck—the kind that always tows 105mm. howitzers. It was a ‘field expedient’ as they say—not a Jeep’s regular job at all.

“‘But it *worked*. With some help in the heavy going, that fighting Jeep pulled the gun all those ten miles—*through sand*—right up to a high spot where our battery was in action. And in a few minutes old Ten-O-Eight was shooting *for keeps*, for the first time in her life—and in ours.

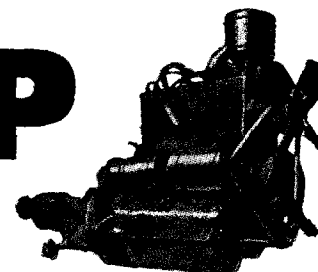
“‘I had often heard that Jeep fighting cars packed a load of power. Now I *know* it. That Jeep baby sure pulled *me* out of a hole that day, and I mean pulled!’”

Jeeps from Willys-Overland are now serving our allied forces on every fighting front of this war. Their dependability, ruggedness—AND VERSATILITY—have amazed the whole world.

Willys-Overland Motors, Inc., “Builders of the *mighty* Jeep”.

# WILLYS Builds the Mighty JEEP

The power and stamina of the versatile Jeep will serve many needs in the years of reconstruction ahead.



The fighting heart of every Jeep fighting car in the world—and the source of its amazing power, speed, flexibility, dependability and fuel economy—is the “Go-Devil” Jeep Engine, which was designed and perfected by Willys-Overland.

BUY MORE BONDS  
FOR VICTORY

*Turn Over  
a New Leaf*

*Change to Milder Better-Tasting Chesterfields for all  
the satisfying pleasure a good cigarette can give you*

There is no mystery why more and more smokers are changing  
to Chesterfields... for the answer is both simple and to the  
point... *Right Combination - World's Best Tobaccos*... there you  
have Chesterfield's 5-Key words for more smoking pleasure.

WATCH THE CHANGE TO

CHESTERFIELD

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