

Aircraft Labor Denied Raise To Shipyard Scales

Boeing Gets 4½ Cents on WLB Ballot

WASHINGTON, March 3—(AP)—The war labor board, splitting 7 to 5, rejected Wednesday night a general wage increase to bring west coast aircraft workers' pay up to shipbuilders' rates. Chairman William H. Davis declared such raises—from a basic 60 or 62½ cents to 95 cents an hour—"would only lead to a new cycle of wage increases and a new general wage level on the coast."

Instead, the board gave a general increase of 4½ cents an hour to 30,000 workers in the Boeing Flying Fortress plants at Seattle, and an average increase of 7½ cents to about half the 220,000 employees of eight southern California airplane companies.

The labor members and Wayne L. Morse, a public member, dissented vigorously.

The labor members expressed resentment over the part they said James F. Byrnes, the economic stabilization director, played in framing the decision.

Referring to Byrnes, the labor group said:

"It is clear that the (executive stabilization) order does not require the board to consult the director before it makes its decision in a given case. That procedure has, until lately, been carefully adhered to. However, during the course of its deliberations on this case, several members of the board have consulted with the director about it."

"Therefore, we cannot escape the conviction that these conferences have affected the final decision, and it is our opinion that the independence of the board cannot be preserved so long as such a practice continues."

Morse, dean of the Oregon school of law, who split with his fellow public members on the board for the first time in a major case, commented:

"Undoubtedly there will be some grumbling and some expression of disappointment but production will proceed because the workers know that in the interests of the war effort it must proceed."

"If should come to pass that any group of workers should exercise such bad judgment as to stop work in protest of the majority decision, this writer will insist, as he always has when he has been in the majority and others in the minority, that the war labor board must stand as a united, unanimous body against any defiance of its decisions by any labor or employer group."

Morse said the minority "have reached the conclusion that be- (Turn to Page 2—Story B)

Corrections Asked, Buying Of Adair Land

Reexamination of land purchases for Camp Adair and correction of errors and injustices would be asked of the federal government by a joint memorial introduced in the senate Wednesday by Sen. Dean Walker of Independence and Reps. Rennie of Corvallis and Finseth of Dallas.

The memorial makes six charges of inequities resulting from the hurried Adair deals:

1. Properties were appraised at less than value, considering increasing farm prices, the economic cycle and losses involved in farmers' finding and moving to new farms.
2. Lowest rather than average of several appraisals used.
3. Farmers not given adequate notice so they could relocate elsewhere in time to plant crops; reasonable time to vacate not granted.
4. Refusals for extended periods to make available the consideration stated in the purchase options in order to enable the farmers to plan the purchase of other farms.
5. Delay in making payment for land, which forced paying interest on money borrowed to acquire new farms.
6. Requiring the sellers to pay property taxes which had accrued but were not payable at the time the government took possession.

Dissents



DEAN WAYNE L. MORSE
(See story column one)

Unionist Flays 'Inconsistency'

No Worker Opinions Given on 4½-Cent Raise at Boeing

SEATTLE, March 3—(AP)—The leader of the AFL Aeronautical Mechanics' union at the Boeing aircraft plant Wednesday night charged the war labor board with inconsistency in granting Boeing workers an increase of only 4½ cents an hour in their starting pay rate.

Harold Gibson, president of the union's district lodge, said it fell far short of the 15 per cent increase formula established by the board, based on the cost of living index, in the policy-making steel case.

Gibson declined to predict what the response of the Boeing workers would be to the 4½ cents increase from their present 62½ hourly hiring-in rate.

He said the union's district council had no comment to make on the case immediately.

"It's a very hard blow," he declared. "There will be displeasure over it. Expressions of the members before hand showed there would be much dissatisfaction if only a small increase was granted. "I feel that the decision is unjust. The board is not consistent. Labor board and government representatives told us out here that they would allow increases if they would further the war effort."

"The formula set in the steel case was 15 per cent. The 4½ cents doesn't even come up to that. A 15 per cent raise would have been 9½ cents an hour, and even that wouldn't have been received with any enthusiasm."

(In Washington, DC, Senator Mon C. Wallgren (D-Wash.) said Wednesday he was leaving at once for Seattle to address a mass meeting of Boeing workers Sunday, adding: "I hope to be of some assistance in averting a major strike.")

The mass meeting had not (Turn to Page 2, Story E)

More Hospital Employees, Legal Action Urged, Jury

More employees should be made available at the Oregon state hospital for the insane, the Oregon law should be changed to require labeling as "poison" such materials as the roach powder which caused the death last November of 47 of the hospital's patients, and the rule that no patient is to be given keys by any employee of the institution should be prominently posted at the hospital, Marion county grand jury recommended Wednesday.

In a single-spaced typewritten 2½ page report of its investigation of the hospital tragedy, directed to the circuit court here, grand jurors also mentioned as "unfortunate" two aspects of the hospital management: "Among other things, it was found that the head cook in the kitchen . . . Mrs. Mary O'Hare, could neither read nor write, except to sign her own name which is a most unfortunate condition . . ." and "While it may be due to lack of

Allies Nearly Destroy Convoy Of 22 Ships, 15,000 Troops

Variable Ratio Loses

Tax Board's Size In House Today On 'Do Not Pass'

By RALPH C. CURTIS

"Variable ratio of assessment," that Multnomah county political volcano of yesteryear, shrank to a molehill of eight votes in the house of representatives Monday. Forty eight votes were cast against Rep. Robert E. Duniway's bill, outgrowth of that controversy, which proposed a 25 per cent property tax reduction on owner-occupied homes.

Though that bill's fate might be considered a moral victory for the state tax commission, which was the dispute's storm center, a more direct test is forthcoming today, for the long-forgotten bill proposing to substitute one tax commissioner for the present board of three is coming out onto the

LEGISLATIVE CALENDAR

Third readings Thursday:

In Senate: Special order at 10:30 a. m., HB 342, 343, 344. SB 123, 238, 292, 95, 115, 108, 287, 261, 267, 268. HB 102, 195, 210, 240, 284, 302, 339, 388, 389, 390, 349, 152, 266.

In House: Special order at 10:30, HB 268 on majority and minority reports. HB 139, 209, 307, 397. SB 15, 16, 54, 65, 67, 92, 140, 147, 151, 161, 173, 186, 221, 222, 236, 239, 249, 256, 257, 258, 264, 266, 270, 281.

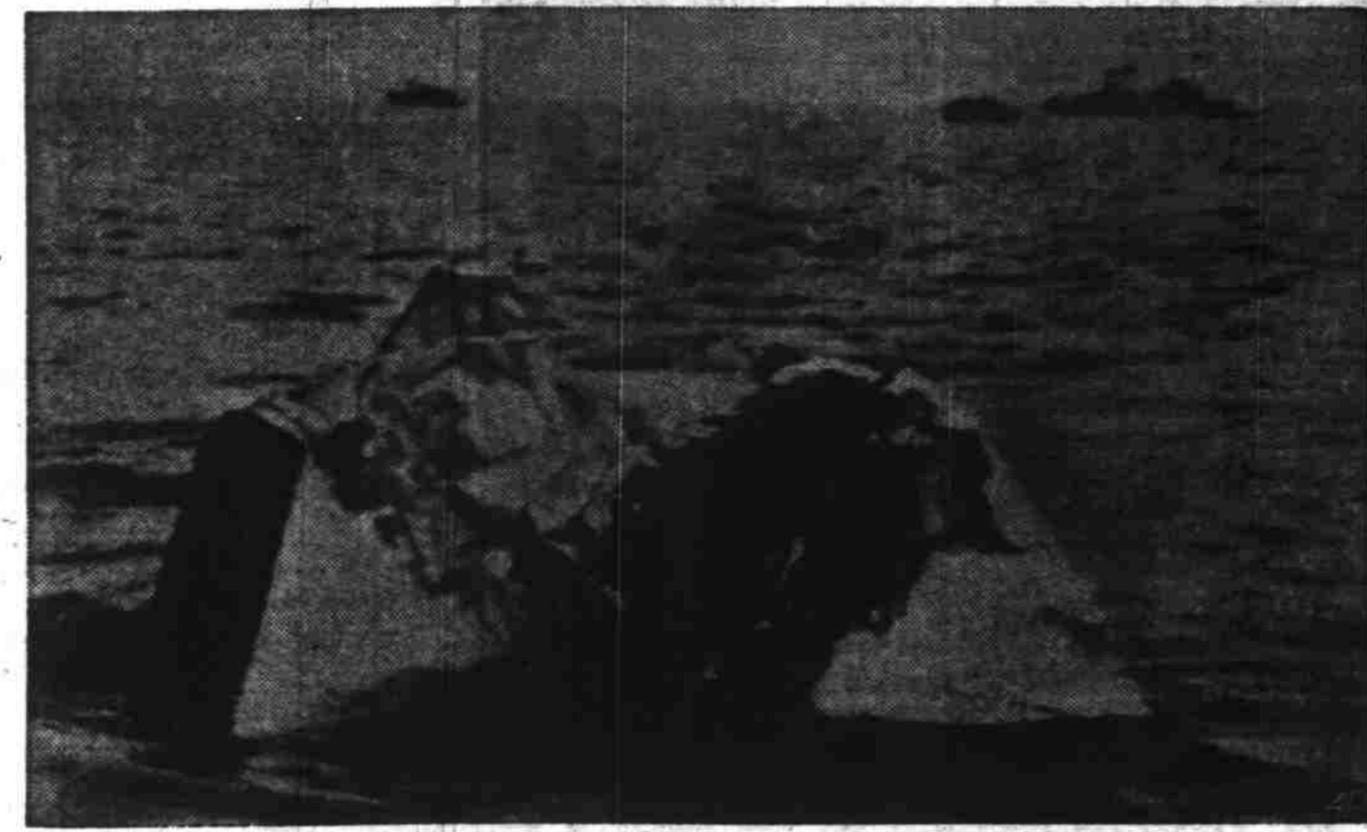
house floor on a 5 to 2 "do not pass" report from the administration and reorganization committee but with Rep. Dean Bryson primed, it is averred, to champion a contrary minority report. The bill was said to have been reported out at the request of Gov. Earl Snell, who had recommended such a change in his inaugural message.

Today will be "tax day" in both houses. In the senate the assessment and taxation committee's income tax-school aid program, embodied in three house bills of which two carry senate amendments, was reported out unanimously Wednesday. The bill amending the initiated law distributing income tax surplus to schools has not been changed since it left the house, but the senate committee's formula for income tax reduction on a graduated scale has been incorporated in that of the two companion house bills which originally provided the mechanics for segregation of the school support fund.

These bills have been made a special order of business at 10:30 a. m. today. At the same hour, the house will start consideration of the sales tax bill, on opposing majority and minority reports of the house taxation and revenue committee.

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First Picture Crashed Clipper



Low tide on the Tagus river revealed this wrecked cockpit and motor of Pan American Airways' Yankee Clipper which crashed on landing at Lisbon February 22. The plane, coming from New York, carried 39 passengers, 24 of whom were reported dead or missing. This picture was sent by radio from London to the United States.—Associated Press Teletax.

Reds Take Rzhev, South Cities; Allies Regain Half in Tunisia

Limit of Wine Sales Passed

Committee Sending Bill Thought Aid To Reconsideration

Though restoring fortified wines' exclusive sale to the liquor stores was enacted into law in so far as the legislature was concerned Wednesday when the lower house approved, 32 to 28, Sen. W. E. Burke's bill which so provides, the last trick in a bitter two-session battle has not yet been played.

From the house alcoholic control committee today will come a bill, in itself unobjectionable, providing that fortified wines shall not be sold during the hours when the state liquor stores are closed, and that liquor permits be required for the purchase of such wines anywhere.

The wine friends of the Burke bill said Wednesday night, in passing this bill as a possible aid in obtaining reconsideration of the Burke bill.

Sharp maneuvering featured consideration of the Burke bill Wednesday morning, and house business was stalled for most of an hour by a "call of the house" prolonged by the absence of Rep. J. D. Ferry. At the time, a vote was pending on Rep. H. H. Chindgren's motion to re-refer the bill to the alcoholic control committee for the purpose of considering it jointly with Sen. Irving Brand's bill which would limit sale of such wines in liquor stores to holders of liquor permits.

Rep. Stanhope Pier, committee chairman, offered to support an amendment in the Rand bill, if the Burke bill should fail, requiring liquor permits for purchase of such wine anywhere. With reference to the Chindgren motion, Pier pointed out that if the Burke bill was approved, the amendment in the Rand bill would be meaningless.

Just before noon Rep. Ferry arrived and the motion to re-refer was defeated, 34 to 26. On this motion Reps. Bryson, Callaway, Landon and Gile, who opposed the bill, voted against re-referring it. Rep. A. W. Meyers then moved to table the bill but this motion lost 35 to 25.

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Nazis Shorten Lines, Fall Back on Napoleon Route

By WILLIAM SMITH WHITE
Associated Press Editor

The red army storming into Rzhev, 130 miles west of Moscow, crushed the nazi stronghold on the Russian central front Wednesday, sending the invader reeling back over the snowy steppes where Napoleon's army perished long ago.

This soviet triumph capped a great day for allied arms around the world.

In Tunisia, American, British and French troops continued to dog the retreat of Marshal Rommel's forces.

Rzhev's collapse—the Russians said they killed 2000 men and captured enormous amounts of equipment—left the Germans the alternative of falling back to Smolensk, 150 miles to the southwest.

The Germans announced its fall ahead of Moscow in an attempt to represent it as a clever nazi evacuation "to shorten the front." Presumably the nazis also were giving up Vyazma and Gzhatsk to the south and southeast, potential jumping off places for an attack on Moscow.

Coordinated with Marshal Timoshenko's drive northwest in the Lake Ilman region, the Russian push at Rzhev threatened all nazi defenses from Smolensk northward to the Baltic sea.

In the south the Russians were beating forward more slowly, taking Lgov and Dmitriev-Lgovsky in an area northwest of Kursk and only 45 miles from cutting the Kiev-Bryansk railway. This was a continuation of red army efforts to encircle Orel, and Stockholm dispatches said the nazis already were preparing to abandon that link between the southern and central fronts.

Developments in Tunisia suggested that Rommel was going to give up great areas on the central desert after his recent offensive (Turn to Page 2—Story F)

Firemen Hold Early Blaze

Fire discovered at 12:30 a. m. today in the second floor offices of Dr. Harry Semler, State and Commercial streets, was controlled by city firemen at 2 a. m., but extent of the damage was undetermined.

The blaze, confined to the rear part of the offices, broke through the roof in two places. Businesses below, principally Earl's shoe store, suffered water damage.

War Fund Hits 27 per Cent On 2nd Day

With \$8523.41 of the \$31,000 city minimum goal attained, Red Cross war fund campaigners in Salem had met 27 per cent of their quota Wednesday noon as their second full day of solicitation closed, Fund Chairman Charles H. Huggins said.

Still not declared officially when the War Fund Reporter, campaign bulletin, went to press late Wednesday afternoon, the county outside of Salem was spinning toward the end of its share in (Turn to Page 2, Story G)

King George Takes Job In Armament Factory

LONDON, March 3—(AP)—King George has become a part-time worker in a war factory, standing at a bench two evenings a week turning out precision parts for RAF guns, it was disclosed Wednesday night.

Fellow workers say he "clocks in" regularly at 6 p. m., wearing overalls, and leaves about 8:30 p. m. His foreman said he is "clever with his hands and the use of precision tools."

Recently the queen, accompanied by Princesses Elizabeth and Margaret, visited the plant and watched the king at work. He was able to answer all their questions about his task, the foreman said.

Several members of the royal staff were doing similar work at the factory when the king went to wait them. He watched them a while—and then asked if he could have a job.

Planes-Over-Ships Victory 'Greatest'; Four Aircraft Lost

ALLIED HEADQUARTERS IN AUSTRALIA, Thursday, March 4—(AP)—A deadly, efficient aerial armada of allied planes has almost completely destroyed a powerful Japanese convoy in one of the greatest triumphs of the war, sinking or disabling all 10 of its warships and all 12 of its transports, wiping out 15,000 troops aboard "almost to a man" and downing 55 protecting Nipponese fighting planes, allied headquarters announced Thursday.

All 22 ships of the convoy, totaling 90,000 tons, were sunk or left sinking, with this "major disaster" inflicted upon the enemy at the astonishingly low cost of only one allied bomber and three fighters lost, the allied news communique asserted.

The battle was believed here at headquarters to be the greatest victory ever achieved anywhere by purely air action against a naval surface force.

Assault Defies Bad Weather

The convoy was smashed in assaults throughout Tuesday and Wednesday despite bad weather as it headed toward New Guinea to reinforce Japanese troops at Lae, and although the communique declared that all the ships "are sunk or sinking," it did not divide the losses.

A spokesman at headquarters estimated that possibly several thousand Japanese naval personnel died in the wreckage of the convoy, in addition to the 15,000 troops aboard, as the allied planes hurled down more than 100 tons of bombs upon the ships.

"We have achieved a victory of such completeness as to assume the proportions of a major disaster to the enemy," the communique declared, and the whole convoy "was practically destroyed."

(If all the 22 ships find their way to the bottom of the Pacific, it will raise the unofficial total of Jap losses since Pearl Harbor to 533 ships of all types, according to the Associated Press tabulation.) All categories of allied air strength joined in the mighty assault that smashed the convoy, hitting ship after ship with bombs loosed from low altitude.

Lae-Bound Units Isolated

Enemy air coverage became weaker and weaker; his forces more scattered and dispersed; and finally his remnants, isolated and bewildered, were gradually annihilated by our successive air formations as we sent them into combat," the communique declared in graphic account.

(United States losses of merchant ships and warships in the Pacific, based on a tabulation of navy announcements, total 94 ships.) "Our losses were light, one bomber and three fighters shot down and a number of others damaged but returned to base."

General MacArthur himself declared that "a merciful providence must have guarded us in this great victory."

The communique asserted that "our decisive success cannot fail to have most important results on the enemy's strategic and tactical plans. His campaign for the time being at least is completely dislocated."

This was the convoy which had been sighted Monday advancing from New Britain toward New Guinea, protected then by foul weather that kept allied planes from blasting at it for more than a full day.

Eight Ships Join Convoy

On Tuesday allied aircraft braved the rains and clouds to smash at the convoy, which at that time consisted of 14 ships, sinking or damaging four of them.

Eight more vessels joined the enemy column Wednesday afternoon, the communique said, making it one of the most powerful convoys ever dispatched to bring troops to the New Guinea land battlefield.

"The battle of the Bismarck sea now has been decided," the communique said. "We have achieved a victory of such completeness as to assume the proportions of a major disaster to the enemy. His entire force was practically destroyed."

His naval component consisted of 22 vessels, comprising 12 transports and 10 warships—cruisers or destroyers.

"They represent tonnage estimated at approximately 90,000 tons. All are sunk or sinking. "His air coverage of this naval force has been decimated and dispersed. 55 of his planes having been shot out of combat and many others damaged. His ground forces estimated at probably 15,000 destined to attack in New Guinea have been sunk or killed almost to a man."

"The original convoy of 14 ships was joined during the afternoon by eight other vessels. Our air force in all categories constantly attacked throughout the day and ship after ship was again and again hit with heavy bombs from low altitude."

"Our decisive success cannot fail to have most important results on the enemy's strategic and tactical plans. "His campaign for the time being at least is completely dislocated."

The convoy was attacked as it scattered in a wide area off Finshhafen, New Guinea, and supposedly was bound for Lae, on the Huon Gulf, now being slowly threatened by allied ground forces coming up from the Papuan peninsula.

The assault on the convoy was coupled with a smash at the enemy airbase at Lae, a possible base for the Japanese to send out aerial protection for the convoy.

In a pre-dawn raid, the communique said, attack units bombarded (Turn to Page 2—Story A)