

# The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"  
From First Statesman, March 28, 1851

THE STATESMAN PUBLISHING COMPANY

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Member of the Associated Press

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## Take-over of Railroads

It is truly deplorable that the president decided to take over the railroads. Perhaps the emergency demanded it, but after all 17 out of 20 railway unions agreed to his proposal for a settlement of the wage controversy without a strike, as the railroad managers already had done. In the days remaining it surely would have been possible to bring the three recalcitrants into line.

Government operation of the roads in the first world war was attributed to difficulties of operation. That has not been true in this war. On all sides there has been expression of high approval of the performance of the railroads. But government operation in the first world war proved tremendously expensive to the country. Settlements with the roads ran into the millions. Meantime, before the roads were turned back operating efficiency became terrible. Part of the blame was assigned to the railway managers who remained, as in this case, the same men with few exceptions. But the incentive to performance was lacking under government control. At time goes on the same situation will develop in the present instance, just as soon as the actual war pressures relax. The government too will expose itself to heavy claims which will require time and money to settle.

One cause of the wage trouble has been the conflict of Roosevelt's own agencies. The railway labor board is the lawful authority to settle wage disputes. It functioned and rendered its decision. With one group, the office of stabilization cut the award, and with another group it modified the award to provide graduated increases. Then the president himself messed in with remarks definitely friendly to the workers' claims. And in his award Monday he by-passed the decision of his stabilization office by adding five cents an hour to the four cents previously approved. How can wages be stabilized with the president himself springing the award?

The effect on the nation's morale of this type of meddling will be serious. The public knows what is going on. The people know how the coal mine strike was "settled". Now they see the pattern repeated in the railway case. Next up is the steel workers' demands for wage increases. And the president has intervened to assure workers that increases will be retroactive — apparently assuming that the workers are entitled to get and will get further increases. What then will become of the "little steel" formula? And what we wonder, will become of the war labor board and the office of stabilization?

On every side we see economic groups maintaining the old competition and trying to use the war to extend their "gains". This evidence of greed is by no means confined to workers, but through their organizations they have been aggressive and persistent. Every group will defend its pressures; but the facts are that with scarcely an exception all organized groups are faring better than they ever did before. It's really the unorganized groups that are caught in the bight of the line on price increases without accompanying wage increases. Everyone is a patriot, to be sure, especially if the profit is added.

The seizure of the railroads is in itself a confession that orderly processes have failed, and as in the case of the coal strike, a fair portion of the blame rests on the administration for its mis-handling of the situation as it developed. As a nation, engaged in fighting a war for its very existence, we ought to hang our heads in shame over this evidence of our own disloyalty.

## British Seamanship

British seamanship, acknowledged by the Germans as a "surprise move," accounted for the loss of the battleship Scharnhorst on Sunday, according to details of the action released Tuesday. The fog which the Scharnhorst had used as a screen of safety for its expected ripping up of the allied convoy, proved its own undoing. Smaller units of the British fleet, though outgunned by the German ship, closed in to engage the Scharnhorst and trailed her along the sea lanes. This permitted the heavier Duke of York battleship with accompanying cruisers to get between the Scharnhorst and its possible havens in Norwegian fjords, and then to sink it.

At that the German vessel should have given a better account of itself in the fighting. Its nine 11-inch guns had longer range than the eight-inch guns of the British cruisers and the lighter guns of destroyers, yet it scored only one hit on the Norfolk. In the closing stage of the battle a British destroyer was slightly damaged. It is possible the German pocket battleship Luetzow was damaged in the fray.

This victory over the Scharnhorst, on top of the sinking of the huge battleship Bismarck, will cause great rejoicing in Britain whose chief pride is its navy. That navy has taken heavy pounding in this war, losing the Hood to the Bismarck, the Prince of Wales and Repulse to Jap torpedo planes, several aircraft carriers and cruisers to aerial attacks in actions off Norway and in the Mediterranean. But in the engagement of surface units British seamanship has proven superior. The sinking of the Graf Spee off Uruguay by the lighter Exeter and accompanying warships was a brilliant achievement. The destruction of the Bismarck was a combined air and ship operation, but the battle tactics were excellent. Now in the Scharnhorst engagement daring and skill combined to deprive the Germans of their last seaworthy capital ship.

Chinese have driven the Japs out of their rice bowl. What will help us is when someone drives the Japs out of the rubber bowl.

## Mayor Riley Abroad

Just what is it that makes a congressman sound so many times? He thinks he is striking a note clear as a bell when really he is making only a dull grunt. That is the best description of the comment of Rep. Dworshak of Idaho on the visit of Mayor Earl Riley of Portland to Great Britain. He called the Riley assignment by OWI as "indiscreet," and criticized particularly Riley's facetious observation in England that Churchill is the "best prime minister we ever had" and that "he could be president of the United States any day." What was that but obvious humor with the praiseworthy purpose of kindly flattery? For that matter the remark of Riley's was current gag in this country for some months.

The fact is that Mayor Riley did rather a thorough job of seeing the British isles. In the common phrase "he got around". He tried to see the things and people of all classes, to ask questions and to answer questions. Sure, his contacts were homey, for the mayor is that kind of person; and besides he was not commissioned to do heavy negotiation while abroad. Since his return Mayor Riley has been very generous in relating to many, many groups his experiences, his observations and his conclusions. He brings back a good, factual picture of Britain in wartime; and evidently made a very good impression abroad, even if he did boost Portland's roses and lose his rubbers accidentally in Portland's "mudflats."

June used to be the date for college graduations. With the war upsetting college calendars commencements come along just any time. The colleges now produce on an assembly line basis.

## News Behind The News

By PAUL MALLON

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WASHINGTON, December 28—A young lawyer friend of mine in the southwest decided to enter politics as a career. He started the right way, at the bottom, getting himself elected to a county board of supervisors.

At once, however, he raised the tax levy on all real estate in the county, causing an increase in the valuations and just about doubled the tax bill on all the people. I thought that would nip his political career practically in the embryo. But, immediately he ran for the state legislature, and was elected almost unanimously.

Both he and I found that not a single taxpayer resented or remembered his permanent doubling of their cost of living in his community, but a small group of individuals whose lands were benefited by building a sewer through their property, thereby increasing its value, and certain farmers who obtained county roads through their property, clearly remembered his work in their interests—"development of the county." I suppose they would call it—and they whooped up almost unanimous sentiment for him.

It was somewhat startling for me to realize that this peculiar condition of American politics applies to the federal government as a whole. I have never known a congressman to be defeated for voting a tax upon his people. Hundreds have been elected because they succeeded in getting federal expenditures for several people of their district, a war contract for one, roads, schools, appropriations for others.

That means a wise man, or a prudent one, can hardly succeed except by accident under our political system as now practiced. Success obviously requires the levying of ever increasing tribute upon all the people for the benefit of the few.

Is this not the defect of this political era? Indeed, is it not the main cause of our fundamental political trouble?

This current practice of government started only 20 years or so ago when political leaders discovered that the use of the automobile and the building of good roads contained a sure-fire political formula. People would pay high taxes, they discovered, would be saddled with great debts in their cities, states, and federal governments, in return for the convenience and pleasure of driving over the country on hard roads.

Not until then did any government dare levy taxes of more than a minor inconsequential nature upon its people; indeed, the revolution is supposed to have been fought in resistance of a minor stamp tax.

The formula expanded like a balloon, until the government furnished more and more funds for more and more conveniences for people, increasing taxes and debts apace. These expenditures were found to furnish good business to contractors, road building concerns, brick manufacturers, and even to labor, and thus has been justified the theory that the government has a primary right to a part of a man's income even before he gets it (withholding tax.)

To get elected to the presidency, or even to congress, it has been customary for ambitious men to contrive new proposals of expenditures—never mentioning taxes, rarely suggesting prudent management, and even when they do, agreeing to vote for private, personal expenditures to other groups, thus nullifying their primary intentions.

Can a nation survive as such an ever expanding balloon? Obviously the expansion cannot continue much further in the face of the \$200,000,000,000 or more federal debt we are accumulating. What should be done about it? The answer must lie in the field of making the politician strive to be prudent, by creating conditions which will make it to his personal advantage.

First necessary step is an awakening of the taxpayers to the facts of government life. When they see and know these, they may find avenues for expressing themselves. Leagues of taxpayers have gained little headway against the invisible and impregnable political stone wall.

A league of all the taxpayers of the country might be able to exert a power commensurate with that of class groups seeking expenditures, but it would have to be wisely organized and led by sincere, efficient, experienced, well-known people.



Flag Stop

## Today's Radio Programs

### KSLM—WEDNESDAY—1300 Ks.

- 7:00—News
- 7:05—Marion County Farm and Home Program
- 7:15—Rise 'n' Shine
- 7:30—News
- 7:45—Morning Moods
- 8:00—Cherry City News
- 8:10—Music
- 8:30—Tango Time
- 8:35—Pastor's Call
- 9:15—It's the Truth
- 9:30—Popular Music
- 10:00—News
- 10:05—A Song and a Dance
- 10:30—Music
- 11:30—Let's Reminisce
- 11:45—Music
- 12:00—Wohl Sophistications
- 12:00—Organizations
- 12:15—News
- 12:25—Matinee
- 1:00—Orchestra
- 1:30—Mal Hallett's Orchestra
- 1:30—Milady's Melodies
- 1:45—Spotlight on Rhythm
- 2:00—File of Paradise
- 2:15—US Marines
- 2:30—Music
- 2:45—Broadway Band Wagon
- 3:00—KSLM Concert Hour
- 4:00—The Aristocrats
- 4:15—News
- 4:30—Boys' Town
- 5:00—Nat'l Industrial Information
- 5:30—Melodies
- 6:00—Tonight's Headlines
- 6:15—War News Commentary
- 6:20—Evening Serenade
- 6:45—Music
- 7:00—News
- 7:05—Charlie Hamp's Ballads
- 7:15—This is Your Business
- 7:30—Keystone
- 7:45—This is Your Business
- 8:00—War Fronts in Review
- 8:30—Interlude
- 8:45—Hollywood
- 9:00—Musings
- 9:30—Treasury Star Parade
- 9:45—Old Times
- 10:00—Between the Lines
- 10:00—Serenade
- 10:30—News

### KGW—NBC—WEDNESDAY—620 Ks.

- 4:00—Dawn Patrol



(Continued from Page 1)

Commodity	Produced	Value
Asparagus, lbs.	3,900	468.00
Beans, green, lbs.	121,900	7,729.76
Beans, dry, lbs.	23,000	1,289.00
Beets, table, lbs.	14,775	443.23
Brussels sprouts, lbs.	1,600	460.00
Carrots, lbs.	125,750	3,283.75
Cauliflower, lbs.	29,700	897.00
Cherries, R.A., lbs.	16,400	1,312.00
Corn, field, ton	13	673.00
Corn, sweet, doz.	9,744	1,948.80
Filberts, bush, lbs.	6,500	548.25
Greens, lbs.	3,600	216.00
Hay, alfalfa, tons	128 1/2	2,891.25
Onions, dry, lbs.	13,200	528.00
Parsnips, lbs.	9,600	672.00
Peaches, bu.	25	56.25
Pears, bu.	22	26.00
Potatoes, bu.	11,062	11,062.00
Tomatoes, lbs.	308,900	6,178.00
Turnips, table, lbs.	17,600	817.75
Tomatoes, green, lbs.	7,500	112.50
Walnuts, lbs.	700	168.00
Total value of produce		\$41,752.12

Having this very considerable quantity of fresh vegetables and fruits gives to inmates of the hospital a varied and substantial diet, at the lowest cost to the state. Cottage farm supplies milk, eggs and meat. In addition operation of the farms provides "occupational therapy" for the mentally ill. It is far better for those in fair health to get outdoors and engage in the labor of farm work than to remain confined to quarters with only an hour or two of exercise in the open air.

The penitentiary operates a large farming enterprise, as does Fairview home for the feeble-minded. Hillcrest school for girls runs a small farm, and the training school for boys at Woodburn has a real farm and dairy where the boys work. Running these farms is no small part of the responsibility of the heads of the various institutions, but they feel it pays both in production and in occupational benefits for inmates.

### KSLM—WEDNESDAY—1300 Ks.

- 5:55—Labor News
- 6:00—Mirth and Madness
- 6:30—News Parade
- 6:45—Light of the World
- 7:00—Journal of Living
- 7:15—News
- 7:30—Reveille Roundup
- 7:45—Sam Hayes
- 8:00—Stars of Today
- 8:15—James Abbe Covers the News
- 8:30—Robert St. John
- 9:45—David Harum
- 9:55—The Open Door
- 10:15—Glenn Shelley
- 10:30—Across Threshold
- 10:45—Confessions
- 10:50—Sketches in Melody
- 10:55—Ruth Forbes
- 11:00—Art and Sads
- 11:05—The Guiding Light
- 11:15—Today's Children
- 11:30—Light of the World
- 11:45—Hymns of All Churches
- 12:00—Women of America
- 12:15—Ma Perkins
- 12:30—Pepper Young's Family
- 12:45—Right to Happiness
- 1:00—Backstage Wife
- 1:15—Stella Dallas
- 1:30—Lorenzo Jones
- 1:45—Young Widder Brown
- 2:00—When a Girl Marries
- 2:15—Portia Faces Life
- 2:30—Just Plain Bill
- 2:45—Front Page Farrell
- 3:00—Road of Life
- 3:15—Vic and Sade
- 3:30—The Personality Hour
- 4:00—Dr. Kate
- 4:15—Val of the World
- 4:30—Caribbean Nights
- 4:40—Golden Gate Quartet
- 4:45—W. Y. Katzin
- 5:00—OK for Release
- 5:15—Rhythm and Romance
- 5:30—Day Feature Commentator
- 5:45—Louis P. Loecker
- 6:00—Eddie Cantor
- 6:30—District Attorney
- 7:00—Kay Kyser's Kollege
- 8:00—Fred Waring in Pleasure Time
- 8:15—Commentator
- 8:30—Beat the Band
- 9:00—Mr. and Mrs. North
- 9:30—Show 'Em Amby
- 10:00—News Flashes
- 10:15—Your Home Town News
- 10:25—Labor News
- 10:30—Soldiers for Food
- 10:45—Voice of a Nation
- 11:00—Music
- 11:30—News
- 11:45—News
- 12:00-2 A.M.—Swing Shift

### KOIN—CBS—WEDNESDAY—950 Ks.

- 6:00—Northwest Farm Reporter
- 6:15—Koin Bulletin
- 6:30—News
- 6:45—Koin Klock
- 7:15—News
- 7:30—News
- 7:45—Nelson Pringle, News
- 8:00—Consumer News
- 8:15—Invitation to Romance
- 8:30—Stories America Loves
- 8:45—Aunt Jenny
- 9:00—Life Can Be Beautiful
- 9:15—Big Sister
- 9:30—Romance of Helen Trent
- 9:45—Our Gai Sunday
- 10:00—Life Can Be Beautiful
- 10:15—Ma Perkins
- 10:30—Bernadine Flynn
- 10:45—The Goldbergs
- 11:00—Young Dr. Malone
- 11:30—Joyce Jordan
- 11:45—We Love and Learn
- 12:00—Neighbors
- 12:15—Bob Anderson, News
- 12:30—William Winter, News
- 12:45—Bachelor's Children
- 1:00—Broadway Matinee
- 1:25—According to Record
- 1:45—Love A Mystery
- 2:00—Mary Martin
- 2:15—Newspaper of the Air
- 2:30—American Women
- 3:00—News
- 3:15—Lynn Murray Show
- 3:30—Jeri Sullivan
- 3:45—The World Today
- 3:55—Chet Huntley
- 4:00—Stars of Today
- 4:15—Bob Anderson, News
- 4:30—Easy Aces
- 4:45—Galen Drake
- 4:55—Red's Gang
- 5:00—Harry Flannery, News
- 5:15—News
- 5:30—Bill Henry
- 5:45—Sunset Serenade
- 6:00—Jack Carson
- 6:30—Best Moments in Music
- 7:00—Music
- 7:15—Hello Soldier
- 7:45—Love A Mystery
- 8:15—Harry James Orchestra
- 8:30—Dr. Christian
- 9:00—Sammy Kaye

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At 6:30 P. M.

## Scout Program To Be Sunday

Commissioners of Cascade area council, Boy Scouts of America, will "go to school" Sunday afternoon, January 9, council officers here revealed Tuesday.

From 1 to 6 p. m. at the Marion hotel a program planned to instruct and to aid in the expansion of the scouting program here will be presented under direction of Carl Aschenbrenner, Salem, and Carl Connet, Albany.

Don Black, Wesley Goodrich and Lou Amort, Salem; Ed Hynes, Dallas; Lee Withers, Woodburn; R. G. Wood, Stayton; Floyd Van Horn, Albany, and Lawrence Morley, Lebanon, are to participate.

Wives of commissioners will be entertained by the council and both commissioners and their wives will be guests of the council at a dinner following the concentrated training course.

## Road Bill Hearings Set

Hearings on federal road bills under which the state of Oregon would receive \$45,000,000 for highway construction during the three years following the close of the war, have been scheduled to open in Washington, DC, on February 15.

The hearings will be conducted by the joint senate and house road committees.

Against the \$45,000,000 to be allocated to Oregon under the bills the state would match \$15,000,000 or \$5,000,000 a year.

"As soon as these bills become law we will speed up the formulation of our postwar highway construction program," R. H. Baldock, state highway engineer, said.

## Service Center Welcomes 1000

The Salem service men's center, supported by 27 churches of the community, entertained the biggest crowds in the history of its operation here over the holidays with the all time high of over 1000 being welcomed last Saturday.

A carefully planned program to make the service man feel at home started with dozens of letters being sent to individuals inviting them to various home for Christmas dinner. On Saturday night a party for 100 was given at the center where gifts were brought for the Christmas tree. The center raised \$116 for gifts, both personal and general, for the men. Fifty women from various churches of the city donated 150 pounds of home made candy. After the tree ceremony, festivities ended with carol singing and a Christmas message by the director, Herbert Anderson.

Sale of liquor permits for 1944 will start next Monday, the state liquor control commission announced here Tuesday.

It will be necessary for persons desiring to purchase a permit to present the new No. 4 food ration books, fully signed. The price remains at \$1.

Soldiers will receive a permit and a special stub upon presenting their identification discs.

Smuts Wins Award  
NEW YORK, Dec. 28—(P)—Field Marshal Jan Christian Smuts of South Africa was announced by the Woodrow Wilson foundation Monday as the winner of the Woodrow Wilson award for distinguished service.

Interpreting The War News

## Interpreting The War News

By KIRKE L. SIMPSON Copyright 1943 by the Associated Press

Events in Russia go far to support Gen. Dwight D. Eisenhower's sober confidence that 1944 can be made the victory year in Europe under the allied Russian three-way attack program mapped at Tehran.

Eisenhower made his declaration in his farewell to his western Mediterranean command to take over the job of Anglo-American supreme commander in the west. It will now be his duty to set in motion at the appointed time the western jaw of the vast pincer attack agreed upon at Tehran.

As the general spoke his mind, powerful Russian forces in the Kiev bulge again were driving forward, battering their way toward severance to the only two rail lines still connecting German armies in southwestern Russia with Germany. Undeterred by the prolonged and bloody Nazi counter offensive that had held open that vital communications gateway for weeks the Russians were on the move toward the Rumanian border.

Berlin estimated the Russian forces in this renewed red army offensive at 500,000 men, which quickly rolled the Nazis back at points even beyond Russia's previous greatest advance west of Kiev. Both Zhitomir and Berdichev appeared certain of ear-

ly Russian capture. This would rip a 30-mile-wide gap open in German lines at the southwest angle of the bulge, the most critical segment for the Nazi high command.

It seems clear that red forces have not yet reached the springboard point, however, for their share of the pincer on Europe. Resumption of the Kiev bulge offensive indicates that at Tehran, Russian leaders were supremely confident that they could split German armies in half to the Rumanian border as a preliminary to the planned final assaults. They are close enough to success in this venture to force anxious comment from Berlin.

The astounding aspect of the reopened Russian master attack in the center is that it was prepared in the face of the now broken German counter offensive which fell far short of reaching Kiev although it wrested Zhitomir and Korosten from Russian hands and bent back the Russian lines 40 miles eastward. That front never broke, however. Russian commanders mustered heavy reinforcements in readiness to take up the march of Zhitomir again when the desperate Nazi effort wore itself out, as it did.

The speed with which red elements have crashed forward again on an indicated front 20 to 30 miles wide suggests widespread exhaustion and confusion in German forces. Should that be borne out by later front line advances, it makes it at least possible that the German front will have been sliced apart in the center in Russia early in the new year.

The result must be to add tremendously to the danger in which all German troops south of the Kiev - Zhitomir railroad stand of being cut off from any adequate communication with Germany proper.

The Kiev-Zhitomir railroad down which the Russians are moving crosses the upper arm of the Russian Bug river just west of Zhitomir. Should the present Russian attack reach that indicated prime objective of the renewed southwestward drive in the Kiev bulge, it would turn the flank of the Bug line from the north and probably force a German retreatment from all southwestern Russia including Odessa behind the Dniester river.

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