

WATCH HIS VOTING RECORD CAREFULLY!

Know Your Congressman To Make Democracy Work

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The time of the singing of candidates has come, and the voice of the mock-turtle is heard in the land.

The representatives of the people are about to assure you that you have been well-represented, and that they would like to continue to do the representing.

And you are you to say no, if you don't know exactly how well your representatives in the house of representatives or in the senate have carried out your interests?

Issues are being joined, there are sharp cleavages of thought these days. And if you don't take the trouble to vote for the men in congress who are voting the way you want them to, you have no right to lambast congress. True, it does take some trouble to learn to read your congressman's record correctly. A simple statement by a candidate that he voted for the X bill (the one you wanted passed) doesn't mean too much.

A number of energetic organizations are out to tell you how to read the lawmaker's records. One organization is the National Citizens' Political Action committee which reminds voters:

"A favorite device of congressmen is to vote for a series of mangling amendments, or to procrastinate with investigations or recommitment. Then, having partially or completely wrecked the usefulness of a bill, they may vote for the final version. Don't take these votes at face value."

In other words, don't be satisfied with the record of the final vote. See how your congressman voted on the amendments.

The NC-PAC literature concludes with a warning that whatever side he is on, may well take to heart:

"When your congressmen start promising in their forthcoming campaigns, check their past voting records very carefully. Don't take it for granted that if they voted for a measure, they were for it, and fought for it. Perhaps they helped cripple it first."

Disguise Enmity To Legislation

That is true, and with a little investigation, you will learn that a lot of congressmen, whose real views and activities you really wouldn't subscribe to at all, may have been voting in favor of some of the bills you would like to see passed. Later, when he is soliciting your support, he will point with pride to these measures, omitting

to mention the fact that he helped to emasculate them carefully before hand.

You will also find sometimes that although he has loudly shouted down a bill (which you didn't like, and, secretly, he did), he did not actually work against it. Perhaps, finally, he even voted for it if there was no roll call.

Another way in which a congressman can fool his constituents is to offer an amendment which appeals to his particular locality, but which he knows can't possibly go through. That appeases the constituents and, at the same time, doesn't hurt the congressman with the particular interests with whom he may be friendly. They know, as well as he does, that the whole thing is just an empty gesture.

Kill Bill

With Recommittal

The vote to "recommit" is a favorite trick, and usually reveals the true sentiments of a senator or congressman. Not much attention is paid to these votes. When a bill is "recommitted," it is sent back to committee, supposedly for reconsideration. Actually, recommitment usually means the measure is pigeonholed forever.

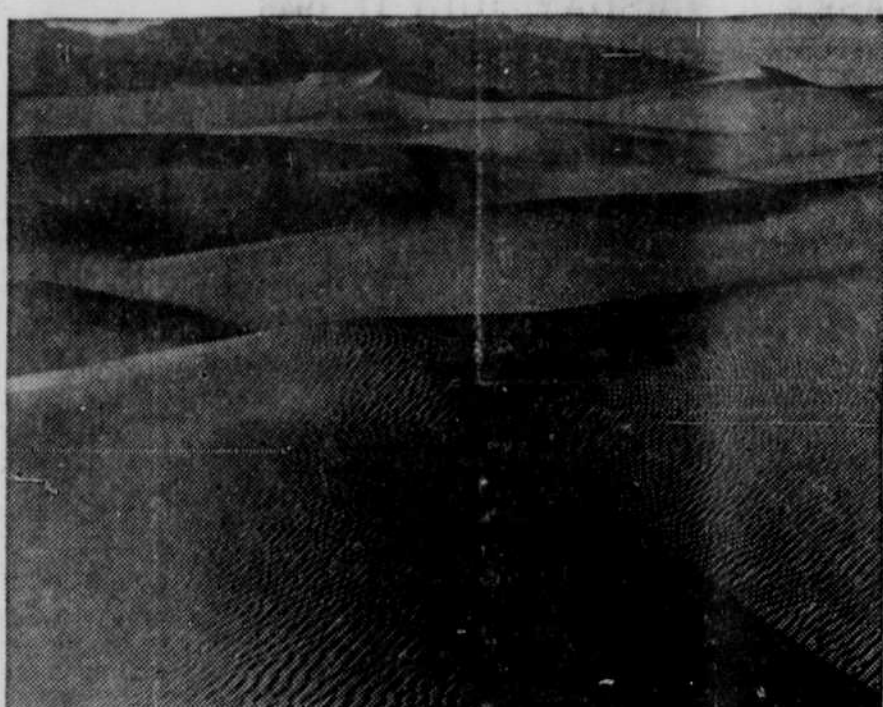
On the other hand, when a powerful committee pigeonholes a bill you would like to see passed, and your congressman is willing to sign a petition to try to get it out, you can be pretty certain he is sincerely working to get it through.

Of course, what goes on secretly in committees is most important, and can usually be found out, for the newspaper and radio correspondents make every effort to report the inside facts. This is not difficult for the reporters, since committee members whose efforts were defeated are usually willing to divulge the machinations of the majority—if there were any machinations.

Admittedly getting all this information takes time and trouble on your part. But that is the price you have to pay for the kind of government you want. The government makes you take time to figure out your income tax and to do a lot of other little chores, but it doesn't force you to inform yourself on how your government is being run. However, the information is all there, if you care to take the trouble to get it. Reports of public hearings, as well as the record of what happens on house and senate floors, are available for the asking. That is a part of your congressman's job—reporting to you.

As Lowell Mellett says in his "Handbook of Politics": "The true test of a member of congress is not the good bills for which he voted, but the good bills he voted against—plus the number of bad bills he voted for."

Knowledge is power. Know your congressman, don't knock him.



MYSTERIOUS LIFE . . . Beneath wind-swept sands of Death Valley are tremendous deposits of salt, borax and other stores of value to men. These dunes move slowly across the desert, the ripples changing with each breeze.

NEWS REVIEW

1946 Wheat Harvest to Alleviate World Famine

WHEAT: Harvest Is On

When wheat ripens in the southwest, it ripens in a hurry. Shortly after harvesting of a normal crop began the elevators were filled to overflowing. "Where are the cars so we can ship it?" asked growers. Thus, another wheat harvest started out normally!

There is strong belief now that the world grain outlook has apparently eased to a startling degree, but no official figures are yet available. Officials said exports in the final 10 days of June were in line with the first 20-day period when 834,000 tons were shipped for famine relief. The department hopes to equal or possibly exceed its 400,000,000 bushel export commitment with heavy July shipments.

TOURISTS: Sell Their Autos

Reports from Mexico and Cuba indicate that great numbers of tourists have taken their cars out of the United States, ostensibly for use in their travels, and then sold them at "fabulous" prices. And the U. S. government doesn't like it.

The government has moved to break up what it described as a practice of taking automobiles abroad as "personal baggage" and selling them at exorbitant prices. To halt it, the commerce department has forbidden export of cars as personal baggage unless the traveler proves he has lived in the United States continuously for a year and has owned the car for six months.

654,000 AUTOS: Made in First Half

A total of 654,000 passenger cars were turned out in the first six



BRUSH FIRE . . . Pat and Donna Jean Allison, ages 7 and 5, watch a brush fire near Castaic, Calif., as they hold their pet dogs. Brush and forest fires take a heavy toll in the United States each year.

months of 1946, the Automobile Manufacturers' association has reported. About 140,000 cars were assembled in June. This is far below schedule.

Production by General Motors increased slightly during June. In the week ending June 22, the five car manufacturing divisions of the corporation turned out 18,111 passenger cars in contrast with 16,280 for the preceding week. Only 4,692 trucks were produced, compared with 4,802 the week before.

Truck output is expected to be accelerated as a result of the opening on June 25 of the GMC truck division in Pontiac, Mich.

5-YEAR TAX: Tops 151-Year Total

During the five years from 1941 through 1945 tax collections by the federal government totaled \$121,524,000,000, or about 38 per cent more than the \$88,723,000,000 returned in the preceding 151 years of the nation's history, according to figures of a New York trust company.

In 1917 the United States paid its first billion-dollar tax bill. In 1942, federal tax revenues reached 12 billions; in 1943, 21 billions; in 1944, 40 billions and in 1945, 41 billions.

Earliest federal revenues, according to the study, came from customs duties, tobacco and liquor excise taxes.

HOMEMAKERS: Leaders to Be Named

A campaign to recognize outstanding women in Nebraska and part of Iowa has been launched by the agricultural committee of the Omaha chamber of commerce.

Nominations from rural communities will be received until November 1. The rural homemakers recognition program was designed to honor or women in every community who have outstanding records. Individual selection of the rural homemakers will be made by county committees composed of women who are leaders in that particular county.

The Omaha chamber of commerce and the chairman of the rural homemakers program, May Yard, believe the plan so meritorious that it will spread to all parts of the United States.

OIL MEN: To Aid Farmers

A program calling for special types of research which will be of direct aid to farming and for co-operation with all chemurgic research groups and farm organizations has been set up by directors of the American Petroleum institute at a recent meeting in Dallas. It will be sponsored by local oil companies in their own areas. Final action on the plan will be taken at a meeting in Chicago.

DIRECT FROM BIKINI:

An Eye Witness Account Of Atomic Bomb Blast



Damage from the atomic bomb test blast is shown here as the light carrier USS Independence is pictured burning shortly after bomb explosion.

By WALTER A. SHEAD
WNU Washington Correspondent.

ABOARD USS APPALACHIAN, OPERATIONS CROSSROADS.—From a military standpoint the explosion of the fourth atomic bomb was a huge success but as a spectacle worth traveling 8,000 miles to see it did not live up to its advance billing. From the standpoint of efficiency and precision the plutonium bomb was dropped squarely in the target area. The advance weather predictions held true. It was dropped on time to the second. The air drones were sent through the cloud area and shepherded back by their mother ships. The boat drones were sent into the area of radio activity and brought back via radio control. The cameras clicked and the instruments built especially to measure the results of the blast worked.

But to those of us here aboard the Appalachian, who had been oriented and lectured day after day for the past two weeks, who had interviewed scientists and scientific writers, the bomb burst and the atomic cloud were a disappointment.

The recapitulation of the damage showed the troop transports Gillion and Carlisle sunk; the destroyer Lamson capsized; heavy damage was done to the submarine Skate, the light cruiser Pensacola, the carrier Independence, the Jap cruiser Sakawa, and the German pocket battleship Prinz Eugen. Light to negligible damage was caused on the Jap battleship Nagata, the battleship Nevada, the oiler No. 160 and LCM No. 1. Small fires were started and later extinguished on the destroyer Wilson, the Pensacola, the transport Briscoe, the Nevada, the carrier Saratoga and transports Niagara, Bladen, Banta, Butte, Cortland, Bracken and Faun and the battleship New York. Heaviest damage was caused on the Independence and the fire which burst into flames on her stern was more dramatic to watch than the bomb burst insofar as this writer was concerned.

Because the atomic cloud did not reach the heights achieved in previous drops was not considered as reflection upon the efficiency of the bomb. Reasons for the relatively low cloud given were that water absorbed much of the heat energy and the difference in atmospheric structure caused a slower rise.

It may be that those of us who stood along the starboard rail of the Appalachian were expecting too much. We had been led to believe from many sources to expect drama and adventure and excitement. Let me assure you there was no drama and certainly no excitement. I confess that as I pulled the polarized plastic goggles over my eyes as we heard the signal "bomb away" I did feel excited and tense as I awaited the blast. It came as I saw it, well above the horizon, a huge orange ball. It might have been a fireworks display on the Fourth of July, although not near so dazzling. I watched the cloud appearing like nothing more than a huge cherry ice cream soda. Cream white on the surface but deep inside the hues were pink and rose, and it boiled and seethed up through a cumulous natural cloud which hid it from our view I felt a slight "pft" in my ears but felt no heat blast. Seconds later the sound of detonation came like a distant peal or roll of thunder that's all, but then we were 18 miles away.

Ten minutes after the blast the cloud had mushroomed up to a height of 26,000 feet and was approximately 12,000 feet across the

top. The trade winds soon broke it up and it was pushed westward where it gradually leveled off and dispersed as our ship steamed slowly along the seaward side of Bikini island.

We could see the ghost fleet in the lagoon through our binoculars. Fire amidship showed on the Saratoga. The Salt Lake City was ablaze. There appeared to be a small fire aboard the Nevada. These fires made a smoke haze over the lagoon, but it soon cleared away and as I look toward the lagoon now there is little indication of a fire anywhere.

We are changing course now, following the Mt. McKinley, Admiral Blandly's flagship, apparently with the intention of entering the lagoon. Television receiving sets in the ward room of the Appalachian registered the blast from cameras installed on the island, then they went out of commission.

The carrier Independence likely suffered more damage than any other capital ship to its superstructure and all planes which were atop its flight deck were carried away. There was superficial or superstructure damage to other ships of the 73 in the target fleet but to me the pathos of the thing was emphasized when I saw the sturdy masts of the old Nevada brilliant in its orange paint, standing there still staunch and true despite the atomic bomb.

There was no wind, no waves and no thunderstorm. No trees were damaged on the island. There was no tidal wave and no earthquake. In fairness there was no prediction from the navy or army officials that any of these things might happen. The navy frankly said they didn't know what would happen. These wild predictions were made by scientists or scientific writers. Also, in all fairness to the officers of joint task force No. 1, the bomb, which looked so small to the lay writers, may actually have been big.

Scientifically of course there can be no adequate judgment of the results until the instruments have been read, the damage on the various ships actually determined and measured. In the light of the objectives, the navy and the army had in mind the actual effect of the bomb on naval construction, navy and army material, armament, ordnance and other equipment.

Admiral Blandly, commander of the task force, issued a statement in which he said he was highly pleased with the whole operation; with the bomb drop and with the efficiency of the bomb. There are several aboard the ship who saw the Nagasaki bomb drop and the drop at Los Alamos, N. M. They declared this bomb appeared to be smaller, judging from the flash and the atomic cloud which in the case of Nagasaki soared to a height of about 50,000 feet.

There is no doubt that the force of this terrible energy is like nothing ever known on earth before but the distances out here are so great that the energy was dispersed and dissipated over a vast area. For instance, at Nagasaki the area of total bomb damage was in six square miles, or an area of about a mile and a half radius, while the distance of the Nevada from the shore of Bikini lagoon was about three miles. And the lagoon itself is 10 miles across and 25 miles long. It must also be remembered that as this story is written for transmission in time to get it to you there has been no actual assessment of the real damage. There may be more as we enter the lagoon and can visually assay the damage.

Precision Marked Operations Crossroads

By PAUL FELTUS

When "Dave's Dream" took to the dawn sky on Kwajalein Atoll, the long-planned and vast machinery of the Army Air Forces role in Operations Crossroads began to move with the precision of a great war mission. The operation had been planned, but this time there was a new thrill of anticipation for they were dealing with the force of atomic

energy. The schedule for every one of the hundreds of planes and ships had been timed to the second. Everybody knew just what to do as the command plane headed for the target area of Bikini lagoon. The vast network of communications was set in motion. The weather man had said, "This is the day," and General Ramey had said, "Let's Go." Then the planes began to roll.

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IN GREAT GRANDMOTHER'S day knife boxes were a popular project for home craftsmen. Today, they are proving so useful and attractive that the old designs are being copied in modern workshops.

The design shown here also has an Early American stand with small leaves that pull out with tiny brass knobs. Both pieces are easy to cut and assemble from white pine which, when oiled and waxed, has a real antique appearance. Pattern 281 is actual size for the shaped pieces, also gives cutting diagrams for all other parts, illustrated directions and list of materials. Price of pattern is 15c post-paid. Order pattern direct from:

Hospital Beds

Of the 1,738,944 hospital beds in the United States today, only 3 per cent are in institutions operated for profit; while 19 per cent are in church, fraternal and other non-profit hospitals, and the remaining 78 per cent are in city, county, state and federal hospitals.

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WNU-U 23-46

Ike Didn't Tell It All

The final report of General Eisenhower to the combined chiefs of staff, which has at last been released, is a splendid example of terse and comprehensive exposition. Into less than 123 pages is compressed the epic of the greatest military operation in history, extending from D-Day to V-E Day.

It is unfortunate, for the sake of mystery lovers, that the document does not go into detail concerning one phase of the invasion which has rightly been called "the greatest deception in history"—the clever ruses which caused the enemy to make his fatal miscalculations.

The Germans knew that the Allied landing must be made somewhere within a relatively limited length of shore-line, but despite this, they were completely deceived as to where that landing was to be. The result was that the Allies were able to get a foothold which they might never have been able to secure, had the Germans guessed the prospective location of the real beachheads.

Obviously, the natural place for a landing would be in reasonable proximity to Calais, where the English channel is narrowest. Actually, the nearest beachhead was established more than a hundred miles farther to the west, but the whole German 15th army remained immobilized in that locality until it was too late.

But even after the landings were made, the Germans were not sure they were the main objectives. This was because of a five-prong plan of deception, all the prongs pointing to simulated diversionary attacks by land, sea and air, away from the actual invasion area.

ing instruments similar to the approach of a convoy.

Another fake landing was staged in the direction of Boulogne, still farther east, with 16 ships and accompanying planes. The steady patrolling of the skies was taken over by the Germans to be the air cover of an oncoming armada.

Far to the west, halfway down the Cherbourg peninsula, and at various other points, dummy airborne invasions were carried out. The Germans finally decided that the real thing was approaching Boulogne, and opened up with all they had. Meantime, the actual invasion forces crossed the channel without any interference by air or sea.

It was a grand fake.

DOUBLE INDEMNITY

Judge Says War Clause Invalid

CHICAGO. — A decision holding that the war clause in a life insurance policy was invalid because the service-incurred death did not directly result from combat or enemy action has been placed on file in United States district court here.

Federal Judge William J. Campbell ruled that John P. Hooker, 52, of Winnetka, Ill., a real estate broker, should collect double indemnity on a policy taken out by his son, Marine Capt. George K. Hooker. Captain Hooker leaped to his death in training maneuvers near Auckland, New Zealand, in 1943.

Was Training Accident. The \$10,000 policy carried a double indemnity clause for accidental death, but stated the double payment would not be made if

death resulted from war or any act incident thereto.

In May, 1943, Captain Hooker, 26, was sent out as a scout in a sham battle. He was captured by "enemy" marine corps forces, and attempting to escape, leaped over a bush which hid from view a 75-foot cliff. The resulting plunge caused his death.

Company Paid \$10,000. The life insurance company paid the elder Hooker \$10,000, but refused the additional \$10,000, claiming the captain's death resulted from an act incident to the war, Mr. Hooker filed suit in November, 1943.

In his opinion, Judge Campbell pointed out that the captain's death occurred in "routine training" and not as a result of combat or activi-

ties in immediate support of operations against the enemy.

INSURANCE AT NEW HIGH

NEW YORK. — Topping all records, life insurance owned by American families will reach an estimated 163 billion dollars at mid-year, the institute of life insurance has reported.

Purchases of new life insurance in the first half of the year are estimated at 11 billion dollars, or about half again as large as in the first half of 1945 and practically twice that in the first half of 1941.

Greatest gains, the institute said, have been in the purchase of ordinary insurance, although group life coverage has shown a marked recovery from the setback which followed V-J Day.