

Illiterates Saved from Scrap Heap By Army's New Special Training

A program for the training of illiterate enlisted men in special training units is now in successful operation, the War Department announced last week.

No more than 10 per cent of those inducted on any one day at any particular station may be illiterate. Not all of these men are placed in special training units. Some are given tasks for which they are already qualified by civilian experience.

The special training is therefore reserved for those men who, in the opinion of their commanding officers, cannot perform their duties adequately without it. However, modern equipment for adult elementary education, based on the use of visual educational techniques has been made available for the use of all illiterates in the Army ranks.

The education of illiterates in the Army is a function of the Development and Special Training Section, Training Branch, Adjutant General's Department, which had the task of setting up a unique type of adult education, geared to the Army's practical needs, and of recruiting and training a staff of teachers to carry out the program. There are now more than 600 teachers on this staff.

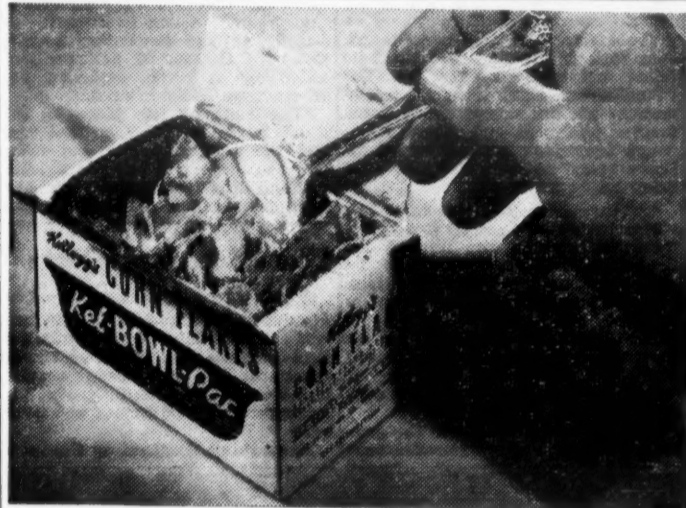
These are enlisted men, working under the supervision of officers. More than 70 per cent of the men assigned to this teaching duty had experience as teachers in civilian life.

Trained for 10 Weeks

The average soldier in a special training unit is found fit for service after 10 weeks. The minimum time in these units is six weeks, and the maximum, 15 weeks. About 61 per

cent of the men completing this training are found fit to continue with regular training, about 33 per cent are reported fit for limited service, and the remaining 6 per cent are discharged as unfit for service. Men who are literate in foreign languages but not in English are included in the special training.

Because of varying degrees of literacy, individual tests are made by Army personnel consultants, who are trained psychologists.



ANOTHER "first" by the originator of ready-to-eat cereals is the new "Kel-Bowl-Pac," now being supplied by the Kellogg Company, of Battle Creek, Mich., to United States Army messes. This is an entirely new type of individual package which itself serves as the cereal bowl. Development of the new Kel-Bowl-Pac makes possible the serving of ready-to-eat cereals under conditions where it was formerly inconvenient or impossible to supply men with cereal bowls, such as on field maneuvers, on troop trains, or in organizations using mess kits without bowls.

Alaska Road

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gas and oil. They came while the ground was frozen and therefore could use trucks for transportation. After the thaws, however, vehicles could not get through so that the soldiers were completely isolated until they worked their way out.

The greatest difficulty in building the highway was the fact that the country was largely unexplored and that hundreds of miles of it were completely unknown, according to General Hoge. Mountain ranges with peaks towering to 19,000 feet and many tremendous streams also complicated the work.

The worst single feature of the projects, however, was the frozen ground, which during summer thawed when stripped of moss and turned to "soup". These places were covered with a "corduroy" of parallel logs and then surfaced with gravel.

Summer temperature along the highway ran up to 90 degrees but most days were like October weather, with just a nip of cold, General Hoge said. Mosquitoes were so bad that the men had to wear head sets during the day and sleep under mosquito bars. Another pest, the black fly, was even worse, for occasionally its bite caused a bad swelling. In spite of mosquitoes and flies, there was no disease among the soldiers and the health rate was four times as good as that of regiments in the United States.

For amusement, the men had to rely principally on fishing and hunting. Most of the waters along the route had never been tried before and the fish would bite even at a hook baited with the cleaning patch of a gun, General Hoge said. Lake trout weighing up to 45 pounds were taken by soldiers and catches of 50 to 150 grayling, a game fish, were not uncommon. Moose and bear roamed the woods and the soldiers also had sheep and goats, grouse, ducks and geese to hunt.

Soldiers working on the highway were supplied by trucks, tractors, planes, dog teams, pack animals and pack men. They lived in tents for six to eight persons. Furloughs and passes were out of the question. "It was too hard getting the men in or out," General Hoge explained.

The general himself had to travel by plane. His craft was equipped with wheels, skis and floats for landing. The floats were most often used, for by landing on lakes one could usually get within ten or fifteen miles of any destination.

Beyond the southern 350 miles of the highway, the country becomes very beautiful, with snow-capped mountains, huge forests, lakes and great streams, General Hoge says. Sometime must pass, however, before tourists can travel along the road for at present there are no towns or even filling stations along it. The Army of course has its supply bases but civilians would have to go stretches of 300 to 700 miles before getting gas.

General Hoge, who was born in Booneville, Mo., and graduated from West Point with the class of 1916, served in World War I with the Seventh Engineers of the Fifth Division. He saw action in the St. Mihiel and Meuse-Argonne sectors and was awarded the D.S.C. and the Silver Star.

After graduating from the Command and General Staff School in 1928 General Hoge instructed in the Infantry School for three years. In 1935, he went to the Philippines with the Division Engineers of the Philippine Division and was there until 1937. Before his assignment to the Alaska highway, he was with the Engineers Replacement Training Center at Fort Belvoir, Va.

Maneuvers Test AT Guns

(Continued from Page 1)

ing part in the battle exercises but in the most recent conferences General Lear indicated that he was very much pleased by the improvement he noticed during the last problem.

He described a certain divisional command post as "thoroughly blacked-out and quiet as a mouse."

"The handling of motor transport has improved materially," said General Lear. "Trucks were well spaced, blackout regulations were severely applied. A ponton boat outfit displayed remarkable roadmanship."

He also commented upon the fine record in the maintenance of motor vehicles, criticized the poor camouflage of some slit trenches which were observed from the air.

In the problem just ended a powerful Blue Force swooped down from the north, crossed the Cumberland River via three ponton bridges, and swiftly enveloped the battling Red Army south of the river. Badly surrounded and cut off, the Reds nevertheless launched a counterattack. In addition a battalion of light tanks was sent sweeping around the Blue flank in an attempt to reach his rear and cut his communications and supply line as the problem ended.

Swim River

On the first night of the problem soldiers of the Blue Army reconnaissance elements showed the "commando spirit" by swimming the Cumberland River with their rifles at a time when the temperature was not many degrees above freezing.

In this week's problem the ponton

engineers were attached to the defending side for the first time during maneuvers. The problem began Tuesday and is expected to demonstrate the tactics used by a small defending force withdrawing across a river line under attack by a superior force.

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