

Washington Digest

'Five Freedoms' Designed To Spur World Air Travel

Differences Between American Traditions Of Free Flight and European Concepts Of Regulation Composed at Parley.

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(This is the second of a series of articles on the "Freedom of the Air," first of which appeared in this column last week.)

In a previous column I set forth the achievements of the conference on international aviation, implementation of which it is hoped will be reached by a second gathering in May, probably before the United Nations deliberations at San Francisco have been concluded. I set forth certain views on the accomplishments of the first aviation gathering, as expressed by Lt. Col. William Mitchell of the army air force, which, although they were his own and not the official opinions of the government, were known to represent the attitude of a number of high air force officials.

I think that the satisfaction expressed by Colonel Mitchell, in what has already been accomplished toward establishing the "freedom of the air," reflects the general feelings of the industry. Although the point was not expressly brought out in the comment in military circles, I believe the one thing which pleased the industry was the fact that a conference, supervised as it was by a government official (then Assistant Secretary of State Adolph Berle), had built a framework within which private enterprise and business and technical ingenuity could be rewarded and not "fenced in" by restrictive bureaucratic regulation.

Freedoms Essential To U. S. Flight

You will recall that the delegates recognized the fact that "freedom of the air" was not as simple a thing as "freedom of the seas," because vessels stop at frontiers since ship lanes lead only from harbor to harbor, while aircraft crosses borders and passes over the sovereign territory of foreign nations.

Thus it was necessary to divide the perquisites of the airways into five freedoms. The first two are the right of innocent passage—right to fly over a country, and the right to land for non-traffic purposes—that is to stop at a foreign airport for refueling or other facilities. These two are essential to America since our aerial ambitions encircle the globe, and that can't be done, either from a practical or a profitable standpoint, in one jump.

Because of complications which I will mention later, involved in the other freedoms, the first two were grouped in one form of multilateral agreement drawn up at Chicago.

The other three freedoms, embraced in the second agreement, were described as follows: the right to disembark passengers, mail and freight from the country of origin of the aircraft; the right to embark passengers, mail and freight destined for the country of origin of the aircraft; and, in addition, at the suggestion of Canada, a fifth freedom was added in the form of certain provisions of right of entry and technical regulations.

Of course, Russia's last-minute refusal to attend the Chicago conference was a great disappointment to all concerned, but the reconciliation of what appeared at first to be a sharp difference between the United Kingdom and the United States, finally reconciled through the "honest broker" efforts of Canada, was considered a great achievement. Hope exists that a successful outcome of the United Nations negotiations will bring the Soviets into the fold.

The clash between the British and the American viewpoints is described this way by one of the American observers at the conference who has been working steadily for the consummation of the Chicago plans:

"In the United States," he said, "we have always looked upon air transport primarily as an instrument of trade. We are still a young country with an expanding and highly competitive economy and with no bitter memories of recent bombings of our homeland. The British viewpoint, which was shared to some degree by many European countries, reflected a mature and

stabilized economy, to be parcelled out among those participating in it, plus a fear of explosive international rivalries. Canada's position possibly reflected British desires, plus a fear of being crowded out by its more powerful neighbor under a system of unrestricted competition.

"The United States was seeking an opportunity for free commercial intercourse between nations, with resulting benefits to all of them; the other two countries (Britain and Canada) were seeking protection against cut-throat competition and international mistrust."

Reducing these different points of view to specific operational plans, boiled down largely to whether or not a global authority would be set up which would govern the location of international routes, regulate the "frequencies" (number of flights or stops, which is where the competition comes in) and rates. In fact this central authority as the British viewed it would have even more authority over internal air activity than our own Civil Aeronautics board, which cannot limit frequencies at home. In our domestic services a line may make as many flights as it can get a pay-load for.

The United States on the other hand wanted everything except transit and non-traffic stops worked out separately between the countries concerned.

In other words, the United States felt that if an airplane company could offer more to a patron, regardless of where he wanted to get aboard or get off, that company ought to have the right to try to show to the country where the getting on and off would take place, that it was mutually advantageous to let that particular line have the business.

Agreements Reached On Technical Norms

There were other questions concerning technical standards and the future admission of devastated countries unable to furnish facilities for airports, that were settled, and the mooted points mentioned, all of which were met with what might be called substantial agreement. Both forms of agreement (one with the first two freedoms, the other—all five) provided that the country whose territory is involved may designate the routes and airports used; but charges for use of airports may not be greater than those imposed on its own airports engaged in similar international services.

In addition to these agreements the diagram for the international organization was laid down in the form of a treaty which must be approved by the various countries. This organization is composed of an assembly, on which each nation would have one vote, and a council of 15 members, 2 from the British Commonwealth, 2 from the Soviet Union, 2 from the United States, 1 each from Brazil, Chile and France, and the remaining 6 to be elected on a regional basis. The council would act as a clearing house for information and would provide minimum uniform technical standards but would have no power over commercial matters. An interim council was also proposed, to function until the permanent organization is created, but not more than three years.

America has a great stake in the outcome of the San Francisco conference. It has a great stake in international aviation, too. "We have learned and must not forget," said General Arnold in speaking of the air transport service, "from now on air transport is an essential of air power, in fact of all national power."

Thirteen out of every 20 American high school students expect to leave their home towns and live elsewhere, after they have completed their education. This is revealed in a nation-wide survey just completed by the Institute of Student Opinion under the sponsorship of Scholastic magazine.

Better job opportunities elsewhere, either in general or in their chosen fields of work, is the main reason for leaving, according to the student voters.

BARBS ... by Baukhage

Keep cool — enough metal has been released by the WPB to make 25,000 electric fans this quarter.

The OWI releases the following figures on Japanese naval strength: Total personnel: 850,000 afloat and ashore; losses, 262,000, including 25,000 naval air forces. The Jap sailor is rated as a good fighter, well-educated and trained.

Nazis have been ordered to knock out the teeth of rumor-mongers.

A report from Switzerland says that an anti-Nazi youth gang sabotaged the demolition charges in the Remagen bridge. Heinrich Himmler has issued a warning against these groups which he says are sometimes led by foreign adults.

WEEKLY NEWS ANALYSIS

Die-Hard Nazi Defense Pockets Shape As Allies Split Reich; U. S. Plans Huge Postwar Fleet

Released by Western Newspaper Union

(EDITOR'S NOTE: When opinions are expressed in these columns, they are those of Western Newspaper Union's news analysts and not necessarily of this newspaper.)



Deep in a salt mine near Merkers, Germany, G.I.s came upon this hidden cache of 100 million dollars of gold bullion packed in bags. Also discovered was German and foreign currency, and crates of art treasures.

EUROPE: Defense Pockets

Their front shattered by Allied break-throughs, Nazi militarists envisioned the formation of numerous strong pockets of resistance for a last-ditch stand against the massed weight of U. S., British and Russian forces.

Discussed even as U. S. and British armies drove toward a link-up in the Berlin region, the object of the pockets would be to make the war so costly to the Allies as to induce a willingness to talk terms. Recognizing the possibilities of such warfare, Supreme Allied headquarters indicated that V-E Day might not be proclaimed until major nests of resistance were cleaned up to prevent a lowering of civilian and military morale because of losses sustained in continuing operations.

With U. S. and British forces spearheading across the Reich, and the Russians moving in from the east, most prominent German pockets shaped up along the North sea coasts and mountainous Bavaria.

Nazi plans for a die-hard stand shaped up as the great Russian drive surged on battered Berlin and U. S. forces moved toward a juncture with the Reds in Saxony.

With the Russians throwing over 2,000,000 men into the battle, and the Germans concentrating the bulk of their forces against the onslaught, the fight for Berlin became one of the bloodiest encounters of the whole war. As Red forces edged through a network of strong fortifications under rolling fire, the enemy threw in masses of tanks in an effort to break up the advancing formations, and swarms of planes clashed in the leaden skies above.

Further to the south, other Russian forces breached the Nazis' Neisse and Spree river lines to smash westward in Saxony for a juncture with the U. S. 1st and 3rd armies.

While the 1st and 3rd fought toward a juncture with the Russians, and the U. S. 9th built up strength along the Elbe for an eastward thrust to Berlin, the British and Canadian forces and the U. S. 7th army bore down on the potential German defensive pockets along the North sea and in Bavaria.

The British and Canadian task was no snap, what with the enemy concentrating large bodies of troops in small areas behind stout defenses. Included in the German holdout regions was the western portion of Holland below the Zuider Zee, and the great port areas of Emden, Wilhelmhaven, and Hamburg.

Having cleared the Nazi shrine city of Nuernberg, 7th army spearheads pointed toward Munich and the Bavarian mountain reaches, where enemy die-hards are expected to put up their stiffest last stand.

With Allied armies on the move in Germany itself, U. S. and British forces pushed forward in Italy also, threatening to spill into the Po valley.

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MODERN MINING

Indicated output of 825,000,000 tons of coal in 1944 was attained with about 200,000 fewer workers than in 1918, largely because of extensive mechanization of the mines man output per day in bituminous mines has been raised from an average of 3 1/4 tons during the last war to more than 5 1/4 tons in 1944. This compares with slightly more than one ton per man per day in England, and a little over two tons per man in Canada, it is pointed out.

PACIFIC: U. S. Losses

For the first time in the Pacific war, navy casualties in the Okinawa campaign ran ahead of the army's and marines', with bitter fighting threatening to make the operation as costly as at Iwo Jima. Numbered among the victims was famed War Correspondent Ernie Pyle, whose simplicity of reporting the war from Europe to Asia brought the realism of the conflict so much closer to the nation's folk.

With the Ryukyu island chain, containing Okinawa, lying but 325 miles from Tokyo, the Japs put up a stiff fight, throwing in waves of airplanes in an attempt to impede supporting U. S. naval operations. Led by the silken-shrouded Kamikaze (suicide) fliers, enemy airmen inflicted the greatest percentage of naval casualties.

In ground fighting on Okinawa itself, chief opposition centered in the southern part of the island above the capital city of Naha, where 24th corps army troops bucked against the four-mile deep "Little Siegfried" line.

While fighting raged about Okinawa, General MacArthur's forces tightened their hold on the Philippines by edging into the enemy's mountain strongholds on northern Luzon, and establishing further footholds on Mindanao, second biggest island in the archipelago.

NAVY:

Postwar Fleet

Although final action depends upon the nation's future policy, tentative navy plans call for a huge postwar fleet of 5,830 vessels and the scrapping of another 6,094, according to testimony released by the house appropriation committee.

Of the 5,830 vessels, 1,191 would be combat ships, with the remaining 4,639 auxiliary craft. Plans call for use of 482 of the combat vessels, ranging from submarines to battleships, with the rest laid up for recall on short notice. Of the auxiliaries, 1,794 would be kept active and the remainder anchored for future demands.

Among the 6,094 vessels to be scrapped or used as targets are 337 obsolescent combat ships. The remainder are auxiliaries, including landing craft. In addition, it was disclosed, the navy will have some 66,000 other craft on its hands as demobilization proceeds, with some retained and others disposed of by the maritime commission.

FARM LABOR: Draft Provisions

Seeking to assure essential farm labor, congress moved to forbid local draft boards from comparing the value of agriculture with that of any other occupation when considering deferments of farm workers.

Final passage of the bill depended upon house approval of senate amendments, providing that appeals boards could not make such comparisons, and deferment of farm workers shall not prevent voluntary enlistments for the services.

The congressional measure was framed to forestall a directive of selective service ordering local boards to give first consideration to the manpower needs of the army and navy when considering deferments for farm workers.

Honor Roll

Corporal Richard A. Shingler of Pittsburgh, Pa., won the distinguished service medal for exhibiting a high degree of resourcefulness and efficiency in the preparation and dropping of supplies and medical equipment to isolated survivors of airplane crashes. During 1944, he completed over 10,000 miles of travel in China, using all modes of transportation, including 500 miles on foot and horseback. His outstanding achievements have been instrumental in the saving of 89 crew members.

SEWING CIRCLE PATTERNS

Pretty House Frock for Matrons A Sunback-Bolero—or Pinafore



1303 36-52

Slimming Frock

THIS charmingly simple house frock for the larger woman has slimming, clean-cut lines and will keep you looking as fresh as a daisy. All-over flowered material or bright checks will be pretty trimmed with bold ric rac.

Pattern No. 1285 is designed for sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 38 requires 4 1/2 yards of 35 or 39-inch material; 2 yards ric rac to trim.



Raisins will be plump and much larger if you place them in a saucepan and barely cover them with cold water. Set them over a small flame and allow to simmer for a few minutes.

Hang up dresses and suits, but not sweaters. Lay them flat in a drawer so they will retain their shape.

To keep the potholder handy when working around the stove, tack a piece of tape onto the holder and place around your neck.

To avoid a musty odor in a metal teapot that is seldom used, keep a lump of sugar in the pot.

Odds and ends of soap can be saved by putting them in a small bag made from a wash cloth. When taking a bath, this bag full of soap can be put into the tub and you'll have wash cloth and soap in one.

To clean a vase, cut newspapers into small pieces and swish the pieces around in soapy water on the inside.

A secret to making delicious potato salad is to cut the potatoes while they're warm and while warm add the onions and salad dressing. As the salad cools, the flavors will penetrate the potatoes.

When sweetness of cream is doubtful and there is no more on hand and it must be used, a pinch of soda stirred into it keeps it from curdling, even in hot weather.

Stone Images in Tokyo

Strange evidence of the fanaticism of the Japanese is found in the 84,000 stone images of Jizo-San or child Buddha, to be found on the grounds of a temple in Tokyo. Each image, two feet high and about a foot wide, has been donated to the temple by a member of the Buddhist cult.

Sunback Dress
FOR precious hours in the sun, a nicely fitting sunback frock with a smart bolero to match. Or if you like, make the pinafore version with perky over-shoulder ruffles edged in colorful trimming.

Pattern No. 1285 is designed for sizes 12, 14, 16, 18 and 20. Size 14, sunback dress, requires 2 1/2 yards of 35 or 39-inch material; bolero, 1 1/2 yards; dress with ruffles, 3 1/2 yards.

Due to an unusually large demand and current war conditions, slightly more time is required in filling orders for a few of the most popular pattern numbers.

Send your order to:

SEWING CIRCLE PATTERN DEPT.
149 New Montgomery St.
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Enclose 25 cents in coins for each pattern desired.
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