

# The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"  
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## Gasoline Rationing

The pleasure of anticipation, youth has been told these many generations, is greater than the pleasure of realization. Without attempting either to confirm or to debunk that belief, we can testify that the debate of anticipation is many degrees hotter than the debate of realization. For two years Americans warmly debated the issue of war or peace; then suddenly went to war without a bit of further argument. And for months there was debate over the necessity, or lack of necessity, for gasoline rationing; then suddenly and without warning gasoline was rationed, even here in the Pacific Northwest where it was scarcely anticipated—and there is no argument.

The necessity for gasoline rationing we will take for granted, particularly in view of the fact that the reason for it is so apparent. There is no shortage of supply. But the northwest, like the eastern states, has received its gasoline by ocean-going tanker. Now a lot of tankers are required to move gasoline and oils to United Nations fighting forces in many parts of the world; and submarines have sunk a great many; and in view of the submarine peril, we aren't going to ask that tankers and their crews put to sea just to bring us joy-ride fuel.

They are cutting us down 20 per cent. The writer who has cut his personal use of gasoline by more than that voluntarily in the last two months, and to an approximate minimum, that posed a question: Is the reduction to be based upon consumption a year ago, or upon the supposedly lower consumption of recent weeks?

Inquiry disclosed that there could be no serious question on this point for, contrary to the belief of persons who have been economizing, there has been no drop in general consumption unless it occurred quite recently. Gasoline consumption in January for example exceeded that of the same month in 1941. But to the small extent that the question did arise, it was answered this way:

Dealers' quotas are to be cut 20 per cent from a figure based equally upon three past consumption records; three months including December, 1940, January and February, 1941; the same three months a year later; and if, say, the quota is for April, upon the gallonage handled in April a year ago.

Certainly the people of a community such as Salem or any of its neighbors can, other things being equal, get along with 20 per cent less gasoline than they did at this time a year ago, especially when transporting the supply is a task of such peril and a vital factor in the war effort. In fact, other things being equal, one would suppose tire-saving would automatically result in that much gasoline saving.

Unfortunately, other things are not going to be equal. A lot of people are moving into the Willamette valley, attracted by the cantonment—yet no allowance for this is likely in the gasoline quota arrangements. That's the trouble with regimentation from Washington, DC, by persons who have no knowledge of local situations.

No matter—it's the war. Did you see that cartoon reprinted from the Washington Star? One government employe is carting off John Q. Public's typewriter, another his sugar. Ickes is siphoning off John's gasoline, Henderson is taking one of his tires and his rubber-heeled shoes; Morgenthau is taking his money. In the center stands John Q. himself in shirtsleeves, barefooted and with trousers pockets turned inside out. He is saying:

"Oh boy! Can I take it!"

Another flaw of regimentation is that no account can be taken of individual needs. One motorist used to do a lot of Sunday touring—he can get along easily with 20 per cent less or 40 per cent less. Another has driven only on business; he can't greatly reduce his consumption except at the cost of serious inconvenience. Fortunately, gasoline dealers have, until ration cards are issued, leeway to take these matters into account.

Further more her lifetime must not only supply the Jap armies in the scattered islands of Oceania, Malaya, the Philippines, Indo-China and Java, but also their main army in China. Their supply lines from Tokyo to Port Darwin, Australia would run approximately 2,800 miles long. The farther they go the more supply ships they will need to sustain themselves.

Even with the main Jap fleet hiding at home, the toll of fighting ships is beginning to mount. United Nations claim to have put out of action four stray battleships of an estimated 18 (it may be more) in the Jap fleet. Only two were sunk, two damaged.

Jap loss in aircraft carriers has run higher than you would think, with half her estimated strength put out of action (three sunk, two damaged).

Cruisers and destroyers are types she must have to protect her supply convoys. We claim 17 cruisers sunk, 27 damaged, or a total of 44 out of action. (She is reputed to have only 56, but she probably has more.) Of her estimated strength of 136 destroyers, 22 are claimed sunk, 12 damaged, or a total of 34.

In submarines, her losses have been light, 10 sunk and two damaged out of estimated strength of 78. Sub-losses, however, are difficult to calculate accurately, and no doubt she has lost more than claimed.

When you add it all up, the dismal setback she suffered in the Java sea (loss of 12 fighting ships of the United Nations without compensating comparative damage to the Jap navy) appears less discouraging. Undoubtedly this was the greatest loss our side ever suffered actually fighting on the high seas under any flag in any war, if measured in United Nations losses against enemy losses. Apparently the Dutch commander exposed his joint fleet north of Java without an avenue of escape. Details are lacking.

But the navy now believes it has sunk 88 Jap vessels of all classes since the war began, the army 19, the Dutch 61, Australians seven—175 sent to the bottom. The navy claims to have damaged 27 more of all classes, the army 21, the Dutch 30, the Australians 15—83 more out of commission. This makes a grand total of 268 ships that have been put out of action.

The scoreboard does not compare sharply with Admiral Shimada's claim that the United Nations have lost seven battleships, two aircraft carriers, 12 cruisers, 22 destroyers, 44 submarines (whoop!) and 45 other warships sunk (mosquito boats) and four battleships and 72 other warships damaged (correct). He told his diet 128 merchant ships had been sunk and 82 damaged—an overall total of 435 ships which seems to be far more than the United Nations had in that part of the world. Maybe he sank some of his own.

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organization capable of holding them in line on business matters such as holding out for a fair price, and it might look as though Lewis' program was just the ticket. The main trouble with the idea is—John L. Lewis.

Look a little closer and you will see some curious, disturbing angles. This is to be a "union" of farmers, chiefly employers—but Lewis is tying it right in with his United Mine Workers. The contrast between mine workers and business man-milk producers is as extreme as that between hard, black coal and liquid, white milk. Their common interest is difficult to imagine.

It's obvious enough that Lewis, though no true "liberal" from the new deal angle—his alliance with the new deal was strictly opportunistic—has no vast, compelling urge to be of service to farmers. What John L. yearns for is power—political power in the labor movement. Signing up the farmers under his personal banner might tip the balance, numerically, in the CIO to his side of the argument, which currently is the minority side.

It's our guess that upwards of 50,000 eastern dairymen have bought themselves a peck of trouble.

## News Behind The News

By PAUL MALLON

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WASHINGTON, March 19—The best of the news from the Jap war front has been lost in scattered communiqués.

It is true our navy has not done much with the main Jap battlefleet. It has not even been seen since the war started. The Japs are keeping their big capital ships out of their south Pacific campaign in fear of our flying fortresses and submarines.

Big battle wagons do not even carry depth bombs for defense against subs. As they cannot be maneuvered swiftly they must rely on destroyers for sub protection, and upon aircraft carriers for protection against planes.

But day by day in every way, our navy and army have been pecking away mainly at the indispensable, but unspectacular, phase of the Jap attack—the transport, supply and tanker ships, and their convoy protection.

Up to Wednesday night the United Nations had put out of action nearly one-fourth of Tokyo's estimated supply wagons of the sea, without which their advance cannot be maintained or their conquests held, and 44 of the cruisers protecting them (out of a total estimated strength of 56 Jap cruisers.)

The scoreboard in this supply shipping here shows: Sunk 110 (including 7 by the Australians); damaged 54 (including 15 by the Australians); total put out of action 164.

Jap merchant marine strength was estimated at 898 ships for this type of service on the eve of the war, counting everything above 2,000 tons. Of these 717 were freighters, 132 combined passenger and cargo ships, and 49 tankers. But 162 were under 3,000 tons and could not be used for the farflung service of this attack. So 736 is a fair estimate of what the Japs could use and 164 is about 22.3 per cent of this, now counted as out of action.

This pinch of ships is important furthermore, because the Japs cannot produce them as we can. Her merchant shipbuilding capacity is limited to 300,000 to 400,000 gross tons a year while we expect to build 6,000,000 gross tons this year and 10,000,000 next.

Furthermore her lifetime must not only supply the Jap armies in the scattered islands of Oceania, Malaya, the Philippines, Indo-China and Java, but also their main army in China. Their supply lines from Tokyo to Port Darwin, Australia would run approximately 2,800 miles long. The farther they go the more supply ships they will need to sustain themselves.

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What May I Do to Help My Country?

## Bits for Breakfast

By R. J. HENDRICKS

When a Michigan 8-20-42 farmer knew more than the generals and all the engineers:

(Concluding from yesterday:) Quoting the Cyclopaedia further: "At this juncture Bailey (who was then a lieutenant-colonel) came forward and coolly proposed to build a couple of dams, extending from either side of the river, that would greatly increase the depth of the mid-channel, and allow the fleet to pass.

"The regular engineers SCOFFED AT THE IDEA, assuming as it did from the brain of a Wisconsin farmer, and declared it to be utterly impracticable.

"Bailey, however, persevered, notwithstanding indifference, open opposition, and every discouragement, until finally, on April 30, he induced General Banks to sanction his scheme.

"The work being fairly started, assistance was freely offered, and as many as 3000 soldiers were soon at work on relays night and day, while several hundred lumbermen from the Maine regiments made themselves useful in felling and moving trees. The toilers were frequently up to their necks in water, and oftentimes nearly prostrated by the scorching rays of the Southern sun.

"The rapids where the river was to be deepened were about a mile long and nearly 1000 feet wide, with a current running ten miles an hour. On the south side where the timber was not available, cribs were constructed of brick, stone and iron, obtained by tearing down adjacent mills and sugar-houses, and taking up railroad iron.

"This important work was at last completed under tremendous pressure on May 12th, and the entire fleet passed safely over the rapids through an opening between the two dams 65 feet in width. Bailey's invaluable service won speedy recognition. June 7 he received the brevet of brigadier general. On June 30 he was promoted colonel, and afterward was tendered the for-

mal thanks of Congress, while the officers of the fleet presented him with a sword and a purse of \$3,000. In November, 1864, he became brigadier general of volunteers. . . . Subsequent to the war he settled as a farmer in Newton county, Mo., where he was elected sheriff, an office for which he was peculiarly well fitted on account of his great strength and dauntless spirit.

"It was while endeavoring to convey two desperadoes to the county seat at Nevada without assistance that he met his death at their hands.

"It is worthy of note that 'Bailey's Dam' was still in a state of fair preservation 25 years after it was built, and bade fair to endure another quarter of a century.

Continuing the Young Folks' History of the Civil War account where it was left off at the end of the installment of yesterday of this series: "When Porter was at his wit's end, . . . Bailey proposed to build a series of dams across the rocks at the falls, thus raising the water high enough to let the vessels pass over in safety, just as locks are used in canals. Porter and Banks were hearty in their support of the plan, but the BEST ENGINEERS CALLED IT MADNESS.

"Three thousand men, with more than 200 wagons, were immediately set to work. After eight days of hard work, when the dams were nearly done, the pressure of the water swept away a portion of their support. Seizing the opportunity, Porter ordered the Lexington to pass over with the rushing water.

"Steadily she steered for the opening. It seemed as if the whirlpool must carry her down. Wrote a witness:

"The silence was so great, as the Lexington approached the dam, that a pin might almost have been heard to fall.

"She entered the gap with a full head of steam on, pitched down the roaring torrent, made two or three spasmodic rolls, hung for a moment on the rocks below, was then swept into deep water by the currents, and rounded safely into the bank.

"Thirty thousand voices rose in one deafening cheer. . . . In three days the dams were re-

paired, and the other vessels came safely over the rocks."

It is interesting to note that, in the Cheney history, just quoted, this paragraph follows: "During this summer John Morgan (the raider) rode again through Kentucky. At length he entered East Tennessee, where he was surprised by a Union force under General Gillem. (He was Alvan Cullen Gillem, who helped chase Captain Jack and his gang after the massacre in the Java beds of April 11, 1873.) Morgan drew his pistol, but before he could fire a Union bullet had pierced his heart.

The lesson of "Bailey's dam" is that plain common sense may be better than the advice of the experts who think they know it all.

## Radio Programs

- KELM-FRIDAY-1290 Kc.**
  - 6:30-Sunrise Salute.
  - 7:00-News in Brief.
  - 7:05-Rise 'N' Shine.
  - 7:30-News.
  - 7:35-Sunrise Salute.
  - 8:00-Lud Gluckin.
  - 8:30-Morning Pick-Up.
  - 9:00-Edwin Christian Church.
  - 9:15-Little Fitch Shop.
  - 9:45-World White Organist.
  - 10:15-World 'N' Review.
  - 10:30-Castles in the Air.
  - 10:30-Romans in the News.
  - 10:35-Delta.
  - 10:45-Dr. R. F. Thompson.
  - 11:00-Maxine Buren.
  - 11:15-Singing Saxophones.
  - 11:45-Lum & Abern.
  - 12:00-Ivan Dittmar.
  - 12:05-Memory Timekeeper.
  - 7:30-News.
  - 7:15-Rise 'N' Shine.
  - 7:30-Memory Timekeeper.
  - 8:00-Breakfast Club.
  - 8:30-News.
  - 8:45-At the Twist is Best.
  - 9:00-John B. Hughes.
  - 9:15-Woman's Side of the News.
  - 9:30-This and That.
  - 9:45-News.
  - 10:15-Helen Hound.
  - 10:30-Front Page Farrell.
  - 10:45-It's Dance Time.
  - 11:00-Buyer's Parade.
  - 11:15-Jerry Stiers Presents.
  - 11:30-Concert Music.
  - 11:45-Luncheon Concert.
  - 12:00-News.
  - 12:45-They Too Like Music.
  - 1:15-Augustine College Choir.
  - 1:30-Johnson Family.
  - 1:45-Spoke Carter.
  - 2:00-P.T.A.
  - 2:15-Arnie H. Easy.
  - 2:30-News.
  - 2:45-The Bookworm.
  - 3:00-Johnson's Orchestra.
  - 3:15-Hello Again.
  - 3:30-News.
  - 3:45-Harry Morgan.
  - 4:00-News.
  - 4:15-Salvation Army Program.
  - 4:30-Music Department.
  - 4:45-Jimmy Allen.
  - 5:00-Orphan Alley.
  - 5:15-Streetlight.
  - 5:30-Jack Armstrong.
  - 5:45-Gabriel Hostler.
  - 6:00-News.
  - 6:30-Spotlight Bands.
  - 6:45-Movie Parade.
  - 7:00-Start of Service.
  - 8:00-Lone Ranger.
  - 8:30-Slumber Boat.
  - 8:45-News.
  - 9:15-Speaking of Sports.
  - 9:30-Fulton Lewis, Jr.
  - 9:45-Dick Jurgens.
  - 10:00-Harry James Orchestra.
  - 10:15-News.
  - 10:45-Sweeney Ennis Orchestra.
  - 11:00-Jack Teggan Orchestra.
  - 11:30-Bob Crosby.
- KELM-FRIDAY-1290 Kc. (Continued)**
  - 8:15-Flying Patrol.
  - 8:30-News of the World.
  - 8:45-Tom Mix Straight Shooter.
  - 8:55-Secret City.
  - 9:00-Roll Call of Time.
  - 9:05-March of Time.
  - 9:10-News.
  - 9:15-Maxwell.
  - 9:20-First Piano Quartet.
  - 9:25-Larry Bullock.
  - 9:30-Miracles of Faith.
  - 9:35-Modern Music Box.
  - 9:40-Herbert Marshall.
  - 9:45-Gene Biers.
  - 9:50-Concert Hall.
  - 9:55-News.
  - 10:00-Symphony.
  - 10:05-Uptown Ballroom Orchestra.
  - 10:10-Broadway Bandwagon.
  - 10:15-Organ.
  - 11:00-This Moving World.
  - 11:15-Variety Today.
  - 11:30-War News Roundup.
  - KGW-NBC-FRIDAY-480 Kc.**
    - 6:00-Quack of Dawn.
    - 6:10-Early Birds.
    - 6:20-News Headlines and Highlights.
    - 6:30-News of Vienna.
    - 6:40-Reveille Roundup.
    - 6:50-Sam Hayes.
    - 7:00-Stars of Soap.
    - 7:10-Symphonic Swing.
    - 7:20-Lotta Della.
    - 7:30-David Harum.
    - 7:40-Bess Johnson.
    - 7:50-Bachelor's Children.
    - 8:00-News Neighbors.
    - 8:10-Summy Walker's Kitchen.
    - 8:20-News.
    - 8:30-Rhythmairs.
    - 8:40-Dr. Katz.
    - 8:50-Light of the World.
    - 9:00-The Mystery Man.
    - 9:10-Valiant Lady.
    - 9:20-Arnie H. Easy's Daughters.
    - 9:30-Answering the Stern.
    - 9:40-Ma Perkins.
    - 9:50-Grand Central Station's Family.
    - 10:00-Vie and Sade.
    - 10:10-Backstage Wife.
    - 10:20-Steve Morgan.
    - 10:30-Lorenzo Jones.
    - 10:40-Young Widder Brown.
    - 10:50-Washington's Girl.
    - 11:00-Portia Faces Life.
    - 11:10-We, the Abbotts.
    - 11:20-Streetlight.
    - 11:30-Night to Happiness.
    - 11:40-Lone Journey.
    - 11:50-Hollywood News Flash.
    - 12:00-Personality Hour.
    - 12:10-Weekly Spectator.
    - 12:20-Temporary Book of News.
    - 12:30-Cocktail Hour.
    - 12:40-Children's Playhouse.
    - 12:50-News.
    - 1:00-Bill Sabransky, Organist.
    - 1:10-Waitress Club.
    - 1:20-Plantation Party.
    - 1:30-Capt. Flag and Sgt. Quill.
    - 1:40-Fred Waring Pleasure Time.
    - 1:50-Lum and Abner.
    - 2:00-King Size Weekly.
    - 2:10-News.
    - 2:20-Dark Fantasy.
    - 2:30-News Flash.
    - 2:40-Young Tuna News.
    - 2:50-Moonlight Sonata.
    - 3:00-News of the Week.
    - 3:10-War News Roundup.
    - KOAC-FRIDAY-50 Kc.**
      - 10:00-Review of the Day.
      - 10:10-News.
      - 10:20-The Housewife's Hour.
      - 10:30-School of the Air.
      - 10:40-Beethoven.
      - 10:50-News.
      - 11:00-Farm Hour.
      - 11:10-Favorite Classics.
      - 11:20-Memory Book of Music.
      - 11:30-Concert Hall.
      - 11:40-Clubwomen's Half Hour.
      - 11:50-Memory Book of Music.
      - 12:00-Monitor Views the News.
      - 12:10-Plantation Revival.
      - 12:20-Roadside Beautification.
      - 12:30-Orchestra Genie.
      - 12:40-News.
      - 12:50-Keyboard Classics.
      - 1:00-Stories for Boys and Girls.
      - 1:10-Campus Swing.
      - 1:20-Birds Melodious.
      - 1:30-Evening Vesper Service.
      - 1:40-Dinner Concert.
      - 1:50-News.
      - 2:00-Farm Hour.
      - 2:10-Concert Hall.
      - 2:20-Consumers' Forum.
      - 2:30-Music International.
      - 2:40-Herald of Destiny.
      - 2:50-Jack Green.
      - 3:00-Book of the Week.
      - 3:10-Music of the Masters.
      - 3:20-10:00

The week's outstanding club leader, E. C. Kuchner of Eugene, has been selected executive secretary of the state-wide committee to "Keep Oregon Green." He will have headquarters in Salem and Eugene.