

The Plattsmouth Journal

ESTABLISHED 1881

Published semi-weekly, Mondays and Thursdays, at 409-413 Main Street, Plattsmouth, Cass County, Nebraska, by The Journal Publishing Company.

LESTER A. WALKER, PUBLISHER
DON J. ARUNDEL, BUSINESS MANAGER

Entered at the Postoffice at Plattsmouth, Nebraska, as second class mail matter in accordance with the Act of Congress of March 3, 1879.

SUBSCRIPTION RATE—\$3 per year, cash in advance, by mail outside the Plattsmouth trade area.

DAILY JOURNAL SUBSCRIPTION RATES—Delivered by carrier in the City of Plattsmouth, 15 cents per week, or \$7.00 per year cash in advance; by mail in the Plattsmouth trade area: \$3 per year, \$1.75 for six months, \$1.00 for three months, cash in advance. By mail outside the Plattsmouth trade area, \$5.00 per year, \$3.00 for six months, 60 cents per month, cash in advance.

Germany's Future Government

Curt Riess, writing from Germany, reports that most Germans regard the Russian occupation as more lenient than that of the Americans or the British. He bases this statement on his observation of the American occupation program and on talks with people who have lived in the Russian-occupied zone.

The NEA Service correspondent writes that the Russians are giving their German charges more food than they received in the last months under Hitler; that plays, movies and concerts have been resumed; that radio broadcasts stress present co-operation and future hope, while ours are more inclined to emphasize past misdeeds.

Most of this Mr. Riess says he believes. And even at this distance there would seem to be logical reasons why he should.

The Russians naturally hate the Germans who overran their land, laid waste their cities, and inflicted barbarous cruelties on their countrymen. They have greater reason even than the French and British, and infinitely greater reason than the Americans, for loathing the whole German race.

Yet the Russian government realizes, as do other governments, that Germany must exist and be lived with in the future. Moscow is pledged to concerted action with London and Washington in ruling Germany until such time as the Germans are thought fit for self-government. When the time comes Germany will probably be permitted to choose an acceptable form of government in a free election.

Naturally each of the three Allies would like to see a German government patterned after its own model. And the Russians would seem to have begun already a campaign to present communism in the best possible light.

Thus far they seem to be succeeding. After Dr. Goebbels' tales of Russian terror and vengeance, any gentleness must have been an agreeable surprise to the Germans. And if any of the numerous Communist Party of pre-Hitler Germany survive, they will undoubtedly try to help in making this first impression a lasting one.

The prospect of a Russian-dominated Europe sets many Anglo-American minds reeling. But the prospect is not a foregone conclusion. The Americans and British in Germany also have an opportunity to sell their way of life to the Germans through propaganda, education and general behavior.

There is no reason why communism, republican democracy and constitutional monarchy should not compete on their merits for German acceptance. But it is imperative that the occupying governments abide by the eventual German decision. The only alternative would be to let a defeated Germany again endanger the peace of the world.

QUESTIONS and ANSWERS

Q—Are there to be any more eclipses of the sun and moon this year?

A—Yes. Total eclipse of the sun July 9 and the moon Dec. 18-19. Both will be visible in the United States and Canada.

Q—When was the last Davis cup tennis match?

A—In 1939, Australia defeating the United States, 3-2, in the final round.

Q—How many aircraft were produced in the United States last year and how does the number compare with prewar production?

A—According to the Civil Aeronautics Authority, 96,369 aircraft were produced in 1944, comparing with 9947 in 1940.

Q—In what country is the aur a unit of currency?

A—Iceland.

HELPING IN THE 7th WAR LOAN HARVEST . . .



Darlene Sowards



Darlene Sowards, daughter of Mr. and Mrs. Bruce Sowards of Ashland, says she as an ash blond with gray-green eyes and is five feet four inches tall and weighs 114 pounds.

Darlene is a farm girl that graduated from Fairland rural school last spring and plans to enter Ashland high school this fall. She is a member of the Congregational church and sings in the choir. Her hobbies are reading, roller skating, dancing, playing the piano and twirling the baton. Of all her accomplishments and activities she enjoys singing the most.

Darlene is a member of the 4-H sewing club and is sewing up a nice lot of votes to turn in toward the last moment to boom up her vote count.

Darlene is 14 years old and will probably be the youngest princess in the Bond Queen's court, she might even be the queen.

Military use and overseas shipments of petroleum products during 1944 would bury all of Manhattan Island under four feet of oil. Deputy Petroleum Administrator Ralph K. Davis said. This has been the result of constantly increasing crude oil production in the United States. During the latter part of 1944 it had reached the all-time record of 4,766,000 barrels per day.

BARBS

SOME folks still keep skeletons in the closet—others take them to the bathing beach.

An organization of vegetarians in Cleveland has disbanded for the duration. Maybe eating vegetables has become too common.

It's getting so we can't believe half the lies we hear from the captured Nazi higher-ups.

By this time Mary's Little Lamb must have gone to market—and wasn't the only one fleeced.

Between film shortage and travel restrictions, just think of the vacation snapshots we won't have to look at this year.

EDSON'S WASHINGTON COLUMN

BY PETER EDSON
NEA Washington Correspondent

WASHINGTON, D. C.—The midsummer heat and humidity in your nation's capital is so ne plus ultra that it will deserve at least one tribute a year, like cherry blossoms and Tom Connally's curls. The principal thing to do about this well-known h. and h. is to try and beat it. All Supreme Court Justices and the smarter, higher I. Q. Congresses do this by walking off and leaving it.

President Truman, giving another demonstration of the common sense which it is now de rigueur to credit him with, is showing signs of lumping it for a month, departing for such salubrious spots as San Francisco, Olympia, Wash., maybe Mackinac Island and Berlin. Even Independence, Mo., where the thermometer sometimes hits a dry 100 or better, holds no terrors for anyone who has spent a summer in Washington, where the humidity begins at 90 and then does tricks, hovering like a helicopter at around 100, which is tops and terrible, for days at a time.

BUT for the luckless natives and carpet-baggers who have to stay here and like it, this Washington weather offers opportunity and challenge to show that mind can triumph over matter.

The best system for doing this seems to be doing nothing at all. While this may seem defeatist and too much in keeping with Mahatma Gandhi's passive resistance, it is really the most constructive approach. When the mere raising of a brow itself causes increased sweat, then glorious inaction becomes the course of wisdom.

While doing nothing in this manner about the Washington heat, it is entirely possible to employ one's time profitably and pleasantly. For instance, the time can be spent in not working crossword puzzles. The joys of not working crossword puzzles in hot weather are infinitely greater than the troubles of working them.

Not listening to the blare and bray of the radio news analysts is equally soothing for heat-frayed nerves. PAYING no attention to Gerald L. K. Smith is another good way to keep cool. This Smith character went out to San Francisco intending to get everybody net up, but when one and all concentrated on paying no attention to him, the result was miraculous. Smith went to Los Angeles and that was that. In fact, so effective was this treatment that if Adolf Hitler is still alive and looking for a perfect hideout and disguise, all he has to do is come to the United States and tell everyone he is Gerald L. K. Smith. Nobody would know he was here.

Robert J. Rea of Murray Made Honor Man at Camp

GREAT LAKES, ILL. (Special to Daily Journal)—Robert Irvin Rea, 29, Murray, Nebraska, was graduated from recruit training June 7, as honor man of his company at the U. S. Naval Training Center here and is now on leave.



Robert Irvin Rea

Rea was elected a candidate by fellow Bluejackets and selected as honor man by his company commander on the basis of military aptitude and progress. He has been recommended to attend Radio Material School for further training and will leave recruit training as a Seaman, first class.

His brother, Chief Gunner's Mate Richard I., is serving with the Navy aboard the USS Denver. Prior to joining the Navy he was employed as an aircraft inspector for the G. L. Martin-Nebraska Company, Omaha, Nebraska.

He is spending his leave with his wife and children in Murray.

Pfc. J. F. Warren To Visit Mother

Pfc. Francis E. Warren, son of Mrs. Carrie Warren, called his sister, Mrs. Richard Beverage, Sunday evening from New York City. Although he could give no definite information about when he should be expected home, the family is looking for him any day.

Pfc. Warren had been overseas more than two and one-half years, and has seen much action in the European theater. He was in Africa at Sicily, and for wounds received on P-day in France, he had crossed the Rhine. He has heard. He participated in the Belgium and Germany campaigns, and was wounded again after his division, "The Fighting First," had crossed the Rhine. He has spent the past three months in a hospital in England, recovering from these wounds.

Journal Want Ads Sell Goods

The WASHINGTON MERRY-GO-ROUND

By DREW PEARSON

Drew Pearson Says: Air transport is war's greatest saga; Busiest air route in world is between India and China; State department forgot to get air rights on vital Newfoundland.

WASHINGTON—When the final history of the war is told, one of its greatest chapters will describe that branch of the service totally new to the war—the air transport command. Transporting prime ministers and presidents, wounded men, jeeps and Pat Hurley's Cadillac over oceans and deserts has now become commonplace news to the American public. But behind that commonplace news is a thrilling story of painstaking, back-breaking pioneering.

There are some things few people know about the Air Transport Command: Most used air route in the world is not between Washington and New York, not between New York and Chicago, but over "The Hump" between China and India. Traffic over this world's highest mountain range, the Himalayas, is so heavy that planes travel at different altitudes so there will be no collisions. One plane will have orders to fly at 22,000 feet, another at 23,000, and so on. Three or four different air routes are used across the hump, also to avoid collisions.

Next most heavily used air route is across the north Atlantic. The ATC sends a plane across the Atlantic every 58 seconds. That's about as fast as traffic moves on the Pennsylvania RR between New York and Philadelphia, busiest rail line in the world. The ATC is now flying returning troops across the Atlantic at a rate of 50,000 per month. For years, ATC pilots have been briefed on how to land on the difficult airports of Greenland, Iceland or China. Now the ATC has the tremendous thrill of briefing pilots on arriving at home ports, Boston, Portland, Long Island. Pilots say that no briefing was ever more welcome.

More than 220,000 wounded men have been carried in ATC planes away from the battle front. During the early stages of Okinawa fighting, planes swooped down on makeshift runways, taxied up to ambulances, took off right under the noses of Jap guns. Stretchers were loaded aboard while the planes refueled. One big ATC job has been getting crashed fliers out of the Himalayas. Amazing fact is that 75 per cent are saved. Lieut. Gen. Harold George, boss of the ATC, realized in advance that crashes would be heavy over the hump, so men were given special training on how to live in the jungles. They were even taken to jungle outposts to get familiar with the jungle before they hopped. Every plane flying the hump has a small tin chest (with its own parachute) containing medicine, snake-bite antidote, water purifier, concentrated food, signal flares, mosquito nets etc. This chest is kept near the plane's door. If the crew has to jump, the chest is kicked out before the last man leaves the plane. In the jungle, crews are taught to stay where they are until sighted by rescue planes which signal instructions as to where they can be picked up. Natives are usually friendly and the chances of getting rescued from the jungle are far better than if a flier drops over the desert or in the sea.

The Japs shot down many ATC planes early in the war by painting their DC-4's with U. S. insignia. Flying up close, the Japs waited until they had perfect targets, then fired. U. S. planes had to be repainted. Now, however, the Japs from the hump. Early in the war, Roosevelt have been pushed back a considerable distance ordered the army to fly 10,000 tons per month over the hump to Chiang Kai-shek. Some brass hats threw up their hands, said this was impossible. ATC, however, met the schedule; today is flying 50,000 tons per month over the hump.

Before Pearl Harbor, Roosevelt ordered special fighter planes rushed to the British in Egypt where Rommel had General Montgomery's back to the wall. However, fighter planes couldn't make the long trek across Africa without refueling and there was no airport in the heart of the continent. One day an American engineer was dropped off a plane almost in the center of Africa, in French territory not far from the Sudan. He had his pockets stuffed with money, and his head stuffed with ideas. That was about all. He also had instructions to build an airport. Six weeks later the ATC came back and he had a 4,500-foot sodded runway in fairly good shape. He had drafted most of the camels and most of the natives in that part of Africa and paid them plenty to do the job. Fighter planes immediately began crossing to the Egyptian front and the British army staged its comeback. Today the French are making diplomatic inquiries as to this airport, apparently with a few taking it over.

Another great engineering feat was at Ascension, the island rock in the middle of the south Atlantic. The ATC needed Ascension to make the hop from Brazil to Africa. Only trouble was that Ascension is solid rock with a peak in the center and no room for a runway. However, one ATC engineer took a look at it, told General George: "If you give me 90 days and plenty of steam shovels and dynamite, I'll build an air base." George gave him the equipment, and 90 days later the ATC had a base. Ascension is British-owned and is one island regarding which the USA has no rights after the war. Another is Newfoundland. When we traded 50 over-age destroyers for island bases, the state department forgot to include Newfoundland. This is the most important base of all when it comes to flying the Atlantic. The USA has built one of the world's finest airports on Newfoundland but we will have no right to use it after the war. Why the state department left Newfoundland out remains a mystery. The British would have given us anything we asked for at that time.

Fifty million letters were flown by the ATC to Europe in April. This peak load has now dropped off due to troop transfers out of Europe, but the ATC has been the largest mail carrier in history. Also it runs the world's greatest hotel chain. It must be prepared to handle 1,000 a night at Natal, Brazil, also feed them. ATC hotels are scattered all over the world to handle ferrying and combat pilots. When the weather is bad, hotel facilities overflow. ATC flew about half the combat planes across the Atlantic, the rest being flown by combat pilots. They made the hop in big batches of 50 to 100 at a time. Today the ATC has the job of flying these planes back to the USA, then on to the Pacific. Most people don't realize that we are taking all planes out of Europe unless damaged. Damaged planes are dismantled and their spare parts used to repair others slightly damaged.

(Copyright, 1945, by the Bell Syndicate, Inc)



Delores Ruse

Delores Ruse, daughter of Mr. and Mrs. Claude A. Ruse of Plattsmouth, is a true blond with blue eyes.

Delores was born at Merna, Nebraska, at the age of four the Ruse family moved to Plattsmouth where she attended grade school and graduated from high school in 1944. She is a member of the Methodist Church where she teaches a Sunday School class. She was Junior Class president and president of the student council during her senior year. She attended the Nebraska University for one year, taking a pre-nursing course. She plans to complete the pre-nursing course at some future date and then hopes to take up nursing as her vocation.

Delores is eighteen years of age and has been employed at the Glenn L. Martin Plant where she is doing her bit to speed up production for the war effort. She is employed as a typist and filing clerk at the plant.

Rev. Lee Huebert's Mother Dies Sunday

Rev. Lee Huebert, pastor of the United Brethren church at My-

Gerald M. Eastham Given Bronz Star

SOMEWHERE IN THE PACIFIC—Lt. Gerald Martin Eastham, (MC), USN, of Omaha, son of Mrs. Grace Eastham, was recently awarded the citation and Bronze Star Medal for meritorious achievement as medical officer of a beach party during the assault and capture of Iwo Jima Island.

Lt. Eastham's citation reads, in part: "Through his excellent leadership, in the face of enemy fire, he directed the efforts of his corpsmen and provided for the rapid and efficient evacuation of many casualties. With professional skill and courage, he contributed materially to the saving of many lives."

Lt. Eastham graduated from Naponee, Nebraska, High School in 1936, and received his degree in medicine from University of Nebraska College of Medicine in 1943. His wife and two sons reside at 2838 Madison Street, Omaha.

Eastham received word that his mother died Sunday evening at 10:30 in Henderson, where she has made her home for the past while. She had recently visited in Myrand for a two week period. Death was caused by a heart attack.

Funeral services will be held at two o'clock Wednesday afternoon in Henderson.

KILLS
Toxite Red Mites Bed Bugs, Fleas, Roaches, Ants, Cattle Lice and similar pests. Use ordinary sprayer. One treatment usually kills for months. FOR COLD spray back most in Quarters, Hoop, Sold and recommended by

Schreiner Pharmacy
PHONE 221

Special!
Mens Work Uniforms
Mail mans blue herringbone. Wide belt loops. Heavy pockets. Made by "Dickies" Texas factory.
\$2.94
Shirt Exact Match
\$2.94
Wescott's

KASS COUNTY BOND KARNIVAL ON JUNE 28TH Let's Prove We're All in this TOGETHER



BACK THEM UP IN THE BIG SEVENTH

... We've got the biggest home front battle of the war to win right now. It's buying more bonds during the giant Seventh War Loan than we've ever bought before.

THE SEVENTH IS A DOUBLE DRIVE! ... Last year by this time, we had two drives—the Seventh is the first drive of this year. And, remember, it must do the job of two!

... Be sure and find your quota—then exceed it. Every bond you buy helps bear the tremendous cost of fighting a victorious war thousands of miles from home. And don't forget—bonds are still the world's best investment. ... Buy more bonds during the Seventh—buy them at home, at your office, at your local bond booth. But buy them today.

SUPPORT THE MIGHTY 7th WITH BIGGER BONDS!

STYLECRAFT