

# Washington Digest

## Conference Irons Out World Air Problems

### Future of Commercial Flying Depends on 'Freedom of Air' Pacts, Allowing Planes To Fly and Land Anywhere.

By BAUKHAGE

News Analyst and Commentator.

Baukhage has made a study of that highly important question: Freedom of the Air.

The air transport command, with the help of the American aviation industry, has built up the greatest international communication system in history.

Military and civilian experts alike admit that this tremendous system that links the globe from Arctic to Antarctic and around the world is the result of the "know-how," imagination, energy and initiative which have made this nation what it is today.

How shall the arts of wartime communication be woven into the expansion of American trade development in the peace to come?

Baukhage sets forth some of the leading military and civilian aviation opinions in this series of two articles, appearing as UNCTO (United Nations Council on International Organization) opens in San Francisco.

Some time after V-Day, when the forces of the occupation are withdrawn and the world once more settles back to peace, the greatest international air transport system which was ever built will largely cease to be. That system, the U. S. Air Transport Command of the U. S. Army, criss-crosses the western hemisphere from Nome in Alaska to Rio de Janeiro; from Iceland to Panama City. It stretches eastward across the Atlantic, laces Europe and Africa, reaches India and then swings around the globe by way of Australia, through Honolulu to the Pacific coast.

Over the ATC's more than a hundred and fifty landing fields, the American flag now flies. Big planes travel the routes at the rate of 51 million miles a month, which is equal to 70 trips around the world at the equator every 24 hours.

From the flagpoles on most of those bases, the Stars and Stripes will be lowered after the world has returned to peace. And strange as it may seem, the thing that worries the friends of commercial aviation most is not so much whether Old Glory flies free over those bases, as whether the air over them and the rest of the world is free to the extent that American planes will have access to those and other bases over the globe.

We have achieved freedom of the seas. Why can't we have freedom of the air, too?

I carried that question right into the Pentagon building to the office of one of the AAF officers whose job includes worrying over that important question. He is William Mitchell, lieutenant colonel, United States Army Air Force, assistant executive to the assistant secretary of war for air. This was his answer (Colonel Mitchell made it clear that he was expressing his personal views and was not speaking for the war department, but he stated that his opinions were shared by many other members of the air staff):

"Conflicts over artificial barriers on intercourse by sea," he said, "used to be a fertile breeding ground for wars. But for 200 years vessels of any nation have been able to travel the oceans in peacetime without international supervision, and as a result, this source of international conflict has disappeared."

If he had stopped there I might have left his office feeling quite assured. But that was only the beginning.

### Each Country Rules

#### The Airways Above It

The analogy between freedom of the sea and freedom of the air, it seems, is an attractive one but it won't hold water.

"An airplane does not merely touch the coast of a country," the colonel explained, "it may penetrate into the remotest interior. Accordingly it has become fairly well established that a nation has jurisdiction over the airspace above its land to the same extent that it has jurisdiction over the land itself. The result is that, in the absence of agreement between countries, no plane may cross a foreign border. The air is not free, it is closed."

American ambition doesn't like to be fenced in and already we have mapped a pattern of air routes we'd like to establish when peace comes. Those routes will encircle the globe. Our own civil aeronautics board is in the process of holding hearings to determine which carriers will be certified to fly these routes.

But the certificates issued, says Colonel Mitchell, "will be mere scraps of paper unless other countries consent to operations by United States carriers."

Arrival at such common consent is in the making today, and has been greatly advanced since the state de-

partment called the conference in Chicago last November. Representatives of 52 countries met. At the last minute the Soviet Union dropped out, but certain basic agreements were reached. This conference Colonel Mitchell calls "the civil air part of the peace settlement" because it provided "in the main convention which was prepared, a proposed international organization which might, with respect to air matters within its competence directly affecting world security, enter into appropriate agreements with any general organization set up by the nations to preserve peace."

Colonel Mitchell believes "that the degree, or lack of it, to which the world can be linked by aviation will be an important element in determining whether the nations of the world can be brought together in peaceful understanding."

### Preliminary Agreements Made at Chicago Meeting

Now, what did the Chicago conference achieve?

After considerable discussion in which there were sharp differences of opinion, the conference prepared two multilateral agreements on commercial operations which were separate from the main convention and which any country was free to sign if it wished. They are concerned with the "five freedoms of the air" which will be taken up in detail in a later article. They are (1) the right to fly over a country (2) the right to land for non-traffic purposes (3) the right to disembark passengers, mail and freight from the country of origin of the aircraft (4) the right to embark traffic for the country of origin and (5) the right to do business along the way.

Because all of the countries were not prepared to accept all the freedoms, a choice was provided. One agreement offered, between the signatory countries, merely the first two freedoms. That is right to fly over the country and the right of non-traffic stop, which means permission to stop at an airport for refueling and such purposes.

The other grants all five freedoms, but the fifth could be denied by any country on proper notice to other contracting countries.

At the time this is written the "Two-Freedoms" agreement has been signed (but not definitely accepted) by 34 countries, accepted by four (including the United States, Canada, the Netherlands and Norway).

The "Five Freedoms" agreement has been signed but not definitely accepted by 22 countries; definitely accepted by two, including the Netherlands (without the fifth freedom) and the United States.

The main work of the conference was the writing of a convention on International Civil Aviation and Interim Agreement which will set up an international organization. The conference also recommended a model form of agreement on commercial services to be used in bilateral negotiations.

"The work of the Chicago conference," said Colonel Mitchell, "is merely a blueprint for further activity. A start has been made, but, like Dumbarton Oaks, much remains to be done."

Further details of some of the problems involved and the attitudes revealed in negotiations so far will be set forth in a second article appearing next week.

Australia's famous Empire Air Training Scheme, which provided airmen for Britain, has ended. Ten thousand trained Aussies were promised, 35,000 provided. Of them, more than 6,000 have been killed, 2,000 are missing, 1,000 are prisoners.

## Territory Affected by Russ-Nip 'Falling Out'



With Russia's denunciation of her neutrality pact with Japan, hostilities may break out in the area pictured on the above map. Should hostilities start, some of Japan's better troops that garrison Manchuria to protect key war industries will face Siberian forces of equal if not superior strength. While Russia possesses strategic advantages in the air, Vladivostok and the Siberian maritime provinces are exposed to isolation by quick Jap thrusts.

## President Truman and Family



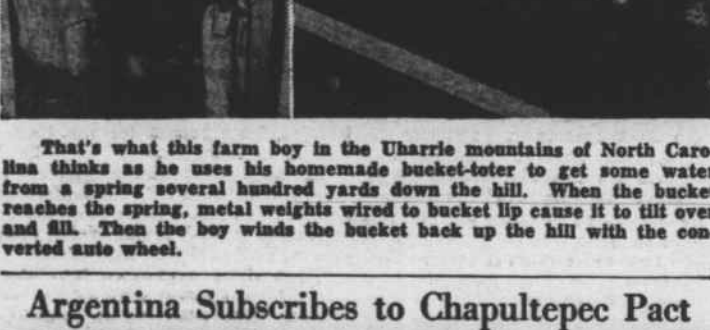
President Harry S. Truman, Mrs. Truman and daughter Margaret are shown during the ceremony when President Truman took oath to become the 33rd President of the United States.

## Why Waste Boypower? Use Waterpower



That's what this farm boy in the Uharrie mountains of North Carolina thinks as he uses his homemade bucket-toter to get some water from a spring several hundred yards down the hill. When the bucket reaches the spring, metal weights wired to bucket lip cause it to tilt over and fill. Then the boy winds the bucket back up the hill with the converted auto wheel.

## Argentina Subscribes to Chapultepec Pact



Adolfo N. Calvo, Argentina's representative in Mexico City, signs the pact of Chapultepec at the secretariat of foreign relations in Mexico, thereby declaring war on the Axis.

## White House Mourns



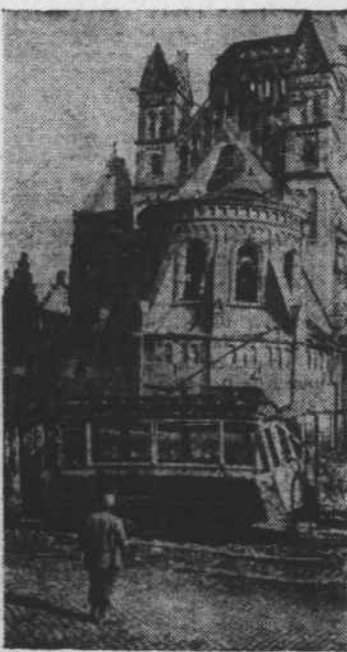
Above photo shows the White House flag at half mast, following the sudden death of President Roosevelt. Lower photo, the President's cottage at Warm Springs, where President Roosevelt suddenly passed away.

## Pappy Helped



Henry Bush, eight-year-old son of Lt. Com. and Mrs. B. H. Bush of San Francisco, Calif., proudly displays this big bonito he landed off Ocracoke island, North Carolina. Of course his pappy helped a little, too. The bonito is a relative of the mackerel, and sometimes comes in close to land.

## Yank Looks at Coblenz



A lone American soldier of the Third Army looks at a wrecked trolley car in front of a damaged cathedral in the ancient city of Coblenz. This historic Rhine bastion fell before the irresistible drive of the Third Army of Lt. Gen. George Patton.

## Senator Entertains



"Baby Senators Night," in the National Press club, Washington, D. C., marks the indoctrination of new members of the senate to Washington life. Here Senator Forrest C. Donnell of Missouri entertains.



## ARMY AND MEAT SHORTAGE.

It happened behind closed doors, but a lot of housewives would have relished being present when Cong. Clinton Anderson's special food committee quizzed an array of Washington bigwigs.

A lot of star witnesses were present, but the army, represented by Maj. Gen. Carl Hardigg of the quartermaster corps, chiefly took it on the chin.

War Food Chief Marvin Jones started the ball rolling when he produced figures showing that last year, when meat was plentiful, the army gobbled up the works by failing to take anywhere near the quantity allocated to it. In the fourth quarter of 1944, the army had asked for one and a quarter billion pounds of meat. Actually, the army took half a billion pounds less.

That, according to the closed-door testimony, was the chief reason why ration points on meat were dropped last year and the housewives got a windfall. The public then got back to the habit of eating meat. But today, with meat far less plentiful, the army has ordered even more than allocated to it last year.

General Hardigg was unable to satisfy the congressmen as to why the army failed to take up its meat last year, or at least failed to put it in cold storage for later use. Had this been done, army demands would now be much smaller. General Hardigg also was asked to report back to congress on meat consumption per soldier in the British army, also in the Russian army. Congressmen also asked Hardigg to report on how much meat was consumed by U. S. troops overseas, as compared with that consumed by troops in the United States.

## RELAXED MEAT INSPECTION

One proposal to ease the meat shortage is to abolish federal inspection in small local slaughterhouses. These slaughterers have to pass state inspection anyway, and most of them are thoroughly reputable. But to sell interstate they must pass federal inspection, so many now sell only within state limits. This is one reason why cattle-raising states are experiencing no meat shortage today.

General Hardigg, however, sat on the idea of relaxing federal inspection. He argued that federal inspection must continue. War Food Chief Jones and War Mobilizer Vinson were not impressed with Hardigg's argument.

"I never tasted federally inspected meat until I was in my 20s," scoffed Texas-bred Jones.

"Out in Kentucky we did all right without federally inspected meat," Vinson agreed. "I never had it until I was out of my teens."

Representative Anderson of Albuquerque, N. M., chairman of the committee, then took General Hardigg to task for the army's system of poultry buying.

"Out my way, where we've got plenty of meat," Anderson said, "the army isn't interested in buying poultry. Here in the East, where meat is scarce, you're taking all the poultry. Why not spread your poultry buying so that in areas where the public has a hard time getting meat it can at least get a little poultry?"

He pointed out that the army is taking 100 per cent of the poultry in the Delmarva area — Delaware, Maryland and Virginia.

Vinson supported Anderson, telling Hardigg: "Try to work that out with the war food administration, General."

## SEVENTEEN SWORD WOUNDS.

INSIDE JAPAN. — The Jap high command ordered 15 divisions out of Siberia a month ago to defend the Japanese homeland. . . . But since the Russians denounced their neutrality pact, the Japs are frantically scouring the country for more troops to bolster the Russo-Japanese frontier. . . . During the Stalingrad battle, the Russians depleted the red army in Siberia. It was the Cossack cavalry, rushed to Stalingrad, which saved it. Now the red army in the east is at about full strength again. . . . New Premier Suzuki of Japan was left for dead on the street when the young fascists of the Black Dragon society murdered most of Japan's moderate leaders a decade ago. He was carved up with 17 Fascist sword wounds. . . . Today Suzuki is front man for Japanese big business which long has leaned toward a negotiated peace. So has the emperor — if they can get it.

## CAPITAL CHAFF

Handsome Secretary of State Ed Stettinius spent several days in New York rehearsing for the state department movie on Dumbarton Oaks. But despite rehearsals, moviegoers get a chuckle out of the way Ed rolls his eyes. Reason is he didn't learn all his lines, had to look at a blackboard just over the movie-camera in order to read them. This makes his eyes roll away from the lens as if he were a torch-singer. Otherwise it ranks as an A-1 picture.

**Gems of Thought**  
A SOCIETY cannot be founded only on the pursuit of pleasure and power; a society can only be founded on the respect for liberty and justice.—Taine.

Nothing ever becomes real till it is experienced—even a proverb is no proverb to you till your life has illustrated it.—John Keats.

But it is as impossible for a man to be cheated by anyone but himself, as for a thing to be and not to be, at the same time.—Emerson.

The shame is not in having once been foolish but in not cutting the folly short.—Horace.

Opportunities are made as often as they happen.

## CLASSIFIED DEPARTMENT

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TOBACCO FARM, 488 ACRES, rich land, timber, worth half of farm, \$25,000.00, P. O. Box 55, Richmond, Va.

### MISCELLANEOUS

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## When Your Back Hurts

And Your Strength and Energy is Below Par  
It may be caused by disorder of kidney function that permits poisonous waste to accumulate. For truly many people feel tired, weak and miserable when the kidneys fail to remove excess acids and other waste matter from the blood.

You may suffer nagging backache, rheumatic pains, headaches, dizziness, getting up nights, leg pains, swelling. Sometimes frequent and scanty urination with smarting and burning is another sign that something is wrong with the kidneys or bladder.

There should be no doubt that prompt treatment is wiser than neglect. Use Doan's Pills. It is better to rely on a medicine that has won country-wide approval than on something less favorably known. Doan's has been tried and tested many years. Ask at all drug stores. Get Doan's today.

DOAN'S PILLS

## BARBS . . . by Baukhage

The April quota of new automobiles is 25 per cent below the March figure—1,500 as compared with 2,000.

Japan junked its old and only political party and created a new one called the Political Association of Great Japan. The old one was called the "Imperial Rule Assistance Political Party." What's in a name, Hirohito?

It looks as if one of the worst pieces of misuse of labor unions is going to be smashed when congress gets through with one "Czar" Petrillo, head of the AFL musicians' union. It all started as a children's crusade when Petrillo banned all school orchestras and bands from the networks but it has turned into a move to stop a violation of the bill of rights.