

CARRIZOZO OUTLOOK

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PRICE \$2 THE YEAR

PERSONALS

Mrs. Panny Girardeau is night nurse at the Turner hospital.

Mr. and Mrs. Tom Bragg of Parsons were here the first of the week.

Mrs. C. N. Lemmon of El Paso visited relatives and friends here last week.

Mr. and Mrs. Bryan Hightower were here from their ranch near Ancho last Saturday.

Joe Hennessy and L. T. Williams were here from the Jicarilla region last Saturday.

Mr. and Mrs. Rube McDonald of Tularosa were business visitors here last Saturday.

Mr. and Mrs. John Dale of Alamogordo were here Wednesday attending to some business matters.

Judge and Mrs. P. E. Christiansen of Capitan spent a few days last week fishing at the Elephant Butte Dam.

Mr. and Mrs. Sherwood Corn were here from their ranch near Bingham last Saturday, returning home in the afternoon.

Mr. and Mrs. T. E. Kelley spent the week-end visiting the Mr. and Mrs. Bryson Corbett and family in Albuquerque.

Harry Ong, the genial Chinese chef at the S. P. Hotel in San Francisco hospital undergoing treatment for a throat trouble.

Mr. and Mrs. W. B. Payne of the Capitan locality were here on business Wednesday. W. B. is a popular stockman of that area.

Mr. and Mrs. J. R. Jenkins came in last Sunday from Dahlhart, where they had been for several weeks attending to business matters.

Marvin (Bud) Peckham, diamond driller for the Bureau of Mines is here from Silver City short visit with his parents, Mr. and Mrs. E. L. Buddy.

The residences of Henry Hoffman and Elmer Hust have undergone improvement this week by having a concrete guttering put along by the same.

Mrs. Harbour Jones and baby daughter Charlotte Ann are here this week from Albuquerque, where Mr. Jones is conducting some agricultural work for the State College with which institution he is connected. They will return to the Duke City the last of this week. Mrs. Jones is the daughter of Mr. and Mrs. A. F. Stover.

In the Service

Mrs. Jerry Beltran has received word from her husband Jerry Beltran, S. I. C., that he has been transferred from Boston to Norfolk, Va. and will leave soon for California where Mrs. Beltran expects to make him a visit.

Mrs. Ben Chavez is in receipt of word from her husband Pvt. Ben Chavez saying he arrived safely overseas and was somewhere in Holland.

Navy MM 2c Ralph Greer is home from California spending his leave with his parents Mr. and Mrs. Jim Greer.

Navy MM Ralph Dow is spending his 30-day leave visiting his parents Mr. and Mrs. Gene Dow.

Mr. and Mrs. S. J. Pruett of Ancho were here last Friday and patronized the Lyric Theatre before going home in the evening. The Pruett's have a son in the service.

Pvt. Bob Means sustained a wound while in combat in the Philippines.

Meedames A. L. Hulbert, Whitlock and Womack of Lincoln were in town Monday and while here they made this office a friendly call. Mrs. Hulbert's son, Lieut. Alfred Hulbert is in the overseas service and now in the Philippines.

Mrs. Pansy Mack, baby son Clinton, Mrs. Margie Peacock and daughter Tressie were callers at this office from Nogal last Saturday. Sgt. Mack is now in the South Pacific.

Sgt. F. C. Stover, who has been wounded twice overseas, is now in a hospital near Paris, according to word from him by his parents Mr. and Mrs. Allie Stover. He has been awarded the Purple Heart medal.

Guard Jim Greer of the Nazi camp in Fort Stanton visited his family here; he also spent the day with his son Navy MM 2c Ralph Greer.

Guard Louis Z. Padilla and two small sons of the Fort Stanton Nazi camp were here from Capitan Tuesday and made this office a friendly call. He is going to be inducted into the service soon.

Pvt. Rueban Sedillo is in a Tacoma hospital where he is recuperating from a leg wound.

Pfc Manuel Mirabal is at the Beaumont hospital in El Paso recovering from a broken jaw sustained while riding a motorcycle in overseas duty.

Activity of Lincoln County Roper's Club

The Lincoln County Roper's Club is making preparations for its annual Rodeo and free barbecue, which will take place July 4-5 at the Roper's Arena east of Capitan.

Cattle for the Rodeo will come from south Texas and the steers for the roping will come from El Paso. There will be the regular program of roping, steer riding, bulldogging and other events which are usually seen at such affairs. The transferring of the cattle and roping steers will be brought to Capitan from the points named above by Leandro Vega, our local truckman, who is familiar with such work. Consequently, he was selected by the club for the safety of the stock in transportation.

Notice to the Public

The Carrizozo Volunteer Fire Department requests the assistance and cooperation of the public at all future fires within the limits of the Village of Carrizozo as follows:

1. All cars pull to the right curb when fire sirens blow and remain until Fire Truck and Bremen have reached fire.
2. Park car one block away from site of fire.
3. Onlookers remain across from site of fire.
4. All persons not members of the Fire Department leave nose and equipment alone unless asked to assist by a member of the Department.
5. All persons not members of the Fire Department stay off Fire Truck.
6. Do not drive on or across any Fire Hose.
7. Please do not burn trash on windy days and such fires should always be attended and seen that they are thoroughly extinguished.

These requests are made because of several careless acts of the Public during the past few weeks. On one occasion a passenger car ran over the hose, hurrying it and causing a lack of water at the fire. On another occasion a pickup parked on the hose shut off the water for several minutes. One parked their car in a street intersection causing a collision with the Fire Truck and considerable delay and confusion.

The Carrizozo Volunteer Fire Department is a volunteer organization and members must drop their work and get to the fire as soon as possible. If the public will cooperate by abiding by above mentioned requests, the efficiency of the Fire Department will be greatly increased and the necessity of enforcing the ordinance and levying fines against persons violating the City Ordinance relating to Fires will be unnecessary. Henceforth Ordinance No. 28 will be enforced and the public will be required to adhere to said Ordinance.

The Fire Warden and Fire Department will inspect all Public Buildings for Fire Hazards. Carrizozo Volunteer Fire Department. 220m11 Fay Harkey, Chief.

Mrs. Louise Rader, new manager of the Jolly's Inn at Ruidoso, was here Wednesday, accompanied by Mrs. A. E. Beever and son, Robert. They returned home in the afternoon.

Comments

Lewis Burke

Ad in the El Paso Times: Our chef knows his Onions.

Bughouse Fables—Hitler is Dead.

Who said that: I enjoy hitting myself on the head with a hammer, because it feels so good when I stop?

Found: The most wanted man on earth — A bird by the name of Adolph Hitler.

Radio report: The Nazis are now saying that it is every man for himself!

Bob Ripley in "Believe-It-Or-Else" asserts Max Scheckenburger wrote the German song "Die Wacht Am Rhein" (The Watch on the Rhine) in a saloon and sold it to the proprietor for a glass of wine.

— From all appearances, the "Watch" has petered out!

Strange as it seems: "The Daring Young Man on the Flying Trapeze" melody was stolen from an old Johann Strauss waltz.

The melody of "Moonlove," the currently popular ballad, was taken from the 5th Symphony by Peter Tschalkowsky.

We heard over the radio that Hitler's mountain hide-out was blown to smithereens Wednesday — too bad Hitler wasn't in it.

Mrs. Pearl Sommersett, owner of Pearl's Restaurant and Curios at Capitan was a caller at this office Monday. Mrs. Sommersett has recently returned from a trip to Los Angeles, where she visited her mother, Mrs. Lavally. While there, she attended the wedding of one of her sisters to Raymond Kerrigan, who is now in the service. She made the trip to Los Angeles by plane and returned by train.

Buy More War Bonds Today

Florencio Vega was in from his ranch six miles east of here, the latter part of last week and told about receiving a letter from Capt. Nathan Cooksey, son of the late engineer Cooksey. Captain and Mrs. Cooksey, when residents of El Paso, made frequent trips to Florencio's ranch and enjoyed the ranch facilities with which he was so familiar. In his letter from a hospital bed in Germany, he made mention of being in Australia, where the cowboys have no horns to their saddle and do very little roping. Florencio told about having a visit from his cousin, Filomon Peralta, who is here from the Navy on a 15-day leave-of-absence. He also has a letter from his brother-in-law, Fred Lalone of Sierra Madre, Calif., who has five sons in the service. All of the Lalone boys were born here; the family going to California about 15 years ago.

Each member put in a penny for each birthday they had missed, the total was \$23.09. Delicious refreshments were served by the hostesses. The birthday cake which had 25 candles on it was baked by Mrs. Norman and Betty. Mrs. Branum cut the cake.

The card party Friday night netted \$60. Cakes were on by Lane La Rue, Ralph Petty, Marjorie Clouse, and the boxes of canned goods were won by Mrs. Edith Crawford and Mrs. C. E. May. — Mrs. C. O. Davis, Club Reporter.

Cancer Society

New Mexico has been asked for \$18,000 to fight that dread disease—Cancer. Boxes have been conveniently placed in the several stores about town for your donations, only three more days left. Please help to control this dread disease. Give,

Capitan Woman's Club Held Meeting

The Capitan Woman's Club held its regular April meeting at the city hall on April 20th at 1 p. m. with a covered dish luncheon honoring new members. Hostesses for the day were Meedames Roy Morgan, Carroll Anderson, John Benson and Miss Lois Wilkenson.

Mrs. Rudolph Knudsen presided at the business meeting. 18 new members were present. Mrs. Wallace Ferguson was in charge of the program, a memorial to our late President Franklin Delano Roosevelt. His biography was given by Mrs. H. Qadda. The Hymn "Faith of our Fathers" was by Miss Peggy Wigley with Miss Ruth Loudin at the piano. The poem "O Capitan, my Capitan," was given by Mrs. C. C. Galhoun. Mrs. Mary Werner gave an interesting talk on the life of the late Ernie Pyle.

The meeting closed with the audience singing "Home on the Range".

Mrs. Ed Baker, Reporter.

Forest Fires

Alamogordo:—Fifty-five men are fighting a 125-acre forest fire which has been raging in the lower Sacramento Mountain area since late Monday. Six small fires have been reported in the past 10 days in Wills Canyon.

LYRIC THEATRE

R. A. Walker, Owner
Sunday matinee, 2 p. m.
Night shows will start at 7:30.
Night shows start at 8 o'clock
Saturday, May 5th

Friday & Saturday

Roy Rogers, Dale Evans, Jean Porter and Trigger in

"San Fernando Valley"

Another musical western which you'll probably like better than any of his pictures. Look out for the kid sister.

"The Tree Surgeon", "Sports Quiz" and "The En-my Strikes."

Sunday, Monday, Tuesday
Bing Crosby, Riss Stevens, Barry Fitzgerald in

"Going My Way"

This is one of the top award pictures of 1944 and one you'll long remember.

News and "Hot Lip Jasper"

Wednesday—Thursday

Abbott and Costello and Marilyn Maxwell in

"Lost in Harem"

The boys are stranded and fake a magician act, wind-up in jail and soon are embarked on all manner of crazy experiences. Don't miss it.

"Patrolling the Ether"

Big School Benefit Dance

Saturday, April 28, 1945



Cortez Hall at San Pat.

Music: Alamogordo Orchestra

Lee Vista Hotel

Mrs. J. Wesley Lee, Prop.

Corona, N. M.

MODERN ACCOMODATIONS

Next to Postoffice **Moderate Rates**

WEEKLY NEWS ANALYSIS

Truman Faced With Momentous Tasks Abroad and at Home as Allied Drives Lead to Victory

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.)



Bearing meager household possessions on heads and in arms, Jap civilians on Okinawa return to lowlands after flight inland before invasion forces.

NEW LEADER: Historic Task

Dying even as American military leaders saw an early end to the European war, with the intricate problems of peace lying ahead, President Franklin Delano Roosevelt left to successor Harry S. Truman one of the most momentous jobs ever confronting a statesman.

Oddly enough, Mr. Roosevelt himself entered the office 13 years before under highly critical circumstances, with the nation's business and agriculture in stagnation and its finances on the verge of collapse. Still comparatively new to the American people, Mr. Roosevelt won their immediate confidence during the first 100 days of his administration with measures designed to reestablish the tottering economy of the country.

Then, Mr. Roosevelt made perhaps his most famous statement of all: "The only thing we have to fear is fear."

World Problems

Greatest immediate task facing President Truman is the San Francisco peace conference, scheduled to go on despite the death of Mr. Roosevelt, who worked for its successful culmination to achieve his dream of an international cooperative organization to prevent future disastrous wars.

Though the groundwork for the San Francisco parley had been laid at the Dumbarton Oaks conferences, at Washington, D. C., new problems had arisen since to command the full resources of American statesmanship. Over and above the proposal of granting Russia three votes on the permanent security council to match Britain's six, there remained the touchy proposition of allowing representation to a Polish government not dominated by any large power and acceptable to all.

Along with the San Francisco parley for creating an international peace organization, the new President also was confronted with handling the Bretton Woods financial agreements, designed to establish postwar economic stability by supporting the monies of different countries and advancing loans for the reconstruction and rehabilitation of foreign nations to help them become profitably productive.

Rated Conservative

With President Truman considered a conservative Democrat despite his support of New Deal policies, speculation centered on the course he would adopt on domestic policy, long marked by Roosevelt liberalism. Bearing the friendship of both the CIO and AFL, President Truman was expected to maintain a sympathetic attitude toward labor.



President Truman

With Roosevelt administrations having established such social security policies as unemployment insurance and old age pensions, and with the government pledged to support farm prices for two years after the war, President Truman's greatest

WHOLE BLOOD

Whole blood, one of the greatest single factors in saving the lives of wounded soldiers, is being flown to Europe under a new system of refrigeration which prolongs the life of this fluid by about one-third. Under the present system whole blood is suitable for transfusions for a period of about 16 days; but under the new plan it will last for 21 days. Expendable lead containers have been developed to keep the whole blood at the right temperature.

est concern would seem to be not the establishment of emergency measures to tide the nation over the reconversion period but rather the development of a program to achieve Mr. Roosevelt's own goal of 60,000,000 jobs.

In recently explaining his political philosophy, President Truman said that, like his native state of Missouri, he was a little bit left of center, but that the cooperative effort of all elements of American life was necessary for the shaping of a prosperous economy.

Though comparatively unknown before assuming direction of the senate war investigating committee, President Truman soon earned the respect of both his colleagues and the country for his forthright and courageous leadership of the group in constructively criticizing the rearmament program with a view of increasing its over-all efficiency.

In this respect, the so-called Truman committee was quick to point out such material shortages as aluminum, rubber, zinc, lead and steel, and also revealed the nature of pressing manpower problems.

Staff Chiefs at Helm

An artillery captain himself at 33 during the last war, President Truman, like Mr. Roosevelt, is expected to leave the conduct of the war largely to the American chiefs of staff, who have already marshaled the country's great striking power for the knockout of both Germany and Japan.

Reeling under the force of U. S. and British power thrusts from the west, and Russian pressure from the east, Germany's days appeared numbered, with Allied military leaders mainly expecting guerrilla warfare after the collapse of integrated Nazi resistance.

In conformity with long-rumored Nazi plans for a last suicidal stand in the Alpine fastnesses of southern Germany, the enemy continued to put up his strongest resistance south of the river Main, where the U. S. 7th army's advance was slowed. Farther to the east, however, the Russians drove beyond Vienna to threaten the Austrian gateway to Adolf Hitler's last mountain stronghold.

PACIFIC: Tough Nuts

Tough throughout the whole Pacific campaign, the Japs are proving even tougher as the battle approaches their homeland, with their stubborn defense of Iwo Jima more than matched by their resistance on Okinawa in the Ryukyu Islands against U. S. marine and army forces.

Experts at making use of the rugged Pacific island terrain, the Japs have set strong gun emplacements in the rolling countryside, with subterranean tunnels allowing their troops free passage from one position to another. In addition, the enemy has surprised U. S. forces with the use of deadly new weapons, with heavy concentrations of artillery on Okinawa helping slow the Yanks' advance.

If they have made good use of the terrain on Iwo Jima and Okinawa, the Japs are making equally good use of it on Luzon in the Philippines, where they are holding out in the rugged fastnesses to the north in the hope of tying up large bodies of U. S. troops through the approaching rainy season when operations will be necessarily slowed.

Hold Your Own

Keep a tight grip on your pocketbook and a sharp eye on your wallet, for purse-snatching and pocket-picking are showing a pronounced popularity among crimes, according to the Encyclopaedia Britannica.

The increase in thefts of this character is laid to the tendency of prosperous war-workers to carry large sums of money about with them.

AGRICULTURE: Hog Support

Having called for greater fall pig production to help relieve the tight meat situation, the government sought to reassure farmers of future returns by announcing a 50 cents increase in the present \$12.50 floor or minimum price for all good and choice hogs up to 270 pounds. At the same time, the War Food administration said that neither support nor ceiling prices would be trimmed before September, 1946.

Though the government's action on floor prices was not expected to affect current operations because of the relatively small supply of hogs in face of the record demand, it was considered reassuring in the prospect of greatly increasing marketing in the winter, when the pressure on prices might be strong.

With private sources estimating that spring pig farrowing was up 12 per cent, the WFA called on farmers to increase the fall crop by 18 per cent. Chiefly because of lower hog production throughout the first part of 1945, total meat output is expected to drop some 10 per cent below last year.

Bumper Crop

Benefiting from excellent weather conditions, the nation's 1945 winter wheat crop is expected to approximate an all-time 882,515,000 bushels, about 37,000,000 bushels over the previous 1931 top, the U. S. department of agriculture reported.

After fall moisture was generally sufficient to get the crop off to a good start, good snowfall provided protection during the winter to hold acreage losses to the lowest level in 25 years. In most sections, the ground was in condition to absorb a large percentage of the moisture from the melted snow and rains, the USDA reported.

With the expected abandonment lowest since 1919, indicated yield of 17.4 bushels would be one bushel above last year. As of April 1, estimated stocks of wheat on farms totaled 239,083,000 bushels, third largest since 1927. Stocks approximated 22 per cent of the 1944 harvest, USDA said.

MINERS: Another Raise

Maintaining his reputation as one of organized labor's shrewdest and hardest bargainers, bushy-browed John L. Lewis won new wage concessions for his United Mine Workers averaging \$1.07 a day, but the agreement remained subject to government review in the interests of the anti-inflation program.

Expected to run into close scrutiny of the War Labor board, which has hewed to the "Little Steel" formula limiting wage in-



Samuel O'Neill of coal operators (left), Chairman Ezra Horn of negotiating committee (center), and John L. Lewis at contract parleys.

creases to 15 per cent above the January, 1941, level, the agreement calls for time and a half for inside day workers over seven hours and a rate of \$1.50 for underground travel time; boosts of from \$1.07 to \$1.20 a day for outside employees, loaders and electricians; 4 cents an hour more for workers on the second shift, and 6 cents for those on the third, and \$75 pay instead of vacations.

Having run the gamut of WLB approval, the agreement still was subject to OPA consideration, in view of estimates that the wage concessions would add about 25 cents a ton to the nation's fuel bill, or \$150,000,000 annually.

RECONVERSION: Make Preparations

With victory in Europe imminent, and with it a partial reconversion from wartime to peacetime output, War Production board took steps to permit industry to obtain new machine tools for manufacture of civilian goods.

Biggest major item on WPB's program was the grant of priorities to the automobile industry for 50 million dollars of machine tools and related equipment for civilian manufacture. To take from three to seven months for making, the orders were placed last fall without priority rating, then dumped when early hopes of victory faded and the war went into 1945.

In permitting the placement of orders for machine tools and related equipment for civilian manufacture, the WPB is developing a plan whereby such business would not interfere with the output of vital material needed for prosecution of the war.

DISABLED WORKERS

Physically impaired workers produce as much as, or possibly a little more than, able-bodied workers, and they are dependable, regular in attendance and careful in observance of safety regulations, medical officers report in the Journal of the American Medical Association.

Only serious physical defects were considered in selecting impaired workers for the study and the majority have been placed in jobs by matching their defects with the physical demands of the job.

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 aerial 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 UNCIO (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 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, across 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 reassured. 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 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.

BARBS... by Baukhage

The April quota of new automobiles is 26 per cent below the March figure—1,560 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, Hirc?

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.

CLASSIFIED DEPARTMENT

Persons now engaged in essential industry will not apply without statement of availability from their local United States Employment Service.

HELP WANTED—MEN

EGG BREAKERS AND CANDLERS EXPERIENCE NOT NECESSARY GOOD PAY PLEASANT WORKING CONDITIONS 1909 Blake St. Denver, Colo.

Attention Ex-Servicemen Auto mechanics—body men—painters—and trimmers needed for essential work. Good wages, vacation with pay, a steady job for good men. Write BOX A-12, care Western Newspaper Union, Denver, Colo.

FARM MACHINERY & EQUIP.

IDEAL RED CEDAR POST maker wants reliable, hardworking men. Write Hugh Chisholm, Bonners Ferry, Idaho.

HOME FURNISHINGS & APPLI.

MAYTAG WASHERS are real wartime friends. Your clothes will dry much faster if you will replace the worn rolls of your Maytag Washer with new rolls. A complete stock at your local Authorized Maytag Dealer or write Factory Branch.

Maytag Rocky Mountain Co. Colorado Springs, Colorado.

MISCELLANEOUS

CASH PRIZES—"MORE FUN" Publication will show you how to get more fun out of life. Only 25c. Write Mrs. E. M. Box 225 Buffalo, N. Y.

KEEP WORMS OUT OF FRUITS and vegetables with our live rabbits. Order early. Circular free. Steinberg Hatchery & Turkey Farms, Osage City, Kansas.

POULTRY, CHICKS & EQUIP.

PURE BROAD BREAST Bronze Poultry and pure hybrid baby chicks. Order early. Circular free. Steinberg Hatchery & Turkey Farms, Osage City, Kansas.

WANTED—ALL KINDS OF LIVE OR DRESSED POULTRY. Live rabbits. We sell shipping cages, live poultry. RHODES RANCH EGG CO. 1836 Market Street, Denver, Colorado.

Advertisement for 'SING A SONG OF KITCHEN THRIFT' featuring a cartoon character and 'SINK YOUR DIMES IN WAR SAVINGS STAMPS'.

Advertisement for St. Joseph Aspirin, 'WORLD'S LARGEST SELLER AT'.

Advertisement for Olivia de Havilland, 'CALOX POWDER'.

Advertisement for 'KILLS Many Insects on Shrubs, 40 Vegetables and Flowers'.

Advertisement for 'AT FIRST SIGN OF A COLD USE 666 Cold Preparations as directed'.

Advertisement for 'When Your Back Hurts - And Your Strength and Energy Is Below Par' featuring 'DOAN'S PILLS'.



GOD IS MY CO-PILOT

Col. Robert L. Scott

WNU RELEASE



The story thus far: After graduating from West Point, Robert Scott was his wings at Kelly Field, Texas, and takes up combat flying. He has been an instructor for four years when the war breaks out, and is told he is now too old for combat flying. After appealing to several Generals he is offered an opportunity to get into the fight. On arriving in India he is made a ferry pilot, but this does not suit Scott, who talks Gen. Chennault into giving him a Kittyhawk for combat flying. Soon he is flying over the sides of Burma and becomes known as the "one man air force." Later he is made C.O. of the 23rd Fighter Group, but he still keeps knocking Jap planes out of the skies.

CHAPTER XXVIII

It looked as if we'd get the chance very soon, too, for the field in western Yunnan had been selected by the newly formed Air Transport Command, which was superseding the Ferry Command, as the Eastern terminus of the route to China.

For the purpose of security in future operations, I will not name our base in western Yunnan. But there was a big turquoise-blue lake less than ten miles away which the General and I called Yeching. To us that meant "good hunting," for ducks and geese abounded. The landmark for our base was just one of the many lakes in Yunnan.

Next morning I went out on Lake Yeching, and from the bow of a native sampan I soon shot eighteen of the biggest geese I had ever seen. Even if we were remote from the loved ones at home, we'd have meat for Christmas dinner that was filled with the vitamins we needed.

I had hurried back to the field before taking off for Kunming with my report on the efficiency of the warning net, and was taking pictures of some little mongol-appearing Miaows who were holding my geese aloft—when we had an air raid alert. There was heavy engine noise from the reporting stations over towards Burma. We tossed the eighteen geese into the baggage compartment, winding their necks around among the conduits of the radio so that the cargo wouldn't shift, and I took off for Kunming. Then as I heard more reports from the Southwest, I turned South, joined the other fighters on patrol, and looked for the enemy. In about forty-five minutes we spread out to cover more territory, and I caught sight of two enemy planes—Zeros I thought, at first sight. I called to the others and attacked. Even as I approached the Japs I knew they were too slow and too large for Zeros. Then I saw that they were single-engine reconnaissance-bombers. I caught the rear one and gave it a short burst, keeping my eye on the other. The first one went down with most of one wing gone. The next I chased down every valley on the Mekong, getting in several good shots, but I never did see him go down or crash. From the evidence of the thin trail of smoke that I last saw coming from it as I dove and circled to look around again, I claimed it as a "probable."

The first one I had confirmed as a "certain." The others in our patrol engaged four other planes and probably shot down two of them. The General had been correct as usual—the Japs were keeping the end of the ferry route under close surveillance.

Christmas night, while we were enjoying the geese, George Hazelett came in with his Squadron to report that the Japs had bombed our base near Lake Yeching with eighteen ships on that afternoon of Christmas Day, and the first warning the field had was the sight of the enemy bombers in the clear blue Yunnan sky. Luckily the bombing had missed the field and no ships were damaged, but many Chinese in the village had been killed. Definitely the warning net in western Yunnan made the operation of the Transport Command at Yeching hazardous. I could tell by the General's face that he had some plans he would tell me about in private.

The General had been sick with a cold over Christmas and had a fever that night, when he told me what he had to do at Yeching. At dawn the next morning—December 26th in China, but actually Christmas Day in America—I took off with full instructions. When I left, the Doctor told me General Chennault was running a temperature of 103. All of us were worried about him, and knew that the defeats on Christmas Day hadn't helped his spirits.

As I flew west towards Yeching, 145 miles away, in the half light I saw the coolies carrying drums of gasoline on wheelbarrows up the Burma Road. Some of these I knew would go on through Kunming to Chungking, 390 miles away by air. Trundling these crude wooden-wheeled vehicles of the ages gone-by, these patient workers would require seventy days of constant effort, at their dogged trot, to reach the capital at Chungking. The two-wheeled Peking carts with three drums would take a shorter time—44 days. I saw coolie boys plowing in the rice paddies halfway up the sides of the mountains—paddies built like steps from the top of the hill to the valley, so that the irrigation water could be used over and over. I laughed as I saw the ancient means

of cultivation—the boy, standing with his feet on the wooden scraper, was using his own weight to make it scratch the mud, but was holding on to the water buffalo, with his hand gripping the tail of the ponderous animal.

Landing at the threatened airdrome, I put the General's plan into immediate effect.

I commanded the necessary transportation on Yeching field and placed it ready for the instant movement of pilots to their dispersed fighters, which were scattered to all parts of the airdrome. The P-40's were pointed in the direction of a run for immediate take-off. All this was to save even the barest minimum of lost time, for when the alert came we would have to move fast and furious. Every one of the thirty pilots was kept on alert, and constant patrols were begun at dawn. We sent two ships above the field at seven o'clock and doubled the number at nine. At eleven o'clock we doubled again and continually had eight high in the sky.

The Jap had attacked the day before at 2:35 in the afternoon, or 14:35. The General had told me



Little Miaow children holding Christmas geese for Col. Scott.

many times of the propensity of the Japanese for the exact duplication of former military operations. We were going to get gradually more vigilant and stronger above the field for the expected blow. At the same time we were going as far as was commensurate with safety to conserve the invaluable aviation gasoline. Most of the fighters kept right over the field or slightly away in the direction of the expected attack from Burmese bases. Four fighters began to patrol from Yeching to the Mekong, on course to Lachio and seventy miles from where we were waiting.

At two o'clock I sent all planes into the sky except mine. I sat in that on the ground, listening for Harry Pike's expected report from his patrol to the Mekong River. I was within shouting distance of the ground radio operator, who would tell me of any developments on the weak-functioning warning net. The Jap would come today, I knew, between two and four—that's 14:00 to 16:00 hours.

At 14:54 I saw the radio operator wildly running for my ship. He yelled, "Report from W-7 says heavy engine noise coming this way—the report is right recent." I was already energizing my starter when Harry Pike called excitedly: "Here they come—fighters and bombers—I'm just East of the river." I knew then that the Japs were close to fifty miles away; we had all we could do to get set and be waiting for them.

When Pike called in, as I got the engine started, I heard that the Japs were at seventeen thousand, and I called to him to take the fighters, for I hoped by that move to make the bombers come in unescorted. From Yeching at its level of 6500 feet I was climbing with full gun, climbing for all the altitude I could grab. I watched the temperature but drew all the boost I could without detonating too badly. At exactly three o'clock I reached twenty thousand feet and picked up most of my Group, which today was made up of Hazelett's Squadron.

Just six minutes from the time I had given the ship the gun, I saw flashes reflected by Japanese windshields in the sun. They weren't far away, but I grinned—for they were below us. I heard from the chatter on our frequency that there was a fight going on towards where Pike had seen the formation cross the river. As the enemy ships materialized on the horizon, I knew that Pike had done his job well, for there was only one fighter with the bombers as escort—one fighter with nine heavy bombers. I think I knew then that we were going to make it tough for the Japs.

I called for the attack, in order to get the enemy before he could bomb the field. As I dove for the attack that I had always longed for, I saw one P-40 take the lone Zero head-on and shoot it down, and I knew from the way the shark-nosed ship pulled up in his channel of glory that Dallas Clinger had become an ace with his fifth enemy ship.

We made the attack from three directions simultaneously. Lieutenant Couch led his ships on a stern attack that I did not see, for I was diving on the course of the bombers from the flank where the low sun was. I was going in for a full-deflection shot from out of that sun, for I had planned this method of how I wanted to attack a bomber formation long ago. On my wings were six fighters in two ship elements. In Couch's flight were four fighters, and Hazelett had four coming from above the Japs on the other flank.

I had to dive from 20,000 feet to 17,000 feet to get on the level with the enemy formation, and when I got there I had plenty of excess speed over the Japs. I passed them rapidly from out of their range, but could see their tracers curving short of my flight. When I had overrun them a thousand yards, I turned right into the bombers and we went after the three Vees of Mitsubishi bombers. By being on the same level with them I'm sure we caused part of the enemy formation to blanket out some of their own ships from firing at us. I opened fire from six hundred yards and led the enemy leader by at least a hundred yards; it must have been just right, for the tracers seemed to go into the top of the wing. I just held the trigger down and kept going into the sides of the Japs—they blossomed out of the sky at me, growing larger and larger, "mushrooming" in my windshield. As the bombers passed by, my bullets were raking them with full-deflection shots, and as fast as my formation turned the other five men were doing the same. I saw the lead bomber climb a little, then settle back towards the formation with one wing down.

As I saw the second Jap in front of me—the left wing man of the leader—I realized I'd have to dive under the enemy very soon or I'd run into them. Things hit my ship now, and with noise like a wing coming off, the side glass of my windshield was shot out. I was three hundred to two hundred yards from the second bomber when I got my long burst into it. There was a flash ahead, and I dove as fast as I could shove the nose down. As I went under the smoke and orange flame, I thought that the Jap I was shooting at had caught fire, but as I pulled around, back to the direction the formation had been going, and climbed, I saw what had happened.

There was only smoke above, and the formation had broken, for I knew the bomber had exploded—the bombs had been detonated by the fifty-calibre fire. Behind, over the trail the Japs had come were four plumes of smoke where their bombers were going down. Below there were bomb bursts all over the paddy fields where bombs had been jettisoned in the unanticipated interception. I pulled up behind one of the lone bombers that I could see and began to shoot at it methodically from long range. Over on the left were three more, and I saw P-40's making passes at them. Over the radio I could hear happy American English, with unauthorized swear words aimed at the Jap that the individual pilot was shooting at, and by the tone of the pilots I knew that we were winning this battle and that the General was also going to be very happy.

From 800 yards I'd squeeze out a short burst at one engine, then skid over and aim carefully at the other engine and throw out another short burst. The Jap ship was diving with all the speed he could get, but the P-40 kept moving up. I think all their ammunition was gone, for I saw no tracers. In my second burst on the right engine I saw some gray smoke—thin, like gasoline overflowing a tank and blowing back into the slipstream. The next time I came over behind that engine from closer range I saw two red dots near the engine, two dots that became fire. The flame ran to the engine and to the fuselage, but by that time I was over shooting at the other engine again. I last saw the bomber diving, with flames that were orange against the green of the mountains below.

There were no more bombers to be seen, but I saw seven P-40's. Clinger came over and got on my wing; as I recognized his ship I slid my hatch-cover back and waved at him. Even before we landed I thought that we had gotten all the bombers. As we circled the field, with me trying to dodge the cold air that was knifing through the hole in my windshield—and bringing a particle of glass against my face every now and then, I realized why we still had to wear goggles in fighter ships in combat. Below of the Yunnan hills, I saw eight forest fires that could have been started only by burning airplane wrecks for they had not been there when I took off.

I kept some of the planes up for top-cover while we landed those that were shot up or low on fuel. Later when I had the combat reports made out before the pilots could talk, the battle over between them, the "certains" out of the nineteen that had come in—nine fighters and nine bombers and one observation plane—were fifteen.

(TO BE CONTINUED)

Skullduggery

By J. D. RYAN
McClure Newspaper Syndicate.
WNU Features.

AS BILL SMITH hiked along the macadam road toward Summerfield, the draft board center, he had ample opportunity to calculate his chances of being drafted.

It was now six months after Pearl Harbor; he was twenty-two, strong and physically sound. He recalled how eager he had been to sign on when his boss sent for him. "Now, Bill," he began, "I don't want you to get any of these wild ideas in your head about enrolling. So far as war contribution is concerned, you'd be doing far more for your country by remaining here. You're a pretty valuable man."

Bill cleared his throat noisily. "That's all right for you to say, Mr. Jones, but I'm wondering what people will think about an able-bodied man working in a factory when he should be shouldering a rifle."

The executive pursed his lips. "Yes, there's something to that, Bill." He gazed reflectively out the office window. "Tell you what, Bill, you forget this volunteer business. In time, if you're needed, you'll be called. That way I'll have a chance to break in a new man. How's that strike you?"

Bill considered this proposition carefully. "O.K., boss," he decided. "I'll help you here until my number comes up."

"That's swell." Mr. Jones shook hands with him to end the interview.

Bill carried out his part of the bargain. Night after night he stayed overtime to expedite production. He was earning big money but dissatisfaction gnawed within him. "Won't be long now before I'll receive my selective service papers. They'll be singing 'You're in the Army Now.'"

When the questionnaire came, Bill filled it out scrupulously, fearing to make an error which might delay his classification.

His job seemed drudgery now. Every day at mail delivery time he telephoned his landlady to inquire about letters. Then, when he had resigned himself to disappointment, a penny postal arrived with the curt statement—Your classification is 2A. Necessary to defense.

A wave of bitterness swept over him—2A. Who were they to decide on his case without a physical examination? He had expressly noted that he preferred the rating 1A. And this was their answer. How did they come to settle on that?

Then with stunning clarity he knew. Mr. Jones. He must have written, asking for deferment. If the boss said Bill was necessary to his business, that would end it. No wonder they had placed him in 2A.

"What am I going to do about it?" Bill asked himself. There must be some way to beat the old man at his own game.

At the plant he notified the chief avoided him. Just as well for his peace of mind, Bill thought, his blue eyes flashing dangerously.

A few weeks later Bill was called for a physical examination for reclassification. The boss was wearing a "cat that swallowed the canary" expression. "You're in this time, old boy," he prophesied. "I told you not to worry, but I suppose you couldn't help it. Young fellows are always impatient."

Bill had traveled about a half-mile when a car overtook him. "Lift, Buddy?" the driver invited.

Bill looked at the cut of state plates, and shook his head. "Thanks all the same. Just a short distance to go."

The driver meshed his gears and was soon out of sight. Then another car stopped. Bill smilingly refused the offer of a second lift.

When the third car stopped Bill accepted. "Going far? the driver inquired.

"To Summerfield."

"Just where I'm going."

"That's swell," said Bill. "I have to take a physical at the draft board."

"Think you'll make it?"

Bill tongued his cheek. "Heck, so far as that's concerned I'm all right. They won't take me and that's all right, too."

The driver flicked his gaze from the road to stare at Bill. "How do you figure that?"

Bill smiled sardonically. "A guy's a stucker to get in the army for fifty bucks a month when he can make that in less than a week in a machine shop. They praise you, too, and tell you how patriotic you are." He nudged the man to press his point. "Why, my boss just writes the board, tells them I'm indispensable and—presto, I'm deferred. It's a racket, I tell you." The driver edged away from him. At the outskirts of town Bill said, "I'll get out here," and thanked him. "Be seeing you," he waved.

"You're right, you will," the other promised grimly.

Bill grinned. "I'll have to seem awfully surprised when I see that guy on the board. Let Jones try to get me in 2A now." He headed toward the local office humming, "You're in the Army Now."

Important Crops
Most important crops in the garden, nutritionists assure us, are the "green leafy" foods, rich especially in vitamin A, of which we eat far too little.



STAGE-SCREEN-RADIO

Released by Western Newspaper-Union.

By VIRGINIA VALE

NEXT time Gregory Peck is cast to play opposite a short girl, sympathize with him. He stands six feet three, and declares that kissing a short girl, over and over, for the cameras, means keeping his neck craned and his knees bent four or five hours a day, and it's no fun. Now, kissing Ingrid Bergman for "Spellbound" was fine; she's 5 feet, 7 inches, just the right height. As a matter of fact, those kissing scenes drew crowds from all parts of the Selznick lot; workers flocked around to watch, till finally the performers grew self-conscious, and the set had to be closed. Incidentally, since Ingrid won her Oscar, Swedish paper are finally ecstatic about her.

When Anne Gillis broke into pictures Carole Lombard was her idol. Carole had had a run of terrific bad luck, as Carol, a numerologist urged her to add that final "e" to her name, and fame and fortune fol-



ANNE GILLIS

lowed. Anne, the ingenue of Republic's "The Magnificent Mr. M.", has just recovered from an automobile accident, as Carole had, and she's launching a new career—and she's now Anne instead of Ann.

Ona Munson's tired of living in a trunk, after two decades in show business. So she's bought a house in the Hollywood hills not too far from the studio where she's making "The Magnificent Mr. M.", for the radio studio where she has her own program.

Bill Goodwin, comedian on the Frank Sinatra air show, has turned movie actor; he has an important role in "The Stork Club." But says he, while he is in New York City he tried to get into the Stork Club and couldn't—it was crowded and he had no reservation.

Ever since Ethel Barrymore got her Oscar for her performance in "None But the Lonely Heart," the star of radio's "Miss Hattie" has been swamped with phone calls from Hollywood producers. Looks as if RKO would sign her for a picture called "Miss Hargreaves."

When Sammy Kaye, whose "Varieties" you hear on the Blue Network, began reading verse over the air, skeptics told him it was a sure way to lose listeners. But he received so many requests for copies of the poems that he decided to publish them in book form.

It's just 10 years since the first issue of The March of Time appeared on the screens of 417 theaters; today it's shown in more than 12,000. In Vol. II, one subject showed a rising political figure, Adolph Hitler. It also had a screen scoop, pictures of Sir Basil Zaharoff; a cameraman got those by disguising himself as a fruit peddler and hiding his camera under a bunch of bananas.

One of the oddest sights at La Guardia airport in New York occurs whenever James Melton is outward bound. The "Star Theater" tenor drives up in his 1910 Locomobile, whose top speed is 25 m.p.h. — to enter an airliner that can do 200 without half trying.

Janet Blair and Marc Platt, seen now in "Tonight and Every Night," will have the top roles in Columbia's "Tara and Spars." The coast guard musical will be filmed with established screen personalities and with coast guard and SPARS personnel.

Joan Davis has signed a five-year contract with the company that will sponsor her in a new air show next season, starting late in September or early in October, on a new network and at a new time.

ODDS AND ENDS—Cheryl Darlene, four-year-old daughter of cowboy star Roy Rogers, will have a part in "The Fabulous Texan," starring William Elliott. When Kate Smith made her first recording 14 years ago; Jack Miller's orchestra accompanied her; today it's still Miller's orchestra on her Sunday night variety programs. Charlie McCarthy wore a cowboy costume when broadcasting from New York, but when he stopped in Arizona on his way home he wore tails. Lisa Golm, who's specialized in portraying Nazi spies and refugees since her escape from Germany seven years ago, plays Helmut Danke's American sister in "Shadow of a Woman."

ASK ME ANOTHER?

A General Quiz

The Questions

1. What is the limit set by the U. S. government for first-class mail?
2. What language is spoken by more people than any other language?
3. Which is lighter, cork or balsa wood?
4. What is the present population of the United States, including those in the armed forces?
5. Which is correct, anchors away or anchors aweigh?
6. Is there a fixed North pole?

The Answers

1. Seventy pounds is the limit for first-class mail.
2. Chinese, including dialects, English is second.
3. Balsa wood (one-half as heavy as cork).
4. 138,100,874, an increase since 1940 of 6,431,589.
5. Anchors aweigh (just clear of the ground and hanging perpendicular).
6. No. It is the northern extremity of the earth's axis which moves within a small area.



WHAT'S NEW?

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GOLDEN FLAKES OF WHEAT AND BRAN COMBINED WITH SUGAR-SWEET TENDER RAISINS

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If functional periodic disturbances make you feel nervous, tired, restless—as such times—try this great medicine—Lydia E. Pinkham's Vegetable Compound to relieve such symptoms. Taken regularly—it helps build up resistance against such distress. Also a grand stomachic tonic. Follow label directions.

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THE OUTLOOK

Published Weekly in the Interest of Carrizozo and Lincoln County, N. M.

A. L. BURKE, Editor and Publisher

Largest Circulation in The County

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 Six months, in advance \$1.00
 One year, in advance \$2.00

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A. P. & A. M.
 Regular Meetings 1941
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 LOUGE
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 Mamie Greisen, N. Grand
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 ORDER OF EASTERN STAR
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 invited
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Notice of Hearing of Final Report and Account

In The Probate Court of Lincoln County, State of New Mexico.

No. 582

In the matter of the Estate of John Leary, deceased.

To Ruby Leary, Widow, 801 W. Magnolia Street, San Antonio, Texas, Ovada L. Guthbertson Daughter, Rt. 37, Box 242, El Paso, Texas, Juanita L. Sultemeier Daughter, Corona, New Mexico, and to all unknown heirs of the said decedent, and all unknown persons claiming any lien upon, or right, title, or interest, in or to, the estate of the said decedent, and to whom it may concern:

You, and each of you are hereby notified, and notice is hereby given, that Ruby Leary, Administratrix of the Estate of John Leary, deceased, has filed in the above entitled Court her final report and account as such Administratrix, and the Court has appointed Monday, the 4th day of June, 1945, at the hour of 10:00 o'clock A. M., as the hour and day for hearing of objections, if any that be, to the approval and settlement of said final report and account, and the discharge of the said Ruby Leary as such Administratrix, and at the hour on the day named, the Probate Court will proceed to determine the heirship of said decedent, the ownership of his said estate and the interest of each respective claimant thereon and therein and the persons entitled to the distribution thereof.

The name and post office address of the attorney for the Administratrix is John E. Hall, 310 Sunshine Building, Albuquerque, New Mexico.

Witness the honorable Paulino Aldaz, Judge of the said Court, and the seal thereof, this 11th day of April, 1945.

(Seal) G. E. Greisen,
 Clerk.

Buy more war bonds.

WANTED—Man or woman. Route experience preferred but not necessary to start. Rawleigh's Dept. NMD-212-M, Denver, Colo.

For Sale

Ivory and Green wood range with warming oven, water back and storage tank. Good condition. Also day bed Phone Anderson 7 21, Capitan. m1lp

Notice

The Mancha Shoe Shop has moved to the Reil building across from the postoffice, formerly occupied by Lloyd's Cafe.

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Buy War Bonds TODAY For Future Needs

A good resolution for the New Year is to keep well dressed and to keep your clothes well cleaned and pressed—Let us help you to make this resolution good.

NU-WAY CLEANERS, Phone 81

THE OLD JUDGE SAYS...



"Judge, remember that place up in the mountains where we went trout fishing last year?"
 "I sure do, George. We had a great time up there, didn't we?"
 "I'll never forget it. But this will interest you, Judge. I heard just yesterday that the revenue men raided a big still right near there. Guess that's where all that high-priced moonshine we heard about has been coming from."
 "Wouldn't be a bit surprised. I saw in the paper the other day where the Government has raided thousands of such stills during the past year."

"Sounds sort of reminiscent, doesn't it, Judge?"
 "Exactly and it's not hard to figure out. As soon as the distillers stopped making whiskey and devoted their entire facilities to the production of industrial alcohol for the Government... the racketeers muscled in again."
 "I hate to think of how that might have spread, Judge, if the Government hadn't found it possible, without interfering with our war effort in any way, to permit a short resumption of legal whiskey production recently."

This advertisement sponsored by Conference of Alcoholic Beverage Industries, Inc.

Pvt. Elmer Hunt is in France according to a letter received by his wife this week.

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FOR SALE—Wolverine Men's shoes—The Titworth Co., Inc., Capitan.

Wanted to buy—A used piano in good condition—Mrs. Jimmy Duncan, Carrizozo. 3t

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Modern house and 8 acres, and commercial orchard in the Hondo Valley. E. V. Morris, a20m1lp

For Sale

3½ HP Waterloo engine; A-1 condition—M. F. Wood, Capitan, N. M. m4p

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The evening news published the same day—news from our next door neighboring county. News of the State of New Mexico complete; also news of the war in Europe and the Pacific, and political, social and economical affairs.—Lydia Chavez, agent, Carrizozo.

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When excess stomach acid causes indigestion, heartburn, flatulence, belching, sourness, and other ailments, D. D. D. PRESCRIPTION is the fastest-acting medicine known for prompt relief—restores the stomach to normal. No laxative. No gas. No pain. No loss of appetite. 35c trial bottle provided, or money back on return of bottle to us at all druggists.

Why Should Business Men File Financial Statements With Their Bank?

By filing periodic financial statements with us, you:

- Give us a clear financial picture of your business.
- Help yourself and us to measure your financial progress by establishing figures for comparisons.
- Establish a good basis for working out a credit program and enable us to act promptly whenever you need money.
- Business men are invited to bring their credit problems to this bank

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WAR BONDS AND STAMPS

TRAVEL BY BUS

"From The Pecos to The Rio Grande"

Via.

Roswell-Carrizozo Stage Lines

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SCHEDULE:

EAST		WEST
Leave 5:30 A. M.	Socorro	8:15 P. M. Arrive
Arrive 8:00 A. M.	Carrizozo	5:45 P. M. Leave
Leave 8:30 P. M.	Carrizozo	5:30 P. M. Arrive
Arrive 12:30 P. M.	Roswell	1:30 P. M. Leave

W. R. Goldston, Owner & Mgr.
 Socorro, New Mexico



Railroad Noises

An editorial from the San Jose, California, "Evening News",
(San Jose is on the main line of Southern Pacific's Coast Line)

WE HAVE always resented those snooty expressions, "across the tracks" or "down by the tracks," with their implication that there was something disreputable and socially low-life about living near railroad tracks. After living many years a block from the Espee's rails, we rise to say that there are many worse places to live.

Living close to the railroad has its obvious advantages when you are a boy. Where is there a more romantic place than the right of way, with wheezing switch engines, puffing freights (which travel so much faster now than they used to) and speeding passenger trains? Morning, noon and night railroad-ing holds attraction for a boy, which is why so many of them go into it; finding a romance which never dulls until they die.

"But how can you stand the noise?" someone asks. Far from being bothered by the noise, you get so you find them soothing and conducive to repose. You get so you can tell the freight trains from the passengers, and you distinguish the touch on the whistle rope of that individualistic engineman who makes his blasts so short, sharp and distinctive.

The various whistle notes represent to you these giant creatures of fire and steel talking to one another over long distances and on winter nights, when the wind is blowing and the rain is pelted against the windows it is pleasant to think of engineer and fireman, snug in their cab with the fire roaring below them, shunting lines of cars up and down the glistening wet tracks.

If these night noises from the tracks are comfortable and appealing to you during peace they have

even more of these qualities during war. You realize that both the wars in which we are engaged are transportation wars and must be won not only in the foxholes and workshops but on the railroads as well. Some of the particularly long trains you hear puffing and snorting these nights are troop trains and others are weighed down with war's material. It is comfortable to reflect what a great job the railroadmen are doing, driving their trains and switching their cars 24 hours a day, even while you are asleep.

Back a few years, when trucks and buses started to cut more and more deeply into railroad revenues, with the airplane as an additional competitor just ahead, as a boy living near the tracks you may have wondered a little worriedly if they would put your old friends, the freights and passengers, out of business. It took the war to show that a nation's need of railroads continues—that no nation can be great and strong without them. You are reassured by that, and by the articles and drawings that have been published of vastly improved equipment which will help the railroads get their share of traffic after the war. Such things mean your friends will be able to stay alive and that, drowsily safe and comfortable, you will continue to hear the trains chugging and puffing through the night.

We thank the San Jose News for so beautifully putting into words the way we railroaders, and many other people, feel about trains.

S.P. The friendly Southern Pacific

CHURCHES



Methodist Church:
Church School 10.
Preaching Service 11.
Youth Fellowship 6:30.
We are here to serve. Will you do your part?

You are welcome; come and worship. John Loudin, Minister.

CHURCH OF CHRIST

Sunday services:
Bible school, 10 a. m.
Worship, 11 a. m. and 7:30 p. m.
Midweek Bible study, Wednesday 7:30 p. m.
Preaching at Capitan each Sunday at 8 p. m., in own church building.
Preaching at Nogal 7:30 p. m.
You are welcome to all of our services.

First Baptist Church
O. L. Olabam, Pastor
9:45 S. S., classes for all.
11 A. M., morning worship.
7 P. M., church training service, classes for all.
8 P. M., evening worship.
7 P. M., Wednesday, prayer service.

Change of Location
Assembly of God Church
moved to location block east of court house.
Sunday School, 10 a. m.
Preaching, 11 a. m.
Evening service, 8 p. m.
Friday evening Young People and prayer service, 8 p. m.
John A. Deweber, Pastor.

Santa Rita Church
Sunday Masses in Carrizozo
First Mass 7 a. m., Second Mass at 9 a. m.
Rev. Salvatore Giovanni, Pastor.

So the city folks have done it! Well, WATCH OUR SPEED!

WORD comes from Washington that the fat-salvage problem has got to be licked in the small cities, the towns and on the farms.

We women have to save enough used fats in our kitchens to help make munitions, medicines, fabrics, soap for military and civilian use, and many other essentials.

The job, to date, has been done largely by city people, because arrangements for collecting the fats were made in the cities first. And these city folks are turning in more than twelve million pounds a month.

Now we're called on. And will the women on the farms and in the towns and small cities break that record?

Don't worry—just watch our speed!
HOW TO DO IT: Save all used fats in a tin can. Keep it handy to the stove. Scrape your broilers and roasting pans, skim soups and gravies, for every drop counts. Keep solid pieces of fat, as meat trimmings and table scraps, in a bowl.

Melt down once a week when your oven's going, add the liquid fat to the salvage can. Take the can to your butcher as soon as it's full. He will give you two red points and up to four cents for every pound. If you have any difficulty, call your County Agent or Home Demonstration Agent. This message is approved by WFA and OPA, and paid for by Industry.



100,000,000 More Pounds Of Used Fats Are Needed This Year!

On your next printing order try the Carrizozo Outlook

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Here's a SENSIBLE way to relieve distress of

periodic FEMALE WEAKNESS

(Also a Grand Stomachic Tonic)

Have you at such times noticed yourself feeling nervous, irritable, so tired, a bit blue—due to female functional periodic disturbances? Then don't delay! Try this great medicine—Lydia E. Pinkham's Vegetable Compound—to relieve such symptoms. It's so effective because it has a soothing effect on one of woman's most important organs.

Important to Know! Pinkham's Compound does more than relieve such monthly cramps, headache, backache. It also relieves accompanying tired, nervous, irritable feelings—due to this cause. Taken regularly—it helps build up resistance against such distress. Pinkham's Compound helps NATURE. Also grand stomachic tonic. DIRECTIONS: Take one tablespoonful 4 times a day before meals and at bedtime. Follow label directions.

Lydia E. Pinkham's VEGETABLE COMPOUND



Wise Americans Now Fight COUGHS

or Bronchial Irritations Due to Colds—With Buckley's "Canadiol!" Almost instantly you get the surprise of your life—coughing spasms ease—right away it loosens up thick choking phlegm—opens up clogged bronchial tubes—makes breathing easier. There's real economy in Buckley's all medication—no syrup. Half to one teaspoonful will convince the most skeptical. Get Buckley's "CANADIOL" the cough mixture that's entirely different—more effective—faster in action—take it for more restful sleep tonight. Druggists everywhere.

Buy more war bonds

Mining Location Banks
Los Carrizozo Office

"THAT LITTLE GAME" Inter-act Cartoon Co., N.Y.—By B. Link



NEWS BEHIND THE NEWS

By PAUL MALON

Released by Western Newspaper Union.

TRUSTEE OR OWNERSHIP OF ISLANDS DEBATED

WASHINGTON. — "We cannot have prosperity in the United States if the rest of the world is sunk in depression and poverty," said State Secretary Stettinius to the Chicago council on foreign relations. He advocated among other things an American trusteeship for Pacific islands.

The very same night and at almost the same hour in New York, the Carnegie peace endowment dinner heard Admiral King and other influential speakers say (quoting precisely from news accounts):

"World security depends upon American security and world prosperity depends upon American prosperity."

He advocated that we keep bases in the Pacific, in line with making our own security first.

This direct conflict of viewpoint was advertised as a cleavage in the "cabinet" between the navy-war departments and state, but behind it was the new movement running through the whole government for a change of front.

Altruism is facing a gradually opening opposition. The theory that if we first save others we may save ourselves is hitting up against the doctrine that if we first save ourselves we can keep others safe.

Bases Back to Allies.

This new theory (particularly on the point of bases) first developed in the services many months ago. The men who went into those islands in the Pacific have seen British, French and Australian administrators move in to take civilian control as soon as the firing ceased, or in some cases the civilian administrators actually went in with the troops and exercised civilian control.

Airports our men conquered, and so vital to the future security of the world, became the civil property of those nations which owned them before the war.

A check of the islands in the far Pacific under army control shows none outside the Philippines definitely established as postwar bases for us. We still have use of them for military operations, but the property of our Allies remains theirs. They have given us nothing. These islands are of little value economically, so there is no particular reason why any nation should covet them, except an bases.

New Guinea has officially been placed under Australian and Dutch administrators. Bougainville has been taken over by the Australians (who incidentally murmured in the press against doing it on the ground that the Japs held it so long they had created civilian difficulties.)

In the navy area of the central Pacific, the British administration is supposed to have gone back in most places but the navy refuses strangely enough to give out the facts of the situation, saying: "We cannot speak for the British." (Whatever that means.)

Mandates Embarrassing.

The service people who have fought through these campaigns know these situations. Although they are not generally known or observed by our public, from such beginnings, I think, has sprung the position which Admiral King is now openly pressing.

If a vote were taken upon Stettinius or King in the senate today, King would win overwhelmingly, at least upon the single issue of whether we should own those bases which are essential to our postwar cause of a peaceful world. A superficial canvass shows little sympathy for mandates or "trusteeships," which might prove insecure or embarrassing.

Even Foreign Relations Chairman Connally, an administration man, thinks we should have New Caledonia which was French. However, he has not gone so far yet as to permit hearings for the McKellar resolution which would take practically all the islands we are conquering, including the Japs.

Average senate opinion strikes firmly to the line that we should have as many bases as we need for our own security and thus for world security. Also as all these nations—all our friends—owe us more money than they can repay in cash or goods, it appears a bargain for bases might not be out of line.

Thus a more enlightened and practical future-visioning theory of world peace is fast gaining ground.

Mr. Morgenthau has done a superior job of propagandizing congress on the new world bank and fund. Some lobbyists, objective in this matter, appraise it as the best ever. They say he got the advertising geniuses of the country to counsel him on the side.

Thus his Bretton Woods financial agreements have virtually become patriotically blessed and politically sacrosanct. Anyone who is against them is against peace. Anyone who wants to amend them is probably a Fascist or at least a banker.

Where Delegates Meet to End Scourge of War



In this magnificent chamber, the delegates from 44 nations are debating questions that may shape the future for generations. This view of the San Francisco Opera house was taken from the first balcony.

World Peace Hopes Converge On Conference in San Francisco

An Organization With Responsibility, Power Envisioned by Planners

By JOHN E. JONES

Released by Western Newspaper Union.

Out of the Yalta conference of the Big Three came the electrifying news that San Francisco had been selected for the coming United Nations conference — "We have agreed," they said, "that a conference of United Nations should be called to meet at San Francisco in the United States on April 25, 1945, to prepare the charter of such an organization, along the line proposed in the informal conversations at Dumbarton Oaks."

Official announcement came to San Francisco's Mayor Lapham from Acting Secretary of State Joseph C. Grew with the further advice that "Representatives of the department of state will get in touch with you in a day or so with regard to necessary arrangements for the conference."

And so San Francisco, most western of our American cities, founded in 1776, the same year as our Declaration of Independence, becomes the focal point of men's hopes for all parts of the world for enduring peace. San Francisco, the Golden Gate of the '40s, becomes now the new Golden Gateway to future security for all mankind.

If you take a map of the world and draw lines from Russia to South Africa, from Egypt to China, from Central Europe to India, from the Philippines to the Scandinavians, from Greenland to Australia, and from Canada to New Zealand, all of these lines will cross or converge at San Francisco. So San Francisco becomes the world peace center.

"No World War III"

Indicative of the importance of this meeting are some of the statements made by statesmen and pressmen. Veteran newsmen Mark Sullivan: "The greatest present need of the world is to see that there shall be no World War III. This is the beginning of everything and the objective of everything."

Lt. Cmdr. Harold Stassen, delegate: "I hope that San Francisco may mean for the world of tomorrow what Constitution hall at Philadelphia meant for the United States of America."

Anthony Eden, foreign secretary of the British empire: "This may be the world's last chance to create an effective peace organization combining responsibility with power."

Attendance at the meeting bears out this importance. Forty-four nations from all continents of the earth are represented. It has been estimated that delegates and their attendants, secretaries, advisers—experts on all matters of government—total some 1,500 persons. News gatherers—press and radio—number upwards of 1,000. San Francisco is host to from 2,500 to 3,000 persons.

Our state department has had representatives in San Francisco since March preparing for the big meeting, which taxes every facility of the coast city. Hotels, which have already been full to overflowing for the last two years or more, have to take care of several thousand more. The department of state has reserved 3,200 rooms in the larger hotels, taking over entirely several of the largest. The San Francisco chamber of commerce has advised people not directly connected with the conference to stay away from the city during April and May.

No one knows how long the conference will remain in session. First plans were for approximately four weeks. It may last eight weeks or longer, for a big job has to be done. East meets West, and all of the dif-

ferences between them must be ironed out in order to build an organization that will be effective and enduring.

Everything Arranged Early.

Experienced protocol officers have had to work out in advance details of seating arrangements at meetings—both general and committee—as well as at banquets and dinners, and hotel room assignments. Transportation from air fields to hotels and from hotels to meeting places had to be provided.

San Francisco is a cosmopolitan city with a population made up of persons from all parts of the world. Many of its taxi drivers speak other languages in addition to English. Each taxicab carries a sign indicating the languages that its driver speaks, so that foreign delegates may pick out a driver conversant in his own language.

Headquarters for the United Nations convention are in one of the large hotels on Knob hill. Meetings are being held in several of the large public buildings in San Francisco's Civic center, such as War Memorial Opera House, Veterans' auditorium and the Civic auditorium.

Rules governing the press and the public follow in general the pattern established at the Chapultepec conference in Mexico city, where the press had admittance to all general meetings and information sources from committee meetings. Many of the general meetings are open to the public, so far as space makes that possible. It is a privilege long to be remembered to sit in on a session where a constitution of the United Nations is being created.

Details to Committees.

Much of the actual business of the convention of necessity is done in committee meetings where plans and details are formulated, discussed, changed, and worked up into a cohesive program, to be presented to the general conference. Here differences come up necessitating reference back to committee, often time and time again. It is no easy job to create an instrument to govern international relations acceptable to people from every continent of the earth.

But present day transportation and communications have erased the barriers of distance and isolation. There is no isolation, we are a part of a family of nations. Kipling wrote, "East is east and west is west — and ne'er the twain shall meet." But Kipling was probably wrong. The "twain" are meeting where the east and the west come together geographically and spiritually in San Francisco, at the Golden Gateway to future peace and security among the nations of the earth.

The peoples of the United Nations look to San Francisco—Australians, Asians, Europeans, Africans, Americans — north and south — all have their hearts and hopes in the convention beginning on April 25. Who knows but that in their hearts the common people of our enemy, both European and Asiatic, are putting their hopes in this world meeting for an end to the catastrophe which they started but could not finish.

Atop Mt. Davidson, 900 feet above the city of San Francisco, is a huge cross. Here annually some 50,000 of the city's diverse population have gathered on Easter Sundays to worship at the foot of this cross. Here all forget their differences of race and creed in a common reverence. Never before has this cross been

lighted at any other time than Holy Week and Easter. Now, however, it is illuminated during the entire international conference—that it may be a guiding light to bring together the east and the west; and—in the spirit for which it stands—make brothers of us all in the United Nations of the World.

When Johnnie Comes Home

Vets Opportunities Under 'G.I. Bill' Explained by Legion Auxiliary Workers

By MRS. CHARLES B. GILBERT
National President,
American Legion Auxiliary.

The American Legion Auxiliary, ever since its organization, has centered its work on aiding the war veteran and his family. The Auxiliary in past years has aided veterans of the last war. With the increasing number of veterans in the present war, the Auxiliary has stepped up its program to help the veteran in every possible way.

A million veterans returned home in 1944. More and more are coming home each month. There are bound to be questions they will want to ask and problems they will have to solve.

To ease this burden the Auxiliary under the leadership of its national president, Mrs. Charles B. Gilbert of Norwich, Conn., has prepared questions and answers on some of the problems which will affect the veterans and their families. Here are some pertinent questions:

Q.—Just what does "farm loan guaranty" mean?
A.—Under Title III of the servicemen's readjustment act of 1944, provision is made for the guaranteeing by the administrator of veterans affairs of a loan to be used in purchasing land, livestock, machinery to be used in farming operations conducted by the applicant.

Q.—Does this mean that the veterans administration will make the loan?
A.—No. The law provides that the administrator of veterans affairs may approve an application for the guaranty of a loan within certain limitations, but the actual loans are made by regularly established banks, lending agencies and private lenders.

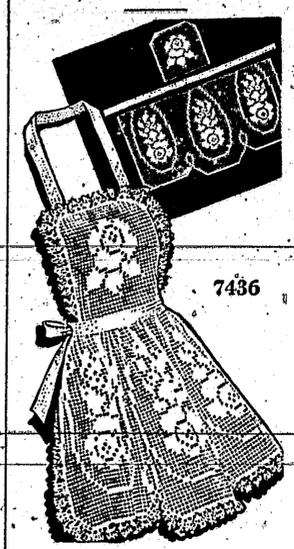
Q.—What does the law specifically provide regarding the purchase of a farm and farming equipment?
A.—Any application made under this title for the guaranty of a loan to be used in purchasing any land, buildings, livestock, equipment, machinery or implements or in repairing, altering or improving any buildings or any equipment to be used in farming operations conducted by the applicant may be approved by the administrator of veterans affairs if he finds—

1. That the proceeds of such loan will be used in payment for real or personal property purchased or to be purchased by the veteran, or for repairing, altering or improving any buildings or equipment to be used in bona fide farming operations conducted by him.
2. That such property will be useful in and reasonably necessary for efficiently conducting such operations.
3. That the ability and experience of the veteran, and the nature of the proposed farming operations to be conducted by him, are such that there is a reasonable likelihood that such operations will be successful.
4. That the purchase price paid or to be paid by the veteran for such property does not exceed the reasonable normal value thereof as determined by proper appraisal.

Q.—Who is eligible to apply for this farm loan guaranty?
A.—A veteran who (1) has served in the active military or naval service of the United States on or after September 16, 1940, and before the official declared termination of World War II; (2) shall have been discharged or released from active service under conditions other than dishonorable either after active service of more than 90 days or because of injury in line of duty irrespective of length in service; (3) applies for the benefits of this title within two years after separation from the military or naval forces, or within two years after the official termination of the war. In no event may an application be filed later than five years after such termination of such war.

Q.—Who is eligible to receive readjustment allowance?
A.—A veteran described above who is residing in the United States and is completely unemployed or who is partially unemployed in that services have been performed for less than a full work week and the wages are less than the allowance under this title plus \$3.00.

This Charming Apron Done in Filet Crochet



7436

Now that you've discovered the charm of crocheted party aprons, you'll want this one done in filet crochet; easy-to-follow chart.

Handwork you'll enjoy—a filet crochet apron—inexpensive when you make it yourself. Pattern 7436 has directions; chart.

Sewing Circle Needlecraft Dept., 267 W. Randolph St., Chicago 26, Ill. Enclose 10 cents for Pattern.

No. _____
Name _____
Address _____

Young Wright Made Sure of No Ill Wind

Inventor Orville Wright recognized the value of the scientific approach at an early age. When he was seven he went into the junk business.

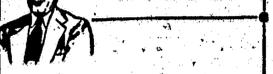
"Orville, what are you going to do with all those bones you've collected?" asked a neighbor upon noticing the boy pulling a wagonload of the stuff.

"Sell it to the fertilizer factory," replied young Wright.

"Horror!" exclaimed the woman. "How can you go near the place? It smells awful."

"Doesn't bother me at all," explained the miniature merchant. "I go there when the wind is blowing toward the factory."

SNAPPY FACTS ABOUT RUBBER



Greater facilities are now provided farmers for recapping rear tires on tractors and other rubber-shod farm equipment. B. F. Goodrich is active in this extended farm-rubber conservation.

Industrial machinery and consumer durable goods, such as automobiles, refrigerators and the like, use the major portion of molded and extruded mechanical rubber goods made in the U. S.

The Belgian Congo is still providing natural rubber for the Allies' stockpile. Last year's output has been put at 3000 tons, compared with 2,400 tons in 1943.

Jerry Shaw

In war or peace

B.F. Goodrich

FIRST IN RUBBER

Save Used Fats for The Fighting Front

Those Beets and Carrots—Remember? They Were Good!

Of course they were good—those crisp, tasty carrots and delicious beets. So good, in fact, that you can hardly wait to plant some more. But be sure you plant Ferry's Seeds again so you'll obtain that exceptional taste and flavor you enjoyed so much last year.

Your favorite dealer has a wide range of Ferry's Flower and Vegetable Seeds. Have a better garden with Ferry's Seeds.

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WINCHARGER

ELECTRIC SYSTEM

Electricity can give you three big advantages on your farm. It can increase your income! It can save you labor! It can give you city comfort and conveniences. Lights in the hen house can increase egg production 25%. Pig brooders can save 16% more young pigs. Electric milkers can save 30% to 50% of milking time. Electric lights alone can save 1 1/2 hours daily chore time. You can have all these advantages on your farm right now. Put Wincharger Electricity to work.

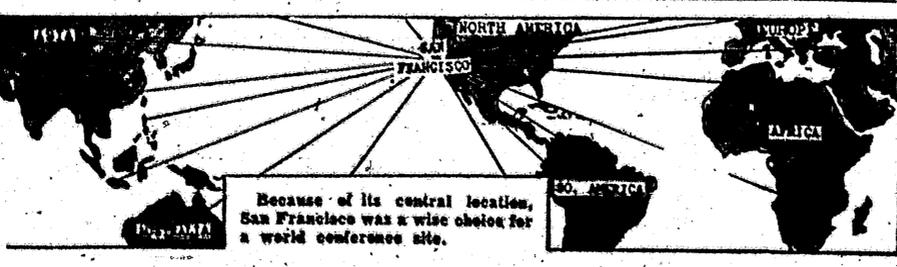
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Ladies Ready-to-Wear Garments

Our Prices Are Reasonable

The Titsworth Co.

(INCORPORATED)

CAPITAN, NEW MEXICO

Outlook Favorable

(Roswell Record)

Indications are now, and they have been for a week, that Madame Perkins, secretary of labor, will be relieved of her post in the Truman cabinet.

If that happens, and the inside dopsters say it will, labor will have been done a service and America a greater one.

No one has ever been able to understand why Roosevelt kept her on from the day his cabinet was formed. The nation felt that a woman had no place in the cabinet and labor has always wanted one of its own leaders in the post.

In every crisis that has arisen in the labor field the secretary figured lightly in it. She has never taken the lead in any controversial matter, and as a matter of fact a large part of the duties of her cabinet office have been shifted to other agencies, the manpower board particularly.

Therefore, if she offers her resignation, as is expected, and if it is accepted, as is almost a certainty, the cabinet muddle in that respect will be relieved somewhat.

The insiders also claim that there will be a big shift in cabinet positions, with the view taken that Truman will attempt to strengthen it so that the duties of the presidency may be spread out as is the intention of American government.

In other words, it probably will be the Truman policy to

decentralize government, placing duties where they belong, instead of making it a white house government.

That also will please America.

It will be particularly reassuring to the nation that the cabinet is to be composed of strong individuals. With all his great ability, personally, Roosevelt did not surround himself with the best talent available. His was pretty much a one-man show.

FOR SALE: Small ranch, 7 acres of land, 1 8-room adobe house, 1 5-room house, electric lights, two wells and windmills, shade trees, shrubs, etc. An ideal place for health seeker or retired persons. For further information write box 507, Capitán, N. M. m23tf

Tortured man gets help!



Lemon Juice
Mixed at Home
Relieved
RHEUMATIC PAIN
says Sufferer!

"I have used ALLENRU for several months. I could hardly walk on account of my knees. But now those pains are relieved. I can go like a race horse now," Mort Shepard of Ohio.

Don't be a victim of the pains and aches caused by rheumatism, lumbago or neuritis without trying this simple, inexpensive recipe you can mix at home. Two tablespoons of ALLENRU, plus the juice of 1/2 lemon in a glass of water. Your money back if not entirely satisfied. Just 85¢ at all drug stores. Buy ALLENRU today.



From where I sit ... by Joe Marsh.

**America Has its
Portrait Painted**

Don't Mason's cousin, an honest-to-godness artist, came to our town. And when he heard we were having a weenie roast, he asked could he come and bring his paints.

After he got through working on his canvas ... he had as nice a picture of us enjoying ourselves as you could ask for ... complete to the last little detail ... from Molly Burdette's dimples to the foam on Ed Carey's glass of beer.

"I'm calling it a portrait of America," Don's cousin says.

And from where I sit, he couldn't have a better title. Whether it's a weenie roast in our town or a square dance on a Wisconsin farm, it's all a part of America—a part of our neighborliness, our love of fun and pleasant living.

Because our right to enjoy a temperate beverage like beer is a part of our American heritage of personal freedom.

Joe Marsh

AMERICAN HEROES

By WOODY COWAN



COAST GUARD officers every day are proving how effectively the smaller naval vessels purchased with the help of War Bonds can clear the seas of enemy submarines. Comdr. David H. Bartlett of San Diego, Calif., recently was awarded a Navy medal for maneuvering his Patrol Frigate in such a manner that it brought about the destruction of a Jap undersea attacker. Other commanders of small vessels are doing highly efficient work. U.S. Treasury Department

SH-H-H-H



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