GOOD EVENING, EVERYBODY:

The Soviet High Command announces tonight that the Germans have raised the siege of Leningrad.

Yes, they say that Hitler's hordes have given up, at least for the time being, given up their sixteen months' assault on the great city that once was the capital of Peter the Great.

MR confirmed, that is, it's not admitted by the Germans.

But, there are other reports that do tend to confirm

it. For example, a story leaked out of Stockholm this

morning that the Red Army had surrounded Schluesselburg.

And that word Schluesselburg means key fortress.

Schluesselburg originated in the days of Peter the Great,

who started it as a part of his system of fortifications

around Saint Petersburg. He erected it on the marshes

at the mouth of the River Neva. And military engineers

at the time thought that whoever held the Schluesselburg

would soon have the city itself. Well, Hitler captured the Schluesselburg. But he couldn't quite take Leningrad.

This morning's news from Stockholm telling about the surrounding of Schluesselburg was followed quickly by the announcement of its capture by the Red Army. And, says Moscow, after a fierce battle of seven days, troops from Leningrad joined hands with those from the Volkhov front on January eighteenth, which is today.

The Moscow announcement says further that more than thirteen thousand Axis troops, meaning probably Germans and Finns, were killed in the relief of Leningrad And, that two Russian commanders were responsible: Marshal Voroshilov and Marshal Zhukov.

One pushing outward along the western shore of the River Neva. The other advancing from south of Lake Ladoga.

This news, naturally, XXXXXX aroused considerable excitement in Washington. Some military authorities

say this may mean that the Russians were helped by
the arrival of American tanks -- our mechanized
equipment arriving by the northern route, via Murmansk.

The Leningrad bulletin further recalls previous communications of some months ago. It is now being remembered that the Nazis, on a hurry-up order, moved a lot of their heavy artillery from the outskirts of Leningrad all the way south to Stalingrad. That coincided with the date when Hitler issued the order to his army in the south to take Stalingrad at all costs. But after the big guns were brought to a point near Stalingrad, they were too late because the positions that were suitable for their emplacement had been recaptured by the Red Army. Thereupon the heavy artillery was shunted north again.

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The fighting that preceded the raising of the siege of Leningrad must have been fierce! indeed.

In one week the Russians tell of taking only twelve hundred and sixty-one prisoners, while they were maximy.

mowing down the Nazis at the rate of two thousand a day. And the Moscow High Command announces that four complete German infantry divisions were routed, plus two other regiments and a motorized unit.

There is also favorable news from the south which ordinarily would have been of first importance. The Red army announces the recapture of Kamensk.

And, at the same time, they took Kanenka, a city a hundred miles to the northwest along the railroad from Rostov to Voronezh. Which puts Hitler's army at Rostov in more danger than ever.

The relief of Leningrad -- and we assume the news is authentic, although we have no observers there -- that relief of Leningrad will, undoubtedly, be recorded as one of the great achievements of the Red Army.

The conditions of the siege made it quite new, at least in the history of the last hundred years or so. For towards the end the besiegers themselves became the besieged. Not that there is anything specifically

new in that, for it happened in many sieges during the last twenty-five hundred years. But, never before were besiegers quite so massively entrenched as the Nazis around were xxxxx Leningrad.

Hitler's generals had transformed the siege ki lines there into one huge fortified zone of concrete and steel. In addition to that formidable wall, there were other fortifications, literally bristling with whatever obstacles -- a system of defense eight miles deep.

To capture that mighty volume of fortifications numerous other surrounding strongholds had to be taken by the Russians.

Aside from Russian news the chief topic tonight is the work of the R.A.F. -- those raids on Berlin.

The Nazis are making light of the damage done by the invaders, and are claiming to have bagged twenty-five British planes. The British Air Ministry admits that twenty-two bombers failed to return. But the American correspondents who went along as guests and observers came back reporting what they had seen with their own eyes -- telling of the terrific damage done by the bix giant Lancasters, Sterlings and Halifax bombers.

The British Air Ministry declines to specify just how many planes took part. But the reports from London indicate that at least several hundred dropped those block-busting bombs on the Nazi capital, in the heaviest yet on Berlin, and the first in two and a half months.

London newspapers today are demanding that the

Air ministry stage a similar raid on Rome. This as a result

of an announcement that Italian planes took part in

raids on London.

Hitherto Rome, partly owing to a request by
the Pope, has been held immune from aerial bombardment.
But the dwellers on the Thames are getting a little fed
up with the notion that Mussolini and his immediate
neighbors shall be immune from raids all because of the
historic monuments in the Eternal City. Mussolini's
allies, they point out, have deliberately made targets
of historic monuments all over England, particularly at
Canterbury, where there could not have been the
slightest pretense of military objectives.

In the latest raids the Nazis have made on London, in retaliation, the Luftwaffe lost ten planes. But there were only twenty-five or thirty German bombers in the attack on London, and most of them failed even to reach the outskirts of the city. While a vast R.A.F. armada was ex dropping a rain of those four-ton bombs on Berlin.

In Libya, British General Montgomery's Eighth Army is by this time no farther from Tripoli than South Bend, is from Chicago. Tripoli now is menaced by the advancing British by land at and at the same time is subjected to a merciless bombardment from the sky.

American heavy bombers drove over the Libyan capital, protects damaging the mole which protects the harbor, as well as other targets.

As for the U.S. Air Force, the spokesman for Major General Doolittle's command announces that we have been bagging two for every one, with a hundred and ninety-four Axis planes shot down to ninety-seven lost by the Allies.

The advance on Tripoli has been easier than expected, we are told. That is, the British had anticipated that Rommel might try to make a stand thirty-five miles west of

Misurata. But Montgomery forged ahead too fast for him, and Hitler's Field Marshal had either to run or lose his entire rear guard, which consisted of the crack troops of his once formidable Afrika Korps.

In London, British military sharks, were speculating whether Rommel would try to put up a big stand at Tripoli. The betting is against to expert military opinion, his cagiest move would be to retreat on Tunisia and consolidate with the Axis defending forces there. Incidentally, that would also make it unnecessary for the Germans and Italians to carry out a Dunkirk evacuation from Tripoli, which would have been a much more serious operation than the original Dunkirk.

Here is the story of what happened to a group of American and British pilots that were taken prisoner in Africa. The Americans were captured at Tripoli when their plane made a forced landing. Along with the Britishers, who were also captured, they were stuffed into an Italian submarine, to be taken to Italy.

The prisoners were loaded in the forward torpedo compartment with Italian soldiers as guards. One of the American pilots described it in these words: - "I was lying in my bunk when suddenly there was an ear-splitting crash. The light went out and I found myself on the floor. The next minute," he continues, Ithere were two enormous bangs." After that, the submarine's engines were stopped, and the boat was rolling heavily. The prisoners could hear the water trickling into their compartment. Then they heard air hissing, the submarine blowing off her tanks.

"A moment or two later," says the American,

"we heard a rattling noise. Then the hatch leading to

our compartment opened and we beat it to the conning

tower."

He says further: "We forced our way into the conning tower and saw British aircraft flying around."

And he adds: "Boy! That was a good sight."

When the Royal Air Force pilot came close to the submarine, he found the conning tower jammed with men all waiting with bits of white cloth. The Italians had gene crazy and opened up on the British plane with a But machine gun. The gun on the plane soon stopped the Italian gunner, and, presently British destroyers approached. When the Italians saw the destroyers, they went overboard like flies. The submarine went down, Wherenpon x stern first, and the American and British prisoners had to swim around for a couple of hours until the

destroyer picked them up.

Our marines and infantry on Guadalcanal have killed a hundred and fifty more Japanese. Wiping the enemy out of the island is a long and laborious process, but farx every little bit helps. A number of other Japs were taken prisoner. Of course, a hundred and fifty are not many, but in the course of time they will add up.

in the Solomons. Flying Fortresses attacked the Kahili area of Bougainville and left two large fires among the Japanese positions there. On the very same night,

Upited States Catalina patrol bombers paid a visit to the same scene, and started fresh fires. They then went to New Georgia Island and raided the Japanese positions at Munda, and bombed Baliale Island in the Shortland area.

All of this conveys no precise meaning to us.

layment. But from this Navy bulletin we can gather two

things:

facts, First, of all, we are coming closer every day to

cleaning Guadalcanal of Japs; and our airmen are making themselves more and more of a nuisance to the enemy in the northern and northwestern part of the Solomons.

more than a worry for national statesmen. The first episode in the drama today was a request from the War Labor Board asking the President to intervene.

This is the twenty-first day of the strike and the War Labor Board has not even got to first base. There There to no was no indication that Mr. Roosevelt would take any action. In fact, according to unofficial reports.

In Pennsylvania, the answer to that action by
the War Labor Board was a walkout of eight hundred more
anthracite miners, eight hundred in addition to the
fifteen thousand already striking. They do not want to
pay fifty cents a month extra dues to John L. Lewis
and his confederate United Mine Workers officials.
They say they do not see why they should pay fifty
cents a month extra for the nourishment of the heads

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of the United Mine Workers of America when the national union officials do nothing to get them the two dollar a day wage increase, which they say they need.

Waikkers Berrer Wilkes-Barre, Pennsylvania, voted to return to work. But it was a mighty close vote:

Two hundred and thirty to two hundred and twenty-six.

Such is the margin of compliance with the War Labor Board. The local so voted represents twelve hundred workers in the largest anthracite mine in America.

One of the President's nominations approved unanimously by the United States Senate. Republicans and Democrats alike confirmed the appointment of their former colleague, Prentiss M. Brown of Michigan, to succeed Leon Henderson. Republican Senator McNary of Oregon, the minority leader, said he had not the slightest desire to oppose the nomination. So, former Senator Brown will become Administrator of the Office of Price Administration.

The name of Eugene Houdry, petroleum chemist and engineer, broke into the news again today. Houdry, once a Frenchman and now an American, has made another contribution to the science of making gasoline out of petroleum. His latest bids fair to put the United States and our Allies ahead of the entire world in aviation.

Eugene Hourdry today announced a process which makes possible the production of aviation fuel of higher octane equivalent than engineers ever before we described as even considered possible. In fact, it has been need ahead of airplane engines as they are today. This in turn means that our aviation engineers will be able to design more powerful aircraft engines than could be achieved with the fuel now available. It means faster speeds, more maneuverability, greater flying range and heavier loads.

And This is of extreme immediately military

importance. It also means an enormous improvement for all commercial aviation after the war. But for the immediate future, it implies great advantage in the air a for Uncle Sam's planes.

The first time the public heard of this man Hourdry was one day six years ago. He had then already been working in the United States for some time. The engineers and heads of the Sun Oil Company learned of h is achievements, brought him over here, and gave him facilities to develop his ideas. This was done in cooperation with the engineers of the Socony Vacuum Oil Company. In Nineteen tThirty-Six, Hourdry avhieved a spectacular improvement in the catalytic cracking down of petroleum into gasoline.

Immediately after Pearl Harbor, the chemists
and engineers of the Houdry Process Corporation
concentrated on finding a method for producing synthetic

rubber to offset the loss of our crude rubber supply in Malaya and the East Indies. The new process for producing aviation fuel comes as a by-product of that search for the rubber ingredient.