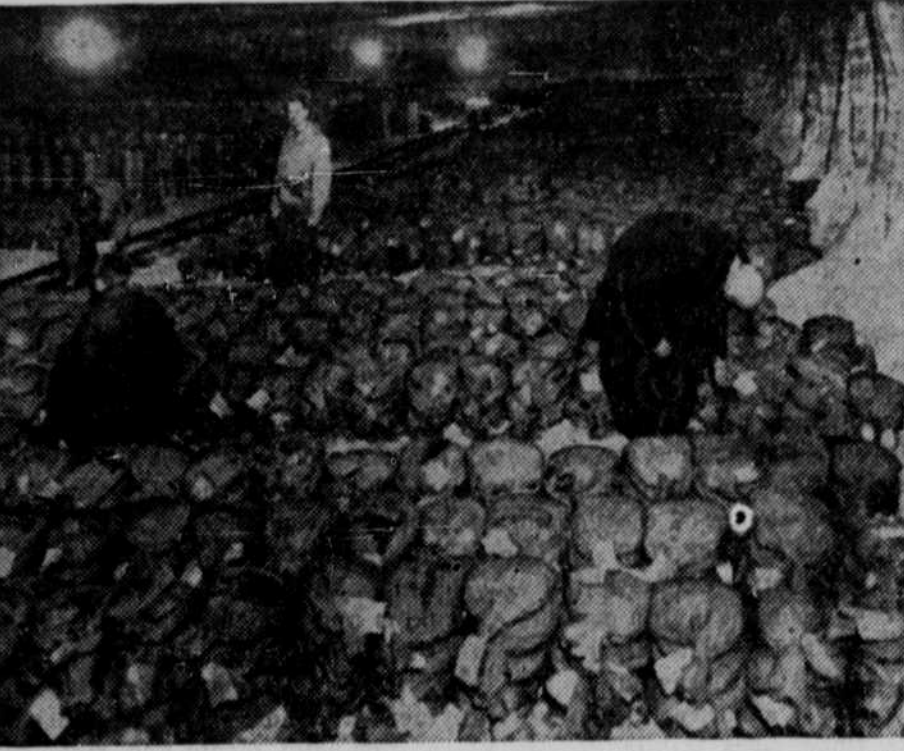


WEEKLY NEWS ANALYSIS

Die-Hard Nazi Defense Pockets Shape As Allies Split Reich; U. S. Plans Huge Postwar Fleet

Released by Western Newspaper Union. (EDITOR'S NOTE: When opinions are expressed in these columns, they are those of Western Newspaper Union's news analysts and not necessarily of this newspaper.)



Deep in a salt mine near Merkers, Germany, G.I.s came upon this hidden cache of 100 million dollars of gold bullion packed in bags. Also discovered was German and foreign currency, and crates of art treasures.

EUROPE: Defense Pockets

Their front shattered by Allied breakthroughs, Nazi militarists envisioned the formation of numerous strong pockets of resistance for a last-ditch stand against the massed weight of U. S., British and Russian forces.

Discussed even as U. S. and British armies drove toward a link-up in the Berlin region, the object of the pockets would be to make the war so costly to the Allies as to induce a willingness to talk terms. Recognizing the possibilities of such warfare, Supreme Allied headquarters indicated that V-E Day might not be proclaimed until major nests of resistance were cleaned up to prevent a lowering of civilian and military morale because of losses sustained in continuing operations.

With U. S. and British forces spearheading across the Reich, and the Russians moving in from the east, most prominent German pockets shaped up along the North sea coasts and mountainous Bavaria.

Nazi plans for a die-hard stand shaped up as the great Russian drive surged on battered Berlin and U. S. forces moved toward a juncture with the Reds in Saxony.

With the Russians throwing over 2,000,000 men into the battle, and the Germans concentrating the bulk of their forces against the onslaught, the fight for Berlin became one of the bloodiest encounters of the whole war. As Red forces edged through a network of strong fortifications under rolling fire, the enemy threw in masses of tanks in an effort to break up the advancing formations, and swarms of planes clashed in the leaden skies above.

Further to the south, other Russian forces breached the Nazis' Neisse and Spree river lines to smash westward in Saxony for a juncture with the U. S. 1st and 3rd armies.

While the 1st and 3rd fought toward a juncture with the Russians, and the U. S. 9th built up strength along the Elbe for an eastward thrust to Berlin, the British and Canadian forces and the U. S. 7th army bore down on the potential German defensive pockets along the North sea and in Bavaria.

The British and Canadian task was no snap, what with the enemy concentrating large bodies of troops in small areas behind stout defenses. Included in the German holdout regions was the western portion of Holland below the Zuider Zee, and the great port areas of Emden, Wilhelmhaven, and Hamburg.

Having cleared the Nazi shrine city of Nurnberg, 7th army spearheads pointed toward Munich and the Bavarian mountain reaches, where enemy die-hards are expected to put up their stiffest last stand.

With Allied armies on the move in Germany itself, U. S. and British forces pushed forward in Italy also, threatening to spill into the Po valley.

MODERN MINING

Indicated output of 625,000,000 tons of coal in 1944 was attained with about 200,000 fewer workers than in 1918, largely because of extensive mechanization of the mines man output per day in bituminous mines has been raised from an average of 3 1/4 tons during the last war to more than 5 1/2 tons in 1944. This compares with slightly more than one ton per man per day in England, and a little over two tons per man in Canada, it is pointed out.

CONGRESS: Tariff Battle

Even as the Republicans' senate steering committee called upon Pres. Harry S. Truman to wish his administration well, a red hot legislative battle loomed in congress over the new chief's reciprocal trade treaty program, with GOP leaders heading the fight to defeat the measure.

First sponsored by Mr. Roosevelt, then adopted as his own by President Truman, the program calls for a three-year extension of the reciprocal trade treaties, with permission to cut tariff rates 50 per cent under January, 1945, levels. Since the original trade treaties allowed a 50 per cent reduction on duties imposed in the Smoot-Hawley bill of 1930, and such cuts were made on some goods, another 90 per cent slash would amount to 75 per cent, in all.

As former secretary of state and so-called "father" of the reciprocal trade program, Cordell Hull, called for passage of the act from the Bethesda, Md., naval hospital, Assistant Secretary of State William Clayton led the administration fight for adoption of the bill. With the U. S. possibly exporting as much as 10 billion dollars worth of goods a year after the war, he said, it will be necessary to cut our own tariff barriers so that our foreign purchasers will be able to repay us in kind. Otherwise, he said, we will lose this trade or billions of dollars extended in credits.

Disputing the administration's contention that passage of the measure was necessary to assist in the restoration of world prosperity and prevention of unsettled economic conditions leading to war, GOP congressmen, led by Rep. Harold Knutson (Minn.), declared that the program accomplished neither objective prior to the present conflict.

Army Strength at Peak

With a population of 13,479,142, New York led all other states in the number of men and women in the army with 900,563 as U. S. military strength totaled 8,050,011 as of December 31, the war department revealed.

To the original army strength of 513,410 in 1940, 9,444,283 have been added by induction, enlistment or appointment since then, with the normal release of 1,907,682 giving the net figure of 8,050,011, it was pointed out.

With the draft equalizing state inductions on the basis of population, Pennsylvania with 9,900,180 persons and Illinois with 7,897,241 ranked second and third in the number of men and women in the army, with 663,066 and 507,233 respectively.

PLANE OUTPUT: Big Cut

In line with the army air force's cut in aircraft production for the rest of 1945, the huge \$100,000,000 Ford-operated factory at Willow Run outside Detroit, Mich., will wind up manufacture of B-24 bombers by next August.

Decision to terminate production of the B-24s was predicated upon the collapse of the German luftwaffe and the need for heavier, faster bombers like the B-29s for the Pacific war, it was said. The overall cut in output of other planes also will permit concentration on manufacture of aircraft more vitally needed against the Japs, including the new jet-propelled ships.

Capable of turning out 462 planes a month at the peak of its operations, the Willow Run factory is owned by the government's Defense Plant corporation. Henry Ford has eyed purchase of the property for production of tractors and other kinds of farm tools after the war.

WATER TREATY: Neighborly Act

In what President Truman hailed as a constructive, business-like proposal undertaken in a neighborly spirit, the U. S. senate ratified the controversial treaty dividing waters of the Colorado and Rio Grande rivers between this country and Mexico.

Under provisions of the treaty, the U. S. guarantees Mexico 1,500,000 acre feet of water annually from the Colorado river, except in times of extraordinary drought when the supply may be cut, and also agrees to divide waters in the Rio Grande below Fort Quitman, Texas, about equally. In addition, the two nations will make a study of problems arising from the flow of the Tijuana river from Mexico into southern California, including flood control and conservation.

Though California and Nevada congressmen attacked the treaty as harmful to domestic users of the Colorado river waters, other western senators acclaimed it as necessary for orderly development of both the Colorado and Rio Grande basins.

BRIEFS . . .

Of the nearly 150,000 persons who died of cancer in the United States last year, approximately 3,600 were between the ages of 20 and 29. It is true that cancer reaps its highest death toll in the age groups over 40, but it may afflict a person in any age group with equally tragic results—even infants have been known to die from cancer. If treated in the early stages, however, the disease is curable, authorities point out.

Washington Digest

'Five Freedoms' Designed To Spur World Air Travel



Differences Between American Traditions Of Free Flight and European Concepts Of Regulation Composed at Parley.

By BAUKHAGE

News Analyst and Commentator.

WNU Service, Union Trust Building, Washington, D. C.

(This is the second of a series of articles on the "Freedom of the Air," first of which appeared in this column last week.)

In a previous column I set forth the achievements of the conference on international aviation, implementation of which it is hoped will be reached by a second gathering in May, probably before the United Nations deliberations at San Francisco have been concluded. I set forth certain views on the accomplishments of the first aviation gathering, as expressed by Lt. Col. William Mitchell of the army air force, which, although they were his own and not the official opinions of the government, were known to represent the attitude of a number of high air force officials.

I think that the satisfaction expressed by Colonel Mitchell, in what has already been accomplished toward establishing the "freedom of the air," reflects the general feelings of the industry. Although the point was not expressly brought out in the comment in military circles, I believe the one thing which pleased the industry was the fact that a conference, supervised as it was by a government official (then Assistant Secretary of State Adolph Berle), had built a framework within which private enterprise and business and technical ingenuity could be rewarded and not "fenced in" by restrictive bureaucratic regulation.

Freedoms Essential To U. S. Flight

You will recall that the delegates recognized the fact that "freedom of the air" was not as simple a thing as "freedom of the seas," because vessels stop at frontiers since ship lanes lead only from harbor to harbor, while aircraft crosses borders and passes over the sovereign territory of foreign nations.

Thus it was necessary to divide the prerequisites of the airways into five freedoms. The first two are the right of innocent passage—right to fly over a country, and the right to land for non-traffic purposes—that is to stop at a foreign airport for refueling or other facilities. These two are essential to America since our aerial ambitions encircle the globe, and that can't be done, either from a practical or a profitable standpoint, in one jump.

Because of complications which I will mention later, involved in the other freedoms, the first two were grouped in one form of multilateral agreement drawn up at Chicago.

The other three freedoms, embraced in the second agreement, were described as follows: the right to disembark passengers, mail and freight from the country of origin of the aircraft; the right to embark passengers, mail and freight destined for the country of origin of the aircraft; and, in addition, at the suggestion of Canada, a fifth freedom was added in the form of certain provisions of right of entry and technical regulations.

Of course, Russia's last-minute refusal to attend the Chicago conference was a great disappointment to all concerned, but the reconciliation of what appeared at first to be a sharp difference between the United Kingdom and the United States, finally reconciled through the "honest broker" efforts of Canada, was considered a great achievement. Hope exists that a successful outcome of the United Nations negotiations will bring the Soviets into the fold.

The clash between the British and the American viewpoints is described this way by one of the American observers at the conference who has been working steadily for the consummation of the Chicago plans:

"In the United States," he said, "we have always looked upon air transport primarily as an instrument of trade. We are still a young country with an expanding and highly competitive economy and with no bitter memories of recent bombings of our homeland. The British viewpoint, which was shared to some degree by many European countries, reflected a mature and

stabilized economy, to be parcelled out among those participating in it, plus a fear of explosive international rivalries. Canada's position possibly reflected British desires, plus a fear of being crowded out by its more powerful neighbor under a system of unrestricted competition.

"The United States was seeking an opportunity for free commercial intercourse between nations, with resulting benefits to all of them; the other two countries (Britain and Canada) were seeking protection against cut-throat competition and international mistrust."

Reducing these different points of view to specific operational plans, boiled down largely to whether or not a global authority would be set up which would govern the location of international routes, regulate the "frequencies" (number of flights or stops, which is where the competition comes in) and rates. In fact this central authority as the British viewed it would have even more authority over internal air activity than our own Civil Aeronautics board, which cannot limit frequencies at home. In our domestic services a line may make as many flights as it can get a pay-load for.

The United States on the other hand wanted everything except transit and non-traffic stops worked out separately between the countries concerned.

In other words, the United States felt that if an airplane company could offer more to a patron, regardless of where he wanted to get aboard or get off, that company ought to have the right to try to show to the country where the getting on and off would take place, that it was mutually advantageous to let that particular line have the business.

Agreements Reached On Technical Norms

There were other questions concerning technical standards and the future admission of devastated countries unable to furnish facilities for airports, that were settled, and the mooted points mentioned, all of which were met with what might be called substantial agreement. Both forms of agreement (one with the first two freedoms, the other—all five) provided that the country whose territory is involved may designate the routes and airports used; but charges for use of airports may not be greater than those imposed on its own airports engaged in similar international services.

In addition to these agreements the diagram for the international organization was laid down in the form of a treaty which must be approved by the various countries. This organization is composed of an assembly, on which each nation would have one vote, and a council of 15 members, 2 from the British Commonwealth, 2 from the Soviet Union, 2 from the United States, 1 each from Brazil, Chile and France, and the remaining 6 to be elected on a regional basis. The council would act as a clearing house for information and would provide minimum uniform technical standards but would have no power over commercial matters. An interim council was also proposed, to function until the permanent organization is created, but not more than three years.

America has a great stake in the outcome of the San Francisco conference. It has a great stake in international aviation, too. "We have learned and must not forget," said General Arnold in speaking of the air transport service, "from now on air transport is an essential of air power, in fact of all national power."

Thirteen out of every 20 American high school students expect to leave their home towns and live elsewhere, after they have completed their education. This is revealed in a nationwide survey just completed by the Institute of Student Opinion under the sponsorship of Scholastic magazine.

Better job opportunities elsewhere, either in general or in their chosen fields of work, is the main reason for leaving, according to the student voters.

BARBS . . . by Baukhage

Keep cool—enough metal has been released by the WPB to make 25,000 electric fans this quarter.

The OWI releases the following figures on Japanese naval strength: Total personnel: 850,000 afloat and ashore; losses, 262,000, including 25,000 naval air forces. The Jap sailor is rated as a good fighter, well-educated and trained.

Nazis have been ordered to knock out the teeth of rumor-mongers.

A report from Switzerland says that an anti-Nazi youth gang sabotaged the demolition charges in the Remagen bridge. Heinrich Himmler has issued a warning against these groups which he says are sometimes led by foreign adults.



Corn Roots Breathe And Require Oxygen

Proper Drainage And Air Essential

IF CORN roots are to perform their all-important job of supplying mineral nutrients to the above-ground, sun-lighted parts of the plants, they must be grown in well-drained, ventilated soils that provide them with plenty of oxygen to breathe, according to Dr. George N. Hoffer of the American Potash institute.

"Corn plants cannot endure wet soils for any length of time, nor



Result of Good Management.

can they get along without plenty of oxygen for their hard working root systems," Dr. Hoffer declared. "Few farmers realize the amount of work these roots carry on. They must anchor the plant firmly, and absorb nutrients from the soil to support the demands of the other parts of the plants. They are the living parts of the corn plant we frequently overlook when we try to diagnose foliage deficiency symptoms, or become dissatisfied with the size and quality of the ears produced."

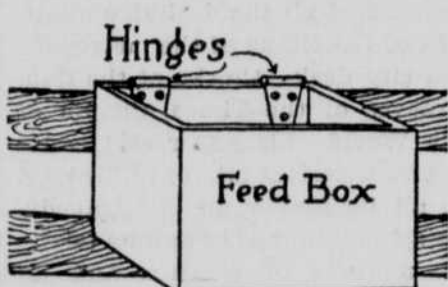
Pointing out that many fields of midwestern corn were fertilized by the so-called "plow-under" method last season, Dr. Hoffer declared that excellent results were obtained in practically all cases where the soils were well-drained and in good tilth and where the stands of corn and the rainfall were ample.

During the latter part of the 1944 growing season, however, numerous cases of "negative" response to the plow-furrow fertilizers were reported. The heavily fertilized plants were no better than those fertilized in the regular manner with row applications.

"Briefly, the diagnosis of these troubles seemed to be as follows," Dr. Hoffer stated, "when large quantities of organic matter and nitrogen-carrying fertilizers are plowed into the soil, enormous amounts of nutrient and energy materials are available for the corn plant roots and the soil organisms—mostly bacteria and fungi—to feed upon. These stimulated activities created a large demand for oxygen for both the growing corn roots and those other soil inhabitants. In well-drained soils in good tilth and aeration capacity, the oxygen of the air and that carried into the soil in rain is adequate for all the living entities involved."

"But when the supply of oxygen in the soil, air and water becomes insufficient for the living corn roots and other organisms, an oxygen tension is created under which the corn roots cannot compete with the soil bacteria and fungi."

Easy Dump Feed Box



Hinged Feed Box.

It is almost impossible to clean out the ordinary feed box. This difficulty may be eliminated if the feed box is hinged, as shown in this drawing.

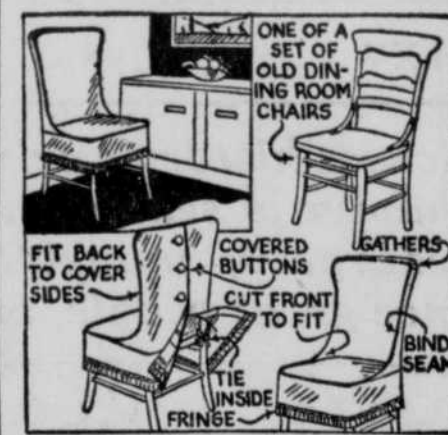
By making the top of the box level with the top of the manger, and arranging hook to hold box stationary so that stock cannot dump the box by "nosing," a sanitary, foolproof box can be provided.

New Coccidiosis Cure

An actual cure for coccidiosis is known at last. The cure is the drug of the sulfa type, namely sulfadiazine. At present it is scarce and expensive, much of the supply being required by the armed forces. Indications are that feeding the drug for five successive days will clean up an infected flock, although, of course, it cannot prevent ill effects or even deaths among birds that reached an advanced stage of the disease before treatment.

Button-On-Frocks For Old Furniture

WOULD you ever guess that the homely old chair at the right could be made to seem at home in a smart modern room? A simple frock of medium blue cotton rep with darker blue binding and fringe made the transformation shown here. It is not



difficult to make covers for a whole set of chairs in this manner for, after you have fitted one cover, the pieces may be used as patterns for cutting all the others. Notice the ties that hold the cover firmly from the inside. The center back closing adds both style and convenience. The buttons are made by covering wooden molds with the slip cover material, and the bound buttonholes are quickly made.

NOTE—The slip cover shown here is from Book 5 which also gives large diagrams showing how to make bound buttonholes. This 32-page booklet is full of other ideas for making the most of old furniture and things you have on hand. To get Book 5, send 15 cents with name and address direct to:

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