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ESTABLISHED 1881

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Aviation Anniversary

Those who have come to accept transcontinental air travel in a completely matter-of-fact manner are likely to find it difficult to realize that this particular phase of transportation is just now rounding out 25 years of operation.

Although it seems incredible that such advances could have been made within a quarter century, it is a fact that Sept. 8 marks the 25th anniversary of the first scheduled air operation between the Atlantic and Pacific.

It was at 6:14 a. m. on Sept. 8, 1920, that the first such plane—a DeHaviland with 400 horsepower motors and carrying 400 pounds of mail—took off from Mineola, N. Y., on the first leg of the first such transcontinental journey. Planes carried the mail cargo by day, and trains by night. More than three days later, at 2:25 p. m. on Sept. 11, the mail plane landed at San Francisco. Less than six months later, on Feb. 22, 1921, the first demonstration of day and night flying of the transcontinental mail was made. A flight from San Francisco to New York was completed in 33 hours, 21 minutes.

Those achievements properly excited world-wide wonder at the time. Yet how puny they now seem compared with routine, present-day schedules.

Dozens of giant planes operate on daily transcontinental schedules with clock-like regularity in all except the most forbidding weather. The first transcontinental flight speed average of approximately 90 miles per hour has been boosted to around 200 mph. The aggregate mail loads of a single day often exceed the poundage of the first entire year. The operation has become one of the most exact of sciences. And of course, transcontinental air passenger travel has become entirely routine.

Nor do any of these represent the ultimate in achievements.

On the contrary, the day may not be far distant when everyone will recognize that commercial aviation of today still was in its infancy. Immediately ahead is the promise of scheduled cross-continent flying in nine to 10 hours. And those who are considered conservatives, they are not classed as visionaries—predict that the time is not far distant when that time will be reduced very substantially. When one hears discussions of rocket-plane speeds of 1,000, 1,500 and 2,000 miles per hour, no one knows what the future may hold.

Thus, Sept. 8 represents an important anniversary in the history of the nation's and the world's transportation. From that date, it might properly be said, aviation definitely began to prove itself the sure and swift messenger and servant of mankind.

QUESTIONS and ANSWERS

Q—What is the largest manufacturing industry in the United States?
A—According to data for 1939, last prewar year, the motor vehicle and parts industry ranked first in number of employes, money spent on materials and value of products.

Q—Who is the head of the Tennessee valley authority?
A—David E. Lilienthal is chairman.

Q—What was the date of the assassination of Leon Trotsky?
A—Aug. 20, 1940.

Q—Who was the last czarist ruler of Russia?
A—Nicholas II reigned from 1894 until his abdication in 1917 after the March 12 revolution. He and his family were executed in 1918.

Q—How old is the Suez Canal?
A—76 years.

Wars May Come and Wars May Go



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evidence of fire.

There were quite a few people in the streets. I noticed some poking around in the ruins of a house. Others were pulling carts, presumably heading toward the country with what possessions they could salvage.

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transmission to the soviet government.

7. Surrender negotiations between the Japanese and Admiral Lord Mountbatten's southeast Asia command at Rangoon were reported progressing smoothly with early British occupation of Singapore likely.

8. Soviet amphibious troops occupied three more islands in the Kurile chain, north of Japan, and increased their bag of prisoners in Manchuria, Korea and Sakhalin to 408,000.

Though American troops will begin landing in strength south of Tokyo next Thursday, it may be weeks or months before they occupy the capital itself, an Okinawa dispatch said. American air raids have destroyed most buildings suitable for headquarters and barracks, the dispatch said.

FLASHES FROM THE WIRES

HOUSTON, (U.P.)—The U. S. weather bureau reported at 12:30 p. m. Monday that the terrific hurricane lashing the Texas coastal area was centered about 20 miles south of Placidos and moving slowly northeastward. The storm, which already had cost at least six lives and thousands of dollars of property damage between Port Eisebell and Corpus Christi and Talicois.

WASHINGTON, (U.P.)—Representative Harold Knutson, representing the house ways and means committee, predicted Monday that congress would cut next year's individual income taxes about 20 per cent. Knutson told reporters it was "his guess" that a 20 per cent reduction "across the board" in present tax rates would be made effective January first.

BARBS

UNCLE SAM says there will be 3,500,000 radios by Christmas. Keeping right in tune with the times.

With some of the young folks, moonlight makes the most popular dance step, sitting it out.

The fair ones are going to step into something pretty nice around Thanksgiving time. Nylons will be back!

Close to \$2000, believed hidden by a thief, was found in the laundry chute of a Kansas City home. It all came out in the wash.

As the summertime flowers fade out, the fall ones begin to blossom. Mum's the word!

EDSON'S WASHINGTON COLUMN

(Peter Edson is on vacation.)

BY DOUGLAS LARSEN
NEA Washington Correspondent

WASHINGTON, D. C.—Women have made permanent inroads in practically every business and profession during the war, except as doctors, according to a report by Women's Bureau of the Department of Labor.

It takes about one doctor per thousand civilians to meet average needs. It takes a little more than six to care for the needs of men in uniform. The obvious reason for the doctor shortage during the war is that 10,000,000 of the population needed six times as much doctor care. Increased industrial activity also created a greater need for doctors.

HERE are some of the reasons given by the report:

"Length of the training program for medicine as compared with other professions is of itself a deterrent to many women.

"Before the war, an estimate of \$1000 a year was considered a conservative allowance for a medical education budget for a single year; \$1200 is a safer allowance now. Since the war, tuition rates as well as other expenses have increased. The average tuition fee for medical schools in 1943 was \$409 as compared with \$378 in 1940."

Compared with men, women haven't done too well financially in the medical profession. For all physicians, the average net income in 1941 was \$5179. Half the physicians netted less than \$4000 and 13 per cent earned more than \$10,000 in that year. According to the National Federation of Business and Professional Women's Clubs, the average woman physician among its membership earned \$3000 in 1942.

Highest ratio of women doctors is in the West. Lowest is in the South.

WOMEN had a tough time in convincing the Army and Navy they could be useful to the service in uniform. In 1944, 75 were commissioned officers in the Army, 38 in the Navy, and 20 in the Public Health Service.

The report says more women doctors marry than the average of other professional women. In 1940 half of the women doctors were single, one-third were married, one-seventh were widowed or divorced. In the same year two-thirds of all women in other professional and semi-professional work were reported single.

The average woman physician is younger than men physicians with an average age of 41.3 years, compared with 44.1 for male doctors. As a result of the stepped-up training of male doctors by Army and Navy, there has been a fear expressed that the field will be overcrowded and women will be completely ousted. But surveys reveal that there never has been a time when all the medical needs of the population have been met.

Director Tells Teachers of New Retirement Plan

Fifty-one Cass county teachers Monday morning heard C. H. Rhoades, director of the Nebraska teachers' retirement system, explain the pension plan which was created by the 1945 unicameral legislature. The institute is a one-day affair being conducted by County Superintendent L. A. Behrends.

Rhoades also discussed geography with the teachers. His talk was followed by discussions of school health problems by Hazel Owen, Cass county public health nurse, and Gertrude Mehner, supervisor of nurses of the Cass-Sarpy-Otoe health unit.

During the Monday afternoon session of the institute, held in the district court room of the Cass county courthouse, A. R. Jensen of the editorial department of the MacMillan company, discussed reading with the instructors.

LaVerne Shafer, Cass county home extension agent, told the teachers about hot lunches during the afternoon session. Supt. Behrends showed several educational moving pictures to close the institute.

Andorra, a republic in a valley of the Pyrenees, has enjoyed undisturbed sovereignty since 1278.

HEAP BIG BARGAIN

CHICOPEE, MASS., (U.P.)—The land that now comprises the city of Chicopee was deeded by Indian Nippusuit to William Pynchon for "15 fathom of wampum by tale accounted and one yard and three-quarters of double shaggy bags, one bow, seven knives, seven payer of sessars and seven owles with certain fish hooks and other small things given at their request."

ABE MARTIN



The hardest thing about sudden adversity must be gittin' used t' ordinary shirts. Some folks seem t' specialize on makin' a short story long. (Copyright, John F. Dille Co.)

The WASHINGTON MERRY-GO-ROUND

By DREW PEARSON

Sergeant Max Novack Says: Returning G. I. Years for Civilian Life; Veteran Prefers Sound Job Planning to Bonus; Soldier Sees Better Education as Curb to War.

NOTE—While Drew Pearson is on vacation Sgt. Max Novack who writes 'What's Your Problem' for Yank, the army weekly, contributes a guest column on the returning soldier.)

By SGT. MAX D. NOVACK
Associate Editor of Yank

NEW YORK—Ever since the first G. I. donned khaki for what was then supposed to be a year of military training, experts have been telling anyone who would listen what the returning veteran will want. Some of the pundits have shown an acute understanding of the civilian-turned-soldier. Others have completely missed the boat.

To the man in uniform most of the arguments have sounded like so much hogwash and wishful thinking. The theory that the youngster who left prep school to carry a gun against the forces of fascism would remain sweetly unsophisticated and immature after having seen something of the rest of the world and the evils of dictatorship has been a special gripe of the man in the foxhole. The belief that all the G. I. could possibly want would be found in a piece of homemade blueberry pie a la mode is a constant source of irritation to men in uniform.

The chief thing the man in uniform wants is to return to civilian ways of life. No one who has not had to forego the right of individual action for from two to four years can possibly understand the importance of being able to make his own decisions.

Only the man or woman who has had to take orders, some of them without any apparent reason, for long periods of time could possibly hope to appreciate the determination of the veteran-to-be not to have others do his thinking for him. This is why so many G. I.'s are incensed at those who attempt to speak for the man in uniform and who try so hard to set the veteran up as a man apart from all other mortals.

The G. I. doesn't want to be put in a special category when he gets out of uniform. While he wants a job for himself he is also intelligent enough to realize that there must be jobs for others or his own job won't last. Above all, he does not want an economy of special privilege for those who have been in service.

No Cash Hand-Out

Some G. I.'s are carried away by the prospect of a cash bonus. While congress has not as yet passed any bonus legislation, numerous bonus bills have been introduced on Capitol Hill and leading members of both houses have spoken in favor of a bonus. Bonus legislation is therefore a definite possibility. Not all G. I.'s, however, favor a bonus. Some of them realize that bonuses are just cash hand-outs and do not guarantee or cannot replace the security of jobs.

These G. I.'s would prefer job planning to bonus legislation. They are well aware of the pressure that will be exerted in favor of a bonus and the easy way out that a bonus represents. They remember all too well what happened to veterans of other wars who settled for forty-acres-and-a-mule or a cash hand-out. They do not want that to happen again.

In the past, very little planning has been done for the veterans of America's other wars. When the veterans of the Spanish-American or World War I came home they found a nation entirely unprepared for their return. The veteran of World War I was given \$60 in cash, a pat on the back and 18 years later he was paid off via the bonus.

The veteran of this war wants to be sure that some plans are made which will guarantee him against unemployment and the necessity of ever having to carry a gun again. The action of congress in approving Dumbarton Oaks and the united nations security council has given the G. I. a feeling that at last the first steps have been taken towards doing away with future wars. Now, he is waiting to see what will be done about insuring jobs in a postwar economy.

Revamping G. I. Bill

The initial steps taken by congress to provide for the veteran via the G. I. bill of rights and other legislation have met with approval so far as the men in service are concerned. This is not to imply that all G. I.'s are entirely satisfied with the law as it now stands. They are not. But, they are aware of the fact that legislation is already in the works to improve the law on the basis of actual experience. This tends to reassure them.

However, many G. I.'s realize that merely providing free schooling, government-guaranteed loans and unemployment protection does not mean that all their problems will be solved by the G. I. bill of rights. They also want some assurance that other weaknesses in our democratic way of life will be corrected by the time they get ready to put on the blue serge suit. Or, at least, within a reasonable time thereafter.

For one thing, they want to be sure that racial and religious intolerance will not continue to be a barrier. They have lived with men of other races and religions and have learned to understand them.

For another, many G. I.'s feel that better planning is needed for sounder educational methods to insure their children against the possibility of another war. With that in mind, they ask that international affairs, history and political government be taught so as to make them living things instead of dull routine.

Many of the G. I.'s also want compulsory high school education for all, slum clearance, low-cost housing projects and universal or group hospital and medical care. If these come into being, they feel that the better world they have heard so much about will actually come about in their and their children's time.

Be Ordinary Citizen Again

All these require planning and leadership. For both of these the G. I.'s are looking to Capitol Hill and the White House.

Once they are assured that such plans are being taken care of and their security in the postwar world is guaranteed, the veterans will be able to turn to the more local and personal problems facing them in their home communities.

Above all, the veteran does not want to be treated as some strange or curious being who is slightly "teched" in the head. The G. I. has heard so much about rehabilitation for the returning veteran that he sometimes wonders if he will be met with a straight jacket or a brass band when he finally gets home.

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OUT OUR WAY

By J. R. Williams



Studebaker Resumes Making Passenger Cars Early October

SOUTH BEND, Ind.—The removal of wartime production controls and the cancellation of military contracts will enable the Studebaker corporation to resume passenger car production early in October and to attain higher levels of manufacture in the final quarter of this year than had been authorized, K. B. Elliott, vice president in charge of sales for the company, stated Monday.

Initially, Studebaker's entire passenger car production will be concentrated on the Champion the company's offering in the lowest price field, Elliott disclosed.

"Now that our military contracts have been cancelled we can accelerate our Champion production program," he said. "The Champion engine was used to power the Studebaker military personnel and cargo carrier known as the Weasel. As a result, the Champion engine line remained intact throughout the war and its output now can be diverted exclusively to civilian use."

"Production facilities for our higher priced models, on the other hand, had to be dismantled in order to provide war production facilities quickly. Consequently, manufacture of our higher priced models will be resumed somewhat later as it must await the rearrangement."

The 1946 Champion, Studebaker's first postwar offering, will be distinctively new in appearance and will feature improved riding qualities, Elliott said. It will be offered in four body styles—two door and four-door sedans and two coupe models—and in a wide variety of colors.

PRINCETON, Mo.—(U.P.)—The fabled cow that jumped over the moon couldn't do much more than a four-month-old calf owned by Harold Alley can do. The calf jumped a six-foot barnyard fence, five pasture fences, and ran across several miles of pastureland before Alley could catch her.

Let me figure on your brick homes or all kinds of brick plastering and cement finishing. I will take your job by the hour or contract. See me at 617 5th avenue after 5:00 p. m.

WM. STASTNY
Contractor and Builder

SALUTE to RESEARCH Month

In tribute to the heroes of science... unheralded or known... we dedicate this event. To those who labor with test tubes, white mice, guinea pigs, never accept defeat. To those whose unselfish devotion never slackens that a way may be found for their fellow men to live healthier and more fully... we offer what honor we may bestow and a grateful salute.

TO SIGNALIZE REXALL'S SALUTE TO RESEARCH MONTH, WE SALUTE YOUR GOOD SENSE OF VALUES WITH THESE HIGH QUALITY REXALL PRODUCTS, MANY AT Special Savings

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29c HASKELL'S MILK OF MAGNESIA	PINT 23c
25c PURETEST CASTOR OIL	17c
25c PURETEST SODA MINT TABLETS	19c
49c RIKER'S PETROFOL MINERAL OIL	PINT 37c
100c REXALL PURETEST ASPIRIN TABLETS	49c
8 OZS. REXALL GYPSY CREAM FOR SUNBURN	50c
75c CARA NOME FACE POWDER—PERFUME	29c*
\$2.39 FORTIFIED VITAMIN B COMPLEX	\$2.19
75c PURETEST YEAST AND IRON TABLETS	49c

*Plus Tax

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