

Let's Face Facts

Policy Being Developed For Bringing Air Service To Many Small Towns

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Policies that will determine which of America's 6,331 towns with populations between 1,000 and 5,000 will receive some type of airplane service after the war are now in the making. As a result of proceedings before the Civil Aeronautics board in Washington, just what type of service each small town is likely to receive will be decided.

Barrow Lyons It would be a good idea to tell your congressman to keep his eye on this development, which so intimately concerns your town and your business.

Only lack of planes and pilots is holding back a tremendous expansion of air traffic, both commercial and private, which will reach every corner of the country when facilities and personnel become available. The rapidity with which pressure for this expansion has developed within the last year is revealed by the number of applications to establish new air services.

By the end of last August, 233 such applications had been filed with CAB. By January 15, the number had increased to 435, and by the end of February there were 577 proposals before the board for new and additional air services.

Of the 577 there were 469 which related to domestic services involving about 500,000 route miles, compared with 45,000 route miles now authorized. Outstanding certificates of public necessity and convenience now designate 238 cities and towns which may receive air service, but only 23 are towns of less than 5,000 population.

It is clear that the applications before CAB will open a new chapter in air transportation, one that is full of knotty technical and policy problems.

Various Carriers Interested

For instance, some of the existing airlines feel that with their experience and equipment they should be permitted to extend services to cover most of the now unserved towns. But surface carriers, the bus lines and railroads, feel that they should be permitted to protect themselves against probable heavy loss of passengers and freight to air transport by establishing lines of their own. And there are hundreds of small, new companies which desire to service towns too small to be attractive to the larger companies, but which feel they are entitled to assure their existence by entering some of the larger terminals.

Already CAB Examiners William J. Madden and Albert E. Beitel have made an investigation of the need for local-feeder and pick-up air services. Oral arguments on this report were heard beginning on April 5. It has been urged that these should be followed by hearings in regional areas throughout the United States at which local problems could be aired. When the board digests the evidence and gives consideration to establishing an over-all national policy, it will make its recommendations for local standards.

If congress is satisfied with the policies and procedure established by the CAB, no further legislation, except to implement the plan of the CAB with funds, will be required. But in a new field like this, with large and conflicting interests deeply concerned, it would be rather surprising if congress did not take a part in developing policy.

It is virtually certain, however, that as soon as the war ends "strawberry trains" of the air will be carrying fresh fruits and vegetables long distances across our land, and that as the traffic grows more and more of the products from farms and orchards will move in this fashion, beating the fast freight and express trains by many hours.

One of the organizations giving most thought to this development is the Airlines Committee for United States Air Policy, organized to protect the interests of existing air carriers. A subcommittee on air transport of the Railroad Committee for the Study of Transportation, Association of American Railroads, is another body deeply concerned.

The Airlines Committee plans all-cargo services, in addition to hauling passengers. Aircraft manufacturers are designing refrigerator planes—flying freight cars to carry tremendous loads great distances. A plane flying only 100 miles an hour could carry fresh pork from Iowa to the Pacific coast in 15 hours, as against the present time of nearly two weeks.

Pick-up mail services by which a plane without stopping collects mail at small stations along local passenger routes, is a type of air service receiving consideration. Recently two CAB examiners recommended that passenger air service could well be supplemented by this type of operation. Only one carrier, All-American Aviation, now flies a pick-up mail service, using small, single-motored planes that swoop low over a mailbag rigged between two poles, and with a patented pick-up line hook the bag.

Coiffures for Combat and Comfort



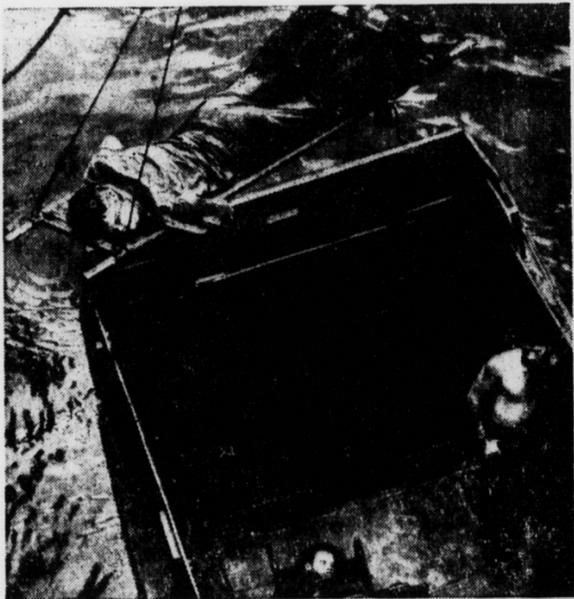
Comfort and the exigencies of combat, rather than convention, dictate the hair styles of our fighting men. Dazzling and sometimes daffy are some of the examples of tonsorial work encountered in fighting zones. Above are a few, photographed aboard a coastguard-manned assault transport in the South Pacific.

War Ballot Commission Meets



The United States war ballot commission, authorized by congress to take administrative action under the new federal servicemen's voting law, meets in the office of the secretary of war for the purpose of formal organization. Left to right, Secretary of Navy Frank Knox; Secretary of War Henry L. Stimson, and Adm. Emory S. Land, administrator of the War Shipping board.

One of the First to Fall at Bougainville



Wounded in the initial invasion at Empress Augusta Bay, Bougainville, this American is hoisted aboard a coastguard-manned transport off shore. He was among the marines and coastguardsmen to leave the ship earlier in the morning, to begin the attack.

Small Quarters for a Large Man



It was late, and Donald Nelson, head of WPB, was sleepy, but the bunk assigned to him aboard an LCT (landing craft tank) was so small, apparently never intended for a man of Nelson's height. He spent the night aboard the LCT going from Solomons Island, Md., to Little Creek, Va., with a labor party inspecting East Coast amphibious bases.

Salute to Signalmen



Loneliest soldiers in the British army are the men of the Royal Signals who construct and maintain the longest military telephone system on earth—the 5,000 miles from Ateiers to Teheran, Persia. Here two Sinal police greet two signalmen.

No Race Tracks Here



Millionaire sportsman Alfred G. Vanderbilt, right, aboard PT boat in New Guinea area, with Lieut. (jg) James Costigan, center background, and Lieut. (jg) Kester Denman. They have sunk four Jap barges and a cargo ship.

A 'Long Story'



This 36-foot letter is the answer to a GI's dream. Sent to Pfc. William Paultz, East Orange, N. J., it is made up of cartoons, stories, messages from friends, photos and other items—enough to keep him busy for hours.

Fuel from Salvage



Dr. Ernest Berl, chemist at the Carnegie Institute of Technology, Pittsburgh, Pa., who has a postwar plan for producing gasoline and coal from farm crop waste, forests and seaweed.



Springtime in Manhattan

Streets coated with glistening rain while puddles are polka-dotted with raindrops . . . Baseball gab invading war dialogues . . . The well-sharpened notes of warbling birds giving happiness a sound track . . . Islands of defeat scattered around town where sunshine only magnifies its poverty . . . A gray-eyed sky clearing the thunder in its throat and displaying its white-fanged lightning . . . Playful breezes juggling the ancient weathervane atop St. Paul's Cathedral . . . The shy rustle of balmy wings caressing faces with invisible baby fingers.

The Hudson River cobwebbed with streaks of gleaming sunlight . . . Shop windows glowing with Spring finery composing visual poetry of vivid hues . . . Sunrise lighting a fiery dawn on the stub of a warm night . . . Brisk winds brushing the last few dead leaves from trees as nature weaves its annual green gown around them . . . Relaxed humans anchored to park benches allowing contentment to find a home in their spirits . . . A soldier strolling with his girl . . . Workers eagerly sipping lungs full of anti-septic air before plunging into subway dungeons . . . The everlasting beauty of twilight balanced on the fingertips of a departing day.

The Magic Lanterns: "See Here, Private Hargrove" is loaded with familiar comedy gags, but it's got so doggone much good feeling that you skip the stencils. Besides, it's got a pair of likable lads—Robert Walker and Keenan Wynn—as the rookies, and Donna Reed as the lookie . . . "The Fighting Seabees," means to be a back-slap for that useful arm of the military, but sometimes the praise gets gibbery. The thing is too Hollywood-flavored to look like war . . . "The Heavenly Body" does not refer to Hedy Lamarr, who's in it. The title comes from Win. Powell's monkeying with the stars. Sometimes the going gets funny, but too often you can almost hear Powell's suspenders give from the strain of carrying the frail tale . . . "Tunisian Victory," action shots by the USA and British cameras, records some lovely shots of the Rats on the run, than which there is nothing more entertaining.

It's simple to spot a debater on a radio forum who has lost the argument . . . He's the first to lose his temper . . . Have a nifty innovation: The recordings of Dorothy Parker's witty monologues—by stage stars . . . Some critics objected to a fine film, "The Purple Heart," because, they complained, it made us hate Japs . . . All right, doctor. I'll go quietly . . . Add invitations to murder: Swingsters who mangle the gay "Oklahoma" lifts . . . The war film, "Tunisian Victory," is the best yet. Keeps you sitting on the edge of your suspense . . . Variety reports that Movieburg is losing interest in bandleaders "because they lack acting ability" . . . Sure took H'wood a long time to find it out . . . If the film biz depended on acting ability—Hollywood would have only one actor—Spencer T.

Good to see Fred Allen climbing in the popularity surveys . . . He's one radio jester who makes an honest stab at trying something original . . . Gamblers about midtown are wagering the war'll be over in Yurp by July 4th . . . Might be a good way to win the bet—by getting into the fracas and helping fight it . . . Here's a repeat boost for Ben Hecht's exciting book: "A Guide for the Bedevilled" . . . Don't miss it—it'll make you a better American . . . The jokes that helped kill vaudeville are now making radio writers wealthy and famous.

Elastic fingers of sunlight reaching into shadowy skyscraper canyons . . . Children bubbling with happiness—finding thrilling adventures in the fairyland of youth . . . Fresh air fends draped across park lawns getting a kick out of breathing . . . Romancers driving out fears of insecurity around them with a personal fortress of blue skies and rainbows . . . The cool kindness of Spring mornings that drain the ache from people's souls and inspire them to attack problems of the day like a conquering hero . . . Spring busily nursing the trees and flowers that patiently waited for her during the bitter Winter months . . . The forest fire of noise that blazes along the Main Stem, destroying the silky calm the season brings . . . Lovely stenogs discussing their sweethearts during lunch hour, putting a period at the end of each sentence with a dimple.

The natural snob near the East River: A private park where children aren't allowed . . . Skyscraper peaks holding tiny pools of sunshine . . . Harlem's elegant boulevard lined with well-manicured dainty trees, but flanked by miserable dwellings . . . Pasty-faced Main Stemmers blinking in the afternoon sun as if it was a stranger they wanted to avoid . . . Silence flooding the park after midnight when each little lush holds a mystery of its own . . . The farm inside a big city—on upper Tenth Ave.

Muffins your family will love!

*Prime or Bacon Muffins

Kellogg's ALL-BRAN Muffins

2 tablespoons shortening	1/2 cup milk
1/2 cup sugar	1/2 cup sifted flour
1 egg	1/2 teaspoon salt
1 cup Kellogg's All-Bran	2 1/2 teaspoons baking powder

Blend shortening and sugar thoroughly. Add egg and beat well. Stir in All-Bran and milk. Let soak until most of moisture is taken up. Mix flour with salt and baking powder; add to first mixture. Stir only until flour disappears. Fill greased muffin pans 2/3 full. Bake in hot oven (400° F.) about 30 minutes; yield: 8 large muffins.

* For prime muffins, add 1/2 cup well-sifted, puffed and chopped pecans to dry ingredients.

* For bacon muffins, add 1/2 cup crisp, diced bacon to dry ingredients.

And remember, too, KELLOGG'S ALL-BRAN by itself is a rich, natural source of the whole grain "protective" food elements — protein, the B vitamins, phosphorus, calcium and iron!

Kellogg's ALL-BRAN

Mohammedan's Handle

The lone lock of hair on the back of a Mohammedan's head is a rich, natural source of the whole grain "protective" food elements — protein, the B vitamins, phosphorus, calcium and iron!

DIAPER RASH

Soothe, cool, relieve diaper rash—often prevent it with Measana, the astringent medicated powder. Get Measana.

Trigger Fish

The trigger fish has a trick fin that can be locked into place to prevent dislodgment when the fish wedges itself in a rocky crevice.

SNAPPY FACTS ABOUT RUBBER



The importance of the tire conservation program, effected in 1942, will be appreciated when it is known that the number of passenger car tires rationed and those sold on new cars in 1942 only equalled 8.8 per cent of the passenger car tires shipped for all purposes in 1941.

Neglected small tire tread cuts and bruises can become serious rubber wasteful. A small cut, even though it does not go entirely through the fabric, lets in dirt, water and foreign matter. Constant flexing increases the size of the cut until the tire is beyond repair. Prompt repair is a patriotic duty these days.

Joseph Shaw

In war or peace

B.F. Goodrich

FIRST IN RUBBER

AT FIRST SIGHT OF A
COLD
USE 666
666 TABLETS, SALVE, NOSE DROPS

Housefathers

Among the aborigines of Australia it is common for fathers to look after the children while their wives work.

STOP OR GO

The comedy quiz—starting



JOE E. BROWN

THURSDAY NIGHTS 10:30 P.M. E.W.T.

on the entire BLUE network

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