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Food and Politics

We don't know whether Alfred M. Landon's recent speech on President Truman's bread-for-Europe program was reported in European papers. If it was, a great many decent, unoffending hungry people of that continent must have been surprised and disheartened at the former presidential nominee's statements.

Mr. Landon spoke of our sacrifices, and of our continuing to bear the burdens of the whole earth. He held this government "passively responsible" for blundering policies which make our sacrifices necessary. He told his audience that "raiding our national pantry to soften the adverse effects of allied policy in Europe will not cure the situation." And, strangely enough, he found the root of the whole trouble in the "iniquitous Morgenthau plan for defeated Germany."

Allied policies in Europe (which certainly aren't flawless) are the outcome of an agreement reached at Potsdam by President Truman, Premier Stalin and Prime Minister Attlee. They are not the Morgenthau plan.

It will be recalled that Mr. Morgenthau favored, among other things, a drastic curtailment of German industry and a greater emphasis on agriculture. If his plan were in operation, it seems unlikely that a heavier emphasis on agriculture would bring about starvation or, since Germany imported much food before the war, increased farming there would increase hunger throughout Europe.

But Mr. Landon contends that the Morgenthau plan is in operation, and implies that it is the reason behind our "sacrifices"—monumental deprivations which may force the world's best-fed people to eat wheat bread which contains a little more of the grain husk, and to drink alcoholic beverages made from grains other than wheat.

Apparently Mr. Landon is intent upon torturing a tragic inevitability into a domestic political issue. He seems to favor a protest against "blundering allied policies" at the expense of hungry people.

The consensus of returned travelers from postwar Europe (a group that does not include Mr. Landon) is that Europeans are not eating well or even adequately. The predicted causes of food shortage are now actualities, and there is a concentration of food in black markets at prohibitive prices.

Our greatest blunder has been our failure to face the facts earlier and to take really effective steps toward solving the problem of a hungry Europe. There is just cause for criticism in our premature lifting of food controls, in our lack of planning, in the various ham-stringings of UNRRA. But instead, Mr. Landon criticizes our belated attempts to make amends.

Q—What is the "trial of the coins" ceremony?

A—The annual pilgrimage of the Assay Commission to Philadelphia to test purity and weight of silver coins.

Q—Does freedom of the press exist in Turkey?

A—One wonders. Recently four editors were jailed for criticizing ministers and national assembly members for the way they performed duties.

Q—What food supply normally imported from Korea is Japan losing at present?

A—36,000,000 to 54,000,000 bushels of rice a year, the usual import. Korea can't export any rice to Japan at present, so Japan is looking to Siam.

The WASHINGTON MERRY-GO-ROUND

By DREW PEARSON

WASHINGTON—The man who heads the list as Harold Ickes' probable successor is Bartley Crum of San Francisco, who, like Ickes, is a liberal republican.

Crum was chairman of the committee of independent republicans for Franklin Roosevelt during the 1944 campaign, which, together with Senator Ball of Minnesota, pulled a lot of GOP ballots over to the Roosevelt-Truman ticket.

During this campaign, Crum became a close friend of Democratic National Chairman Bob Hannegan who later offered him several jobs as a reward for his services. One was as a member of the Federal Communications Commission, another was as a federal power commissioner. Crum however, turned them all down.

At one time last summer when it looked as if Ickes was on his way out, Hannegan also suggested Crum as secretary of the interior.

Crum's reply was: "You have too good a man in that job already."

At present, Crum is in the near east as a member of the American-British committee on Palestine.

A relative newcomer in politics, Crum first became prominent as an original member of the Wilkie brain trust. He was one of Wilkie's chief far western strategists and campaign advisers, but, like Wilkie, for some time had leaned toward Roosevelt. In fact, Crum was confident that, had Wilkie lived, the former republican candidate would have announced candidacy for the late president.

Finally, during the fall of 1944, Crum himself declared publicly for Roosevelt and helped organize the independent republican committee for FDR.

NOTE—The far west long has wanted a westerner appointed as secretary of the interior.

Last of the Mohicans
On the morning that Harold Ickes resigned as secretary of the interior, his friend Henry Wallace, as usual, walked four miles to work. As he walked by the interior department, the secretary of commerce looked up and said: "The Old Curmudgeon is really going this time. Once there were ten little Indians; now there's only one."

Whereupon he continued walking to work—the last of the Mohicans.

NOTE—Henry Wallace was sworn into the original Roosevelt cabinet as secretary of agriculture just a few minutes after Ickes. As secretary of interior, Ickes preceded him, therefore had served in the cabinet longer than Wallace—up until yesterday.

Congressional Husband
Believe it or not, but Harry Luce, shy, powerful plunger of Life, Time and Fortune, is going to be initiated into the ladies section of the 78th Club, an organization made up of the wives of sophomore congressmen who served their first term with the 78th Congress.

Luce happens to be the one man in America eligible for membership in this exclusive ladies organization—due to the fact that his wife, Claire Boothe Luce of Connecticut, came to Washington as a member of the 78th Congress. No other man in the United States has this distinction.

At first the ladies didn't think that Harry would want to join. However, since they, as the wives of sophomore congressmen, are members, they didn't see why the husband of a sophomore congresswoman shouldn't also join the 78th Club.

So Mrs. Joseph Farrington, attractive wife of the delegate from Hawaii and president of the club, wrote to Mr. Luce, suggesting that they would like to entertain him on any Wednesday.

He replied in a charming note, saying that he would be glad to come to Washington on April 10, because, he said, "that is a Wednesday and also it's the congresswoman's birthday." So on April 10, the 78th Club will celebrate Claire Luce's 43rd birthday and also initiate her husband into the club.

Four Months Too Late
Only a few people know it, but President Truman could have saved himself—and the nation—about four months of economic headaches over wages and prices. Inside fact is that exactly the same plan he is now adopting, of putting both wages and prices under Chester Bowles, was urged on Truman last October.

At that time, John Snyder asked a small group of brain-trusters to chart the future of the War Production Board, which "Cap" Krug, its then chairman, was anxious to dismantle altogether.

The economic brain-trusters—working under Bob Nathan—recommended that the remains of WPB be joined with OPA under a single head, Chester Bowles. They pointed out that production and prices were correlated problems and must be handled together.

They even proposed that Bob Hinckley, former under secretary of commerce and an A-1 man, take over production problems under Bowles, while William Batt of WPB handle prices, also under Bowles.

At that time, however, John Snyder wouldn't take Bowles. He wanted none of him. Also industry didn't like the idea of being under a man as forthright and uncompromising as Bowles. So Snyder turned the whole thing down.

But today, after four months of inside bickering which has seriously affected the economic life of the nation, exactly the same plan is being adopted. Bowles is taking over both prices, wages, and production. Weeks of wrangling and national indecision could have been saved if Harry Truman had not listened to his old friend from the Missouri National Guard, John Snyder.

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The most popular composers among servicemen in Europe during the war were George Gershwin, Irving Berlin and Victor Herbert, according to a survey made by Pauline Manchester, instructor of piano at Northwestern University.

A Farewell Gesture



French Speed Rebuilding of Railroad System

PARIS (U.P.)—Despite the tremendous damage suffered by France's railroads during the war, reconstruction has been proceeding at such a pace that officials in charge of the program are optimistically pointing to 1946 as the year which should see a near-return to prewar normalcy.

Although admitting there still is a tremendous job ahead if reconstruction is to be anywhere near complete by the end of 1946, officials here point with enthusiasm to what already has been accomplished.

They point out that what has been done was accomplished despite the fact France has been suffering from the most acute shortage of coal in its history, to say nothing of a shortage of almost every kind of material vitally needed in the reconstruction of a war-devastated railway system.

In September, 1944, the nation's railroad seemed almost beyond hope of repair. There wasn't a single phase of the system which had escaped damage. Locomotives, freight and passenger cars, tracks, stations, freight yards, bridges, repair shops, sidings—all had been seriously damaged by the war.

Purchase U. S. Engines
Out of a total of 17,000 locomotives which France had in 1939, 11,800 remained following the Liberation. But actually only 2,900 of these were usable. Today there are 12,800 engines in France, 8,100 of which are in running order. Damaged locomotives are being repaired at the rate of 100 per month.

To rebuild further their depleted stock of engines the French have placed orders in America and Canada for 1,340 engines, with delivery expected during 1946. Some of the engines, 1,200 of which will come from the U. S. and 140 from Canada, already have arrived at Marseille.

Before the war there were approximately 460,000 freight cars in France. Only 230,000 remained following Liberation. But today the French are repairing their damaged cars at the rate of 2,000 per month.

In addition, delivery is expected this month on 1,500 cars ordered from the United States, while future plans call for the eventual purchase from America of some 36,750 cars if financial arrangements can be worked out.

Rail Yards Repaired
Besides these, 3,000 freight cars have been received from England, and delivery on an additional 7,000 has already started to come through.

But there, as with locomotives, the French aren't relying on imports alone. Others placed with their own industry call for the production of 11,220 cars as soon as possible and an additional order for 21,000 cars is planned pending the arrival of necessary materials from the United States and Canada. Delivery of these, however, is not expected for at least two years.

About 40 of the big rail yards were destroyed up to 80 per cent or more during the war. Today these yards are approximately 75

per cent repaired. Some of them are actually handling more cars today than they did in 1943.

Throughout their repair of all installations, especially destroyed stations, depots and repair shops, the French are carrying out an ambitious plan of modernization.

They are taking the point of view that, regrettable as the destruction is, it at least offers a chance to do some long-needed reconstruction along modern lines. Stations are to be considerably enlarged, while repair shops will be strategically located throughout France and furnished with the latest equipment.

According to government officials, particularly notable progress has been made during the last six months in the development of freight and passenger traffic, despite the coal shortage.

Freight imports from other European countries, while still short of the 1938 figure, today are far exceeding the 1943 level. Loaded cars crossing into France in January, 1944, totalled only 76,000 weekly. Today the number is well over 225,000.

Foreign Service Restored
Passenger traffic also made important strides. Many of the principal express lines have long since been back in operation. Reaching speeds as high as 75 miles per hour, they connect Paris with such important French cities as Lille, Strasbourg, Bordeaux, Le Havre, Lyon and Marseille.

Many of the prewar international lines also have been re-established. Trains connecting the French capital with Bale, Berne and Geneva already are operating. The Paris-Frankfurt line recently was extended to Berlin, while the Paris-Rome line, via Milan, opened in December. And according to officials the Paris-Innsbruck line will be extended to the Austrian cities of Linz and Vienna and shortly on to Prague.

Boat trains from Paris to London, via Dieppe and Newhaven, have been in operation for nearly a year, while others to London, via Calais and Dover, and via Dunkerque and Dover, are scheduled to begin operation this spring.

Service to Madrid and Lisbon will be resumed, according to officials, when "conditions in those countries" permit doing so.

University Beauty Queens Announced

LINCOLN—The University of Nebraska's 1946 beauty queens were announced at the annual student foundation tea dance late Thursday afternoon at the student union ballroom.

They are: Marcella Schmid, Sebeha, Kansas, sophomore; Barbara Blackburn, Grand Island, junior; Jean Bogan, Lincoln, sophomore; Betty Gompert, Mitchell, freshman; Coleen Kohoa, Lincoln, junior; and Betty Jean Latta, Omaha, junior.

The winners were selected from an original group of 44 from which twelve semi-finalists were selected by violinist David Rubinoff. The final six were selected from photos submitted to Harry Conover, head of the New York model agency.

Read Journal Want Ads
Use Journal Want Ads

University Students Favor Hospital as Living Quarters

LINCOLN, (U.P.)—Overwhelming acceptance of the hospital site at Lincoln Army Air Field as a suitable place to live while attending school was indicated Saturday in first returns of a University of Nebraska survey.

Seventy of the first 75 questionnaires returned to the university said the hospital site would be acceptable if converted into family-type apartments.

Lee Chatfield, assistant dean of student affairs in charge of housing, urged all married veterans now enrolled, or planning to attend the university, to call at or write the office of the dean of student affairs at the University of Nebraska for the survey questionnaire. He said the survey would have a bearing on the scope of reconversion work at the hospital site.

The possibility of converting part of the hospital site into apartments capable of housing 300 families is now being studied by a Lincoln Chamber of Commerce committee. The project would cost an estimated \$250,000.

Over half the veterans answering the survey thus far have one or more children, and in response to a question in the survey some said they could supply certain items of furniture should this equipment be unavailable immediately. Fifteen said they had their own transportation but the remainder said adequate bus facilities would be a major factor in living at the hospital site.

The apartments would be of one and two bedroom capacity, renting for \$35 to \$40 monthly with utilities furnished.

J. Edgar Hoover Voices Approval of Presbyterian Fund

Approving the program of the Presbyterian Restoration fund, J. Edgar Hoover, director of the Federal Bureau of Investigation said today that Americans cannot stand by and permit our children to grow up in Christian America without ever attending religious services.

In a letter to Frank M. Totton, vice president of the Chase National Bank and chairman of the the National Laymen's committee of the restoration fund, Hoover said in part, "I am happy to learn that the Presbyterian Restoration fund will help combat juvenile delinquency in the United States. The continued greatness of our nation rests in large part on the shoulders of our youth.

"I heartily approve of any cause which has Christian teachings and guidance to youth as its objective. The social, recreational, and religious activities which the Presbyterian Restoration fund will provide in war-created industrial communities where there are no churches and Sunday schools should serve to eliminate the juvenile delinquency problem in areas where it has become most serious.

"A child who comes in contact with religion, even if he but once a week, is far less apt to become a juvenile delinquent than one who never enters a church."

EDSON'S WASHINGTON COLUMN

BY PETER EDSON
NEA Washington Correspondent

WASHINGTON, D. C.—(NEA)—Backstage maneuvering in the fight to confirm ex-Democratic National Committee Treasurer Edwin W. Pauley for the job of Undersecretary of the Navy has been highly amusing.

Before President Truman sent Pauley's name to the Senate, Democratic members of the Senate Naval Affairs Committee were carefully polled to make sure they would vote to approve the nomination. That's why Pauley was so certain he could be confirmed and that's why he stuck to his guns in fighting for the job.

Before Secretary of the Interior Harold I. Ickes appeared before the Senate Naval Affairs Committee to testify against Pauley, however, Ickes went to the White House to clear his testimony with the President. Where that leaves Truman in this fight is hard for political dopesters to figure. Through Truman's nomination, Pauley, he still let Ickes give his piece against Pauley.

Honest Harold Ickes' slap at Ed Pauley evened an old political score. Several months ago, Judge Welburn Mayock of California went to Puerto Rico for an inspection. It was generally believed Mayock was sent to Puerto Rico by the Democratic National Committee, though it was announced he went as a private citizen. Anyway, when Mayock returned to Washington he let out a blast against Ickes and Puerto Rican Governor Rex Tugwell, an Ickes man. Ickes paid that one back with interest by his condemnation of Pauley's oil deals.

BACK of most of the rumpus stirred up over veterans' affairs today are the membership drives being conducted by Legion, V. F. W., AmVets, Military Order of World War and others. Each wants to outdo ex-soldiers and sailors. That's the reason for V. F. W.-led agitation to substitute an outright cash bonus for the G. I. Bill of Rights. It's also the reason behind Legion Commander John Stelle's criticism of General Omar Bradley, the Veterans' Administrator.

Eying the rich dues potential of 12 million discharged servicemen, Washington staffs of veterans' organizations are playing politics and lobbying all over the place. Idea of putting the Legion actively in politics was voiced by ex-Commander Edward N. Scheiberling last fall.

THE Wagner-Ellender-Taft Housing bill is now known as the WET bill. . . . And UNESCO—the United Nations Educational, Scientific and Cultural Organization—is said to be sired by Unecuda out of Nabisco. . . . Koreans are burned up over U. S. Military Government requirements that local officials and translators assigned to the U. S. zone in Korea must speak Japanese, the language the Koreans are trying to forget.

Bread to Receive

MUCH PUBLICITY FOR FEW MONTHS

WASHINGTON, (U.P.)—Bread, a food the average American is used to taking for granted, is going to become one of the most talked of subjects in the nation in the next few months.

You'll read about it in newspapers and the magazines, hear about it on the radio, see it portrayed and written up on our boulevards and posters, and watch movies and newsreels in which bread has the leading role.

The facts about bread will be put before the public in all possible ways in order to drum up popular support for President Truman's food conservation program.

The importance of conserving food, especially bread, will be driven home with such phrases as, "democracy, freedom and the future peace of the world will be imperiled if the people in Europe and Asia are permitted to starve."

Leading off a "thrill" drive, the agriculture department has set forth a set of "simple, everyday ways" to conserve bread.

According to the department, if each housewife would save only a half a slice a day, the national saving would be 500,000 pounds of bread daily.

The department suggested these rules:

Buy bread only when you need it. Keep it fresh by proper storage. Avoid serving more slices at a meal than the family will eat. When bread gets dry, be resourceful—dig up recipes for crumbs and crusts. Substitute oatmeal for toast occasionally. Eat an extra potato instead of another slice of bread.

Consumers will be assured that they may expect no shortage of bread or flour at any time. But they will be reminded that Americans are getting 3,360 calories daily while 100,000,000 Europeans are getting less than 1,500.

In the forthcoming publicity

Yellow River Dike Repair Will Boost China's Food Yield

SHANGHAI—Two million acres of China's richest land will yield food for hundreds of thousands of families when the damaged dikes along the Yellow river are repaired. Reclaiming of this land, which has been flooded since 1938, will shortly be undertaken by the Chinese Relief and Rehabilitation Administration in cooperation with UNRRA.

The project will provide work for some 350,000 needy persons, largely recruited from among refugees. UNRRA will supply necessary machinery and the food which will comprise the greater portion of the workers' pay.

UNRRA Ships Use Belt of 18 Ports

WASHINGTON, D. C.—With the volume of supplies now moving from the United States and Canada both to Europe and the Far East, UNRRA ships are being loaded and are clearing from 18 North American ports. UNRRA soon will be using 250 merchant ships.

East coast ports include Montreal, Portland, Baltimore, Boston, New York City, Philadelphia, Norfolk, Charleston, Savannah and Jacksonville. On the Gulf coast, UNRRA uses Galveston, Houston, Texas City and New Orleans. The Pacific coast list includes San Francisco, Seattle, Tacoma and Vancouver.

THIS CURIOUS WORLD

By William Ferguson

THERE IS NO SUCH THING AS A MAN-EATING TREE.

THE NEAREST APPROACH TO THIS LEGENDARY CARNIVORE OF THE BOTANICAL WORLD ARE SEVERAL SMALL INSIGNIFICANT PLANTS THAT CATCH INSECTS.

Quoting Odds
SEND US AN ODD TO QUOTE.

"TO SHOOT A GUN RIGHT, YOUR FORE-SIGHT MUST BE BACK OF THE HIND SIGHT."

Says LAWRENCE RUSSELL,
Phoenix, Arizona.

DID YOU KNOW THAT YOUR BRAINS ARE 79 PER CENT WATER?

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NEXT: What is bird aning?