

WEEKLY NEWS ANALYSIS

Truman Faced With Momentous Tasks Abroad and at Home as Allied Drives Lead to Victory

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Bearing meager household possessions on heads and in arms, Jap civilians on Okinawa return to lowlands after flight inland before invasion forces.

NEW LEADER:  
Historic Task

Dying even as American military leaders saw an early end to the European war, with the intricate problems of peace lying ahead, President Franklin Delano Roosevelt left to successor Harry S. Truman one of the most momentous jobs ever confronting a statesman.

Oddly enough, Mr. Roosevelt himself entered the office 13 years before under highly critical circumstances, with the nation's business and agriculture in stagnation and its finances on the verge of collapse. Still comparatively new to the American people, Mr. Roosevelt won their immediate confidence during the first 100 days of his administration with measures designed to reestablish the tottering economy of the country.

Then, Mr. Roosevelt made perhaps his most famous statement of all: "The only thing we have to fear is fear."

World Problems

Greatest immediate task facing President Truman is the San Francisco peace conference, scheduled to go on despite the death of Mr. Roosevelt, who worked for its successful culmination to achieve his dream of an international cooperative organization to prevent future disastrous wars.

Though the groundwork for the San Francisco parley had been laid at the Dumbarton Oaks conferences, at Washington, D. C., new problems had arisen since to command the full resources of American statesmanship. Over and above the proposal of granting Russia three votes on the permanent security council to match Britain's six, there remained the touchy proposition of allowing representation to a Polish government not dominated by any large power and acceptable to all.

Along with the San Francisco parley for creating an international peace organization, the new President also was confronted with handling the Bretton Woods financial agreements, designed to establish postwar economic stability by supporting the monies of different countries and advancing loans for the reconstruction and rehabilitation of foreign nations to help them become profitably productive.

Rated Conservative

With President Truman considered a conservative Democrat despite his support of New Deal policies, speculation centered on the course he would adopt on domestic policy, long marked by Roosevelt liberalism. Bearing the friendship of both the CIO and AFL, President Truman was expected to maintain a sympathetic attitude toward labor.

With Roosevelt administrations having established such social security policies as unemployment insurance and old age pensions, and with the government pledged to support farm prices for two years after the war, President Truman's great-

est concern would seem to be not the establishment of emergency measures to tide the nation over the reconversion period but rather the development of a program to achieve Mr. Roosevelt's own goal of 60,000,000 jobs.

In recently explaining his political philosophy, President Truman said that, like his native state of Missouri, he was a little bit left of center, but that the cooperative effort of all elements of American life was necessary for the shaping of a prosperous economy.

Though comparatively unknown before assuming direction of the senate war investigating committee, President Truman soon earned the respect of both his colleagues and the country for his forthright and courageous leadership of the group in constructively criticizing the rearmament program with a view of increasing its over-all efficiency.

In this respect, the so-called Truman committee was quick to point out such material shortages as aluminum, rubber, zinc, lead and steel, and also revealed the nature of pressing manpower problems.

Staff Chiefs at Helm

An artillery captain himself at 33 during the last war, President Truman, like Mr. Roosevelt, is expected to leave the conduct of the war largely to the American chiefs of staff, who have already marshaled the country's great striking power for the knockout of both Germany and Japan.

Reeling under the force of U. S. and British power thrusts from the west, and Russian pressure from the east, Germany's days appeared numbered, with Allied military leaders mainly expecting guerrilla warfare after the collapse of integrated Nazi resistance.

In conformity with long-rumored Nazi plans for a last suicidal stand in the Alpine fastnesses of southern Germany, the enemy continued to put up his strongest resistance south of the river Main, where the U. S. 7th army's advance was slowed. Farther to the east, however, the Russians drove beyond Vienna to threaten the Austrian gateway to Adolf Hitler's last mountain stronghold.

PACIFIC:  
Tough Nuts

Tough throughout the whole Pacific campaign, the Japs are proving even tougher as the battle approaches their homeland, with their stubborn defense of Iwo Jima more than matched by their resistance on Okinawa in the Ryukyu Islands against U. S. marine and army forces.

Experts at making use of the rugged Pacific island terrain, the Japs have set strong gun emplacements in the rolling countryside, with subterranean tunnels allowing their troops free passage from one position to another. In addition, the enemy has surprised U. S. forces with the use of deadly new weapons, with heavy concentrations of artillery on Okinawa helping slow the Yanks' advance.

If they have made good use of the terrain on Iwo Jima and Okinawa, the Japs are making equally good use of it on Luzon in the Philippines, where they are holding out in the rugged fastnesses to the north in the hope of tying up large bodies of U. S. troops through the approaching rainy season when operations will be necessarily slowed.

AGRICULTURE:  
Hog Support

Having called for greater fall pig production to help relieve the tight meat situation, the government sought to reassure farmers of future returns by announcing a 50 cents increase in the present \$12.50 floor or minimum price for all good and choice hogs up to 270 pounds. At the same time, the War Food administration said that neither support nor ceiling prices would be trimmed before September, 1946.

Though the government's action on floor prices was not expected to affect current operations because of the relatively small supply of hogs in face of the record demand, it was considered reassuring in the prospect of greatly increasing marketing in the winter, when the pressure on prices might be strong.

With private sources estimating that spring pig farrowing was up 12 per cent, the WFA called on farmers to increase the fall crop by 18 per cent. Chiefly because of lower hog production throughout the first part of 1945, total meat output is expected to drop some 10 per cent below last year.

Bumper Crop

Benefiting from excellent weather conditions, the nation's 1945 winter wheat crop is expected to approximate an all-time 862,515,000 bushels, about 37,000,000 bushels over the previous 1931 top, the U. S. department of agriculture reported.

After fall moisture was generally sufficient to get the crop off to a good start, good snowfall provided protection during the winter to hold acreage losses to the lowest level in 25 years. In most sections, the ground was in condition to absorb a large percentage of the moisture from the melted snow and rains, the USDA reported.

With the expected abandonment lowest since 1919, indicated yield of 17.4 bushels would be one bushel above last year. As of April 1, estimated stocks of wheat on farms totaled 239,083,000 bushels, third largest since 1927. Stocks approximated 22 per cent of the 1944 harvest, USDA said.

MINERS:  
Another Raise

Maintaining his reputation as one of organized labor's shrewdest and hardest bargainers, bushy-browed John L. Lewis won new wage concessions for his United Mine Workers averaging \$1.07 a day, but the agreement remained subject to government review in the interests of the anti-inflation program.

Expected to run into close scrutiny of the War Labor board, which has heaved to the "Little Steel" formula limiting wage in-



Samuel O'Neil of coal operators (left), Chairman Ezra Horn of negotiating committee (center), and John L. Lewis at contract parleys.

creases to 15 per cent above the January, 1941, level, the agreement calls for time and a half for inside day workers over seven hours and a rate of \$1.50 for underground travel time; boosts of from \$1.07 to \$1.20 a day for outside employees, loaders and electricians; 4 cents an hour more for workers on the second shift, and 6 cents for those on the third, and \$75 pay instead of vacations.

Having run the gamut of WLB approval, the agreement still was subject to OPA consideration, in view of estimates that the wage concessions would add about 25 cents a ton to the nation's fuel bill, or \$150,000,000 annually.

RECONVERSION:  
Make Preparations

With victory in Europe imminent, and with it a partial reconversion from wartime to peacetime output, War Production board took steps to permit industry to obtain new machine tools for manufacture of civilian goods.

Biggest major item on WPB's program was the grant of priorities to the automobile industry for 50 million dollars of machine tools and related equipment for civilian manufacture. To take from three to seven months for making, the orders were placed last fall without priority rating, then dumped when early hopes of victory faded and the war went into 1945.

In permitting the placement of orders for machine tools and related equipment for civilian manufacture, the WPB is developing a plan whereby such business would not interfere with the output of vital material needed for prosecution of the war.

DISABLED WORKERS

Physically impaired workers produce as much as, or possibly a little more than, able-bodied workers, and they are dependable, regular in attendance and careful in observance of safety regulations, medical officers report in the Journal of the American Medical Association.

Only serious physical defects were considered in selecting impaired workers for the study and the majority have been placed in jobs by matching their defects with the physical demands of the job.

Washington Digest

Conference Irons Out World Air Problems

Future of Commercial Flying Depends on 'Freedom of Air' Pacts, Allowing Planes To Fly and Land Anywhere.

By BAUKHAGE  
News Analyst and Commentator.

Baukhage has made a study of that highly important question: Freedom of the Air.  
 The air transport command, with the help of the American aviation industry, has built up the greatest international aerial communication system in history.  
 Military and civilian experts alike admit that this tremendous system that links the globe from Arctic to Antarctic and around the world is the result of the "know-how," imagination, energy and initiative which have made this nation what it is today.  
 How shall the arts of wartime communication be woven into the expansion of American trade development in the peace to come?  
 Baukhage sets forth some of the leading military and civilian aviation opinions in this series of two articles, appearing as UNCIO (United Nations Council on International Organization) opens in San Francisco.

Some time after V-Day, when the forces of the occupation are withdrawn and the world once more settles back to peace, the greatest international air transport system which was ever built will largely cease to be. That system, the Air Transport Command of the U. S. Army, criss-crosses the western hemisphere from Nome in Alaska to Rio de Janeiro; from Iceland to Panama City. It stretches eastward across the Atlantic, laces Europe and Africa, reaches India and then swings around the globe by way of Australia, through Honolulu to the Pacific coast.

Over the ATC's more than a hundred and fifty landing fields, the American flag now flies. Big planes travel the routes at the rate of 51 million miles a month, which is equal to 70 trips around the world at the equator every 24 hours.

From the flagpoles on most of those bases, the Stars and Stripes will be lowered after the world has returned to peace. And strange as it may seem, the thing that worries the friends of commercial aviation most is not so much whether Old Glory flies free over those bases, as whether the air over them and the rest of the world is free to the extent that American planes will have access to those and other bases over the globe.

We have achieved freedom of the seas. Why can't we have freedom of the air, too?

I carried that question right into the Pentagon building to the office of one of the AAF officers whose job includes worrying over that important question. He is William Mitchell, lieutenant colonel, United States army air force, assistant executive to the assistant secretary of war for air. This was his answer (Colonel Mitchell made it clear that he was expressing his personal views and was not speaking for the war department, but he stated that his opinions were shared by many other members of the air staff):

"Conflicts over artificial barriers on intercourse by sea," he said, "used to be a fertile breeding ground for wars. But for 200 years vessels of any nation have been able to travel the oceans in peacetime without international supervision, and as a result, this source of international conflict has disappeared."  
 If he had stopped there I might have left his office feeling quite reassured. But that was only the beginning.

Each Country Rules The Airways Above It

The analogy between freedom of the sea and freedom of the air, it seems, is an attractive one but it won't hold water.

"An airplane does not merely touch the coast of a country," the colonel explained, "it may penetrate into the remotest interior. Accordingly it has become fairly well established that a nation has jurisdiction over the airspace above its land to the same extent that it has jurisdiction over the land itself. The result is that, in the absence of agreement between countries, no plane may cross a foreign border. The air is not free, it is closed."

American ambition doesn't like to be fenced in and already we have mapped a pattern of air routes we'd like to establish when peace comes. Those routes will encircle the globe. Our own civil aeronautics board is in the process of holding hearings to determine which carriers will be certified to fly these routes.

But the certificates issued, says Colonel Mitchell, "will be mere scraps of paper unless other countries consent to operations by United States carriers."

Arrival at such common consent is in the making today, and has been greatly advanced since the state de-

partment called the conference in Chicago last November. Representatives of 52 countries met. At the last minute the Soviet Union dropped out, but certain basic agreements were reached. This conference Colonel Mitchell calls "the civil air part of the peace settlement" because it provided "in the main convention which was prepared, a proposed international organization which might, with respect to air matters within its competence directly affecting world security, enter into appropriate agreements with any general organization set up by the nations to preserve peace."

Colonel Mitchell believes that "the degree, or lack of it, to which the world can be linked by aviation, will be an important element in determining whether the nations of the world can be brought together in peaceful understanding."

Preliminary Agreements Made at Chicago Meeting

Now, what did the Chicago conference achieve?

After considerable discussion in which there were sharp differences of opinion, the conference prepared two multilateral agreements on commercial operations which were separate from the main convention and which any country was free to sign if it wished. They are concerned with the "five freedoms of the air" which will be taken up in detail in a later article. They are (1) the right to fly over a country (2) the right to land for non-traffic purposes (3) the right to disembark passengers, mail and freight from the country of origin of the aircraft (4) the right to embark traffic for the country of origin and (5) the right to do business along the way.

Because all of the countries were not prepared to accept all the freedoms, a choice was provided. One agreement offered, between the signatory countries, merely the first two freedoms. That is right to fly over the country and the right of non-traffic stop, which means permission to stop at an airport for refueling and such purposes.

The other grants all five freedoms, but the fifth could be deply by any country on proper notice to other contracting countries.

At the time this is written the "Two-Freedoms" agreement has been signed (but not definitely accepted) by 34 countries, accepted by four (including the United States, Canada, the Netherlands and Norway).

The "Five Freedoms" agreement has been signed but not definitely accepted by 22 countries; definitely accepted by two, including the Netherlands (without the fifth freedom) and the United States.

The main work of the conference was the writing of a convention on International Civil Aviation and Interim Agreement which will set up an international organization. The conference also recommended a model form of agreement on commercial services to be used in bilateral negotiations.

"The work of the Chicago conference," said Colonel Mitchell, "is merely a blueprint for further activity. A start has been made, but, like Dumbarton Oaks, much remains to be done."

Further details of some of the problems involved and the attitudes revealed in negotiations so far will be set forth in a second article appearing next week.

Australia's famous Empire Air Training Scheme, which provided airmen for Britain, has ended. Ten thousand trained Aussies were promised, 35,000 provided. Of them, more than 6,000 have been killed, 2,000 are missing, 1,000 are prisoners.

BARBS . . . by Baukhage

The April quota of new automobiles is 25 per cent below the March figure—1,500 as compared with 2,000.

Japan junked its old and only political party and created a new one called the Political Association of Great Japan. The old one was called the "Imperial Rule Assistance Political Party." What's in a name, Hirohito?

It looks as if one of the worst pieces of misuse of labor unions is going to be smashed when congress gets through with one "Czar" Petrillo, head of the AFL musicians' union. It all started as a children's crusade when Petrillo banned all school orchestras and bands from the networks but it has turned into a move to stop a violation of the bill of rights.



Hedda Hopper: Looking at HOLLYWOOD

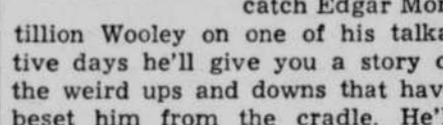
THE moviegoing public thinks of Monty Woolley as a middle-aged brat with a beard who has made good in a big way.

Although Monty (who was christened Edgar) will probably deny it, much of this is due primarily to "the Beard" himself. Just now it pleases him to be sick and tired of the tag and threadbare jests about his hirsute adornment. But there was a day when Monty wel-



Monty Woolley

comed any flip remark about his chin curtain as furthering his name and fame. If you're fortunate enough to catch Edgar Montillon Woolley on one of his talkative days he'll give you a story of the weird ups and downs that have beset him from the cradle. He'll tell you the way was not smooth for Woolley even before he became the bearded half of the Gracie Fields-Monty Woolley team which is box office honey right now. That combination, which has just culminated in "Molly and Me," has provided the Beard with a new screen personality. It has sandpapered down the cutting edge of his acedulous screen personality to a likable old devil whose bark is louder than his bite. But regardless of this, his beard—that hated wind-wooling alfalfa, to hear him talk—still figures as the most salable feature of the Woolley personality.



Gracie Fields

When Woolley once told me: "I'm sick and tired of this printed drool about my whiskers. For heaven's sake, Hedda, keep my beard out of your typewriter! So far as the public is concerned I've ceased to be an actor or even a man with any personality. I'm just a beard now, and in the future I want no more talk of it!"—I fell for it head over heels. Imagine, then, my surprise to find "Molly and Me" featuring a scene—one of the funniest in the picture, incidentally—pitched entirely around Monty's chin wool.

Get Out of My Beard!

Then I learned he turned down a starring role in "Colonel Effingham's Raid" because it called for a smooth face. At the time Woolley became professor of English at Yale university that seemed a career worthy of fighting for. In the suave superiority of his classroom position Monty gave deep thought to the finest nuances of the language. Spoke his sentences with elegance and precision.

But the theater was strong at the back of his mind and he asked for the post of dramatic director.

George Pierce Baker's appointment to the post precipitated Monty's resignation. Brought on a penniless and dispirited period in which Monty appealed to his friends in the theater. They didn't fail him; he ended this phase by directing "Fifty Million Frenchmen," "Champagne Sec." and "Jubilee"—no mean record. But his friends in Hollywood were directing pictures at plush salaries. So Monty landed in movietown.

That Beard Again

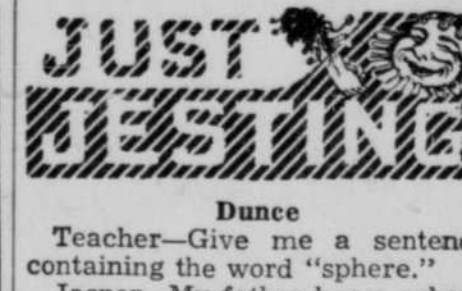
Now the beard comes into the picture once again. The beard got Monty his first job in movies—a Russian impresario. But Walter Connolly—a fat man without a beard—continued to get the parts Monty had his eye on.

Monty turned back to the theater for solace. Was on the eve of returning to Broadway to direct another play when Moss Hart rang him, asking him to play the lead role in a play called "Strange People." If I remember correctly, the play turned out to be "The Man Who Came to Dinner." It put the Beard right in the head of the spotlight. Hollywood didn't see him again until Warners determined to make the picture with Bette Davis. But Bette demanded him and got him. Then 20th Century got Monty for "The Pied Piper," signed him to a long-term out of which came a unique romantic team—the Gracie Fields-Monty Woolley combination. These two invest an autumn love story with a sprig of spring.

"Why not?" shouts the veteran of many bitterly fought artistic battles. "All things being considered, a beard covers almost any facial defect and in the long run makes its wearer look younger. Yes, and feel younger, too. So there!"

To a Great Gal

Fibber McGee has written a song, "My Molly," dedicating it to his wife. Molly's a star wherever she goes. It doesn't matter what glamorous girl's in the room—when Molly starts using her little girl voice, everybody stops to listen, laugh and to applaud. . . . Thomas Mitchell goes right back where he belongs—in the big time, with Clark Gable and Greer Garson in "Strange Adventure." . . . Ray Collins plays the district attorney in "Leave Her to Heaven."



Teacher—Give me a sentence containing the word "sphere."  
 Jasper—My father has a sphere cold.

A modern maiden's prayer: "Oh, dear Lord, bring him back safe, sound—and single."

Personal Safety  
 Barber—Here comes a man for a shave.  
 Apprentice—Let me practice on him.  
 Barber—All right, but be careful not to cut yourself.

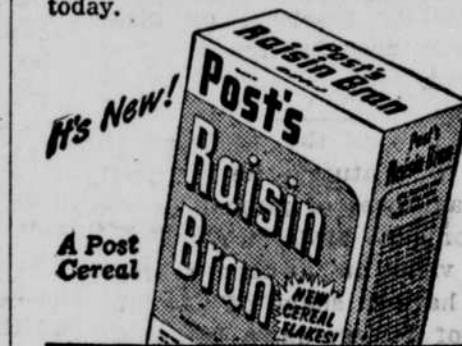
Train Talk  
 Jasper—What time does the 4 o'clock train leave?  
 Trainman—At 3:60, sir.

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