

The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"
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The Genius Inherent

The sudden emergence of the great B-29 Superfortress in the devastating raid on the mainland of Japan all but overshadowed another epic in the air the past week.

The B-29 will write its own tremendous story in the headlines of global war. It would be hard to overemphasize its importance. But to the boys in the jungles and foxholes of the world's fronts there is cheer and new hope in the death-spitting P-61 "Black Widow" which grew from the improvisations in the victorious Battle for Britain in the black years some time ago.

In the evolutionary days of air war, the dead of night didn't mean merely some vague hour when it was darkest. It also meant the herod-head struck down by bombs from unseen planes in the skies.

For nine long months on Guadalcanal, American marines and soldiers lived under the constant threat of the type of murder for which they had no answer. Japanese night bombers, out of range of anti-aircraft from the ground and lost to our fighters in the darkness, dropped patterns of explosives almost at their leisure.

Then came an allied fighter plane equipped to find and destroy marauders of the night without even being seen.

The American version, the noted A-20 Havoc, entered night combat in the South Pacific and when its first flaming victim fell from the tropic darkness there came a new era to the men on the ground.

Fighting men can endure and have endured every form of danger and fatigue. But the human mind and body can absorb only so much. The Japanese knew this. That's why they could use only two or three planes at night and yet, by constant harassment in keeping gun crews on duty and troops in a constant state of alert, they could do as much damage as would daylight raiding forces many times that size.

The A-20 and its successor, the Douglas P-70 "Black Magic", played powerful parts in the narrow-margin victories of the early days of war.

Now comes the P-61, black, powerful and equipped with all the modern devices to hammer the enemy no matter where he is.

The P-61, built by Northrup in Los Angeles and put into action through training handled largely by the fourth air force on the west coast, is an oversize version of the two-engine, twin-nacelle P-38 Lightning regarded as one of the finest fighting planes in combat.

The genius-inherent in American engineering is a powerful force in these brighter days of conflict. It is giving many more thousands of our service men a fighting chance for life.

That Word "Only"

There is an all-too-frequent use of a word, heartening in a broad sense but so bitter in others, in communiques and stories of the war. "Our men shot down 32 enemy planes and destroyed 10 more on the ground. Only three of our planes were lost."

It's no comfort to a lonely mother that her son is in the category of "only." It doesn't dim the tears of a wife or sweetheart to use the mitigating word which tells them the saddest story in the world.

Nor does it add to the effectiveness of the story itself. The full details are there without

the word "only"—the skill and trim courage which allows such a story to write itself.

There have been a lot of "onlys" in this war. Only ten men were lost in wiping out 72 Japanese; only one destroyer was sunk in an action which put the enemy to rout; only three planes were lost in the flaming holocaust of an island's D-day.

Not only on the home front but in the theatres of mortal combat the word cannot but be a thorn.

Only one pilot killed—"he was my buddy." It seems but a small service, for those to whom the "onlys" were everything in the world, to let the word alone and allow the story to come from cold figures which cannot approach in cold hardness the steel under which the "onlys" of the war met a hero's death.

The Chinese Are Trying

The valiant if pathetic attempts of China to weather its long war is evidenced in a statement from the Chinese ministry of communications that it is planning to build 1000 wooden junks, with a total tonnage of 70,000, for inland navigation.

With no disparagement meant, it might be noted that in the United States 70,000 tons is little more than a usual day's production. In China, under enemy blockade and constant conflict, there is no way to estimate how long the program will take.

Already, 50,000 tons of junks and steam launches have been wrecked by enemy action in Szechwan, Kwangsi and Hunan provinces. Salvage operations have begun.

In Szechwan, it is estimated available tonnage could not return refugees to Chinese eastern cities in less than three years even in peace times. And more than 5,000,000 tons of food, coal and commercial goods must be carried on rivers of Szechwan province annually.

The Chinese are adapting automobile engines for powering small boats, improvising charcoal engines, and building all manner of river craft from whatever material is at hand. They aren't turning out 20,000,000 tons of merchant shipping each year, but they are trying.

An Extra Egg in Every Pot

Government agencies have been sending out reams about excess eggs now ready for market and in danger of spoiling. Boiled down, they could save paper and tell this story:

There are 25,000,000 dozens eggs for which storage space no longer is available and which will be wasted if they aren't purchased within a few weeks.

The importance of the statement is self-explanatory. Certainly, that many eggs can't be allowed to spoil in war-time. And if every householder bought an extra dozen, such wouldn't happen.

Not only would that extra dozen provide fine food for any family, but cumulative purchases might have a considerable bearing on the quantity of less perishable foods which would be available later.

With eggs at their present prices, there seems no reason why the market for them should remain glutted. Make our extra one sunny-side up, please!

Interpreting The War News

By KIRKE L. SIMPSON

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The German high command was waging a seemingly losing battle against widening of the Anglo-American beachhead in France as the second invasion weekend pointed up striking events elsewhere on the global war front.

The appearance in Japanese home skies of the B-29 super bombers had a definite grand strategy bearing on allied hopes of cutting the struggle short against Japan as well as Germany.

The Yawata heart of Japan's steel industry was turned into a roaring inferno, according to eye-witness accounts which estimated that possibly 20 per cent of total Nipponese steel making capacity had been knocked out.

Flying from bases in China the 29's broke all bomber records for distance and speed as well as striking power. Just how far they flew to accomplish their first major war mission is undisclosed. But the attack left Tokyo in no doubt that the Japanese home front is now vulnerable to repeated and devastating assaults from the air.

Strike a 2000 mile radius circle from Tokyo east, south and west on any map. It would extend far beyond Chungking, below the MacArthur threatened southern tip of Mindanao in the Philippines, to Guam and beyond in the central Pacific and east of the western end of the Aleutian chain. The foe can have no certainty that his home front cannot be hit from many points within that vast ring, nor that the 29's were let loose until all was ready for an intensified long-range air campaign.

Time alone can reveal its effect on Japanese war making capacity. It took months of concentrated night-and-day bombing of Nazi continental targets from Britain to soften-up the French coast for Eisenhower's invading troops. The full effect there on German war endurance still is to be revealed as the battle in Normandy, Italy, Poland, Romania or elsewhere in Europe rolls to its projected summertime pitch.

Germany's "secret weapon" robot flying bombs, as thus far described, look to be necessarily hit-or-miss missiles, with the same fundamental weaknesses as the midget "doodle-bug" explosive tanks tried earlier by the nazis.

It is now being proved again in France, as it was in Russia and on every great battlefield in history, that the infantry still is the queen of battles. All the rest of the vast equipment of modern armies is designed to help the infantry do its decisive job.

There is something else under proof in Normandy at the weekend. That was the Nazi ability to contain the allied bridgehead in France without resort to strategic reserves in men and planes.

Once the Normandy beach fronts are punctured in sufficient width and depth to set ashore powerful allied armies and equipment it seems clear that the foe must either join battle with all he has soon or relinquish a huge segment of France.



The Backward Sultor

Today's Radio Programs

KSLM-MBS-SUNDAY-1200 Kc.
7:30-Sunday Prelude.
8:00-Wesley League.
8:30-Voice of Prophecy.
9:30-Radio Bible Class.
10:00-Lutheran Hour.
10:15-Glen Hardy, News.
10:30-Local Young People.
10:45-Bobby Hooker.
11:00-American Lutheran Church.
11:30-Wed. Commentary.
12:15-Voice of the Farmer.
12:30-Dr. Floyd Johnson.
1:15-Tommy Tucker Theme.
1:30-Young People's Church.
2:00-Orchestra.
2:30-Wings of Healing.
3:00-Foursquare Church.
3:30-Old Fashioned Revival.
4:00-Mediation Board.
4:30-Gabriel Heister.
5:00-Orchestra of Mexico.
5:30-Cedric Foster.
6:00-Basil St. Chantry Music.
7:30-Gleb Ullis Orchestra.
8:30-First Presbyterian Church.
9:00-Jack Benny.
9:30-News.
9:45-Anson Weeks.
10:00-News.
10:10-Old Fashioned Revival.
10:30-Rev. Percy B. Crawford.
11:30-Sign Off.

KEX-SN-SUNDAY-1190 Kc.
8:00-Your War Job.
8:30-Sunday Song Service.
9:00-Builders of Faith.
9:30-For All Humanity.
10:00-John B. Kennedy.
10:15-Memorable Music.
10:30-Shades of Israel.
10:45-Leland Stowe, News.
11:00-Chaplain Jim, USA.
11:15-Serenade Tropics.
11:30-World News.
12:30-Hot Copy.
1:00-Al Pearce's Fun Valley.
1:30-The Church in History.
2:00-Mary Small Revue.
2:30-Musical Steelmakers.
3:00-Radio Hall of Fame.
4:00-Music.
4:15-Voces in Harmony.
4:30-Just for You.
4:45-Dorothy Thompson.
5:00-Christian Science Program.
5:15-Serenade.
5:30-Walter Durandy.
5:45-Drew Pearson.
6:00-Walter Winchell.
6:15-Basil St. Chantry Music.
6:30-Jimmie Fidler.
7:00-Listen, the Women.
7:30-Clubs of the Future.
7:45-Shades of Blue.
8:00-Greenfield Village Choir.
8:15-Yanks in the Orient.
8:30-World News.
9:00-Deadline Drama.
9:30-News Headlines and Highlights.
10:00-For All Humanity.
10:30-University Explorer.
10:45-Listen to Leibert.
11:00-Builders of Faith.
11:30-Concert Hour.

KGW-NBC-SUNDAY-630 Kc.
4:30-Dawn Patrol.
5:00-Commando Mary.
5:30-Sunday Gospel.
6:00-National Radio Pulpit.
6:30-Words and Music.
7:00-The Church in Your Home.
7:30-World News Roundup.
8:00-The Carol Sisters.
8:15-News in Advertising.
8:30-Deadline Drama.
9:00-A Layman Views the News.
9:15-Labor for Victory.
9:30-Texas Round Table.
10:00-Those We Love.
10:15-John Charles Thomas.
10:30-World News.
10:45-The Army Hour.
11:00-Modern Music Box.
11:15-Memory Lane.
11:30-NBC Symphony Orchestra.
12:00-News Headlines and Highlights.
12:30-World News.
1:00-Jack Benny.
1:15-Bandwagon.
1:30-Life Can Be Beautiful.
1:45-Ma Perkins.
2:00-Bernadine Flynn.
2:15-News.
2:30-Portia Faces Life.
2:45-Joyce Jordan.
3:00-Information Malone.
3:15-Perry Mason.
3:30-News.
3:45-Night Horizons.
4:00-Bachelor's Children.
4:15-Broadway Melodrama.
4:30-Dorothy Fisher, Songs.
4:45-Mary Martin.
5:00-Afternoon Melodies.
5:15-Open Door.
5:30-Newspaper of the Air.
5:45-American Women.
6:00-News.
6:15-Lyn Murray.
6:30-Stars of Today.
6:45-The World Today.
7:00-Harsh, Meaning of the News.
7:15-Lady of the Press.
7:30-News.
7:45-The Colonel.
8:00-Organ Interlude.
8:15-Galen Drake.
8:30-News.
8:45-Harry Flannery, News.
9:00-News.
9:15-Bill Henry.
9:30-Radio Theatre.
9:45-Screen Guild Players.
10:00-News.
10:15-I Love A Mystery.
10:30-Ed Sullivan Entertains.
10:45-Gay Nineties.
11:00-Walking Brevity.
11:15-Adventures of Bill Lance.
11:30-Vox Pop.
11:45-Five Star Final.
12:00-Wartime Women.
12:15-Western Stars.
12:30-News Melodies.
12:45-Gus Arnheim Orchestra.
1:00-Air Play of the Air.

Practical Religion

—by Rev. John L. Knight, Jr.,
Counselor on Religious Life,
Willamette University.

All of us know that only a fool or a brute would laugh at a funeral. Why is it wrong? Is it because it shows no regard for certain rules of social etiquette? Perhaps so, but primarily because it reveals our lack of understanding and sympathy for those who mourn.

Profanity can be judged by the same standard. Why is it wrong? Is it because it shows no regard for certain rules of Christian etiquette? Perhaps so, but primarily because it reveals our lack of respect and reverence for God, Creator and Father.

IT SEEMS TO ME

(Continued from Page 1)

for present ill.

A little more about our passenger list: Aboard is W. C. Schuppel, able president of Oregon Mutual Life Insurance Co., en route to Chicago for a meeting of insurance men. Billy was president of the association of companies two years ago and rates high among insurance men. He is much disturbed over the recent supreme court decision which makes the insurance business subject to federal regulation. He is sure the starry-eyed boys of Washington will mix some strong medicine now.

Dr. Paul Carter, head of the veterans' hospital in Portland, now in uniform and commissioned as lieutenant colonel, is en route to Washington. His hospital is badly crowded, with a number of battle casualties. Dr. Carter is most enthusiastic about his institution and thinks it should be expanded to take care of more veterans from the present war. Its location on Marquam hill in proximity to the medical school and hospitals is a big advantage, because it makes available the very able medical and surgical talent of that center.

One passenger had the misfortune to have his wallet containing \$800 lifted the first night out. Another man is going to his home in Iowa in good spirits because he is taking with him the proceeds of the sale of some timber in Oregon. He showed me a check for \$500,000 and three notes for \$500,000 each. His company has held the timber for over 30 years however, and will net only two or three per cent on its investment. The president of his company is an old high school friend of mine, by the way.

I visited awhile with John R. Rowe of Chicago, who is educational director for Encyclopedia Britannica. This publication was begun in Edinburgh, Scotland, 175 years ago. Later it was acquired by the London Times. Some years ago Sears-Roebuck and Co. acquired it and later turned it over to the University

AMERICA'S WAR PLANES

WRIGHT FIELD, Ohio—(This is one of a series of brief sketches of American warplanes produced under the supervision of the AAF materiel command, which is charged with the development, procurement, production and inspection of all army air forces equipment. Authoritative data on a different plane will appear daily.)

The C-49 "CONSTELLATION" Built originally for TWA, this plane will carry 90 troops fully equipped. Recently broke a transcontinental record by flying from Los Angeles to Washington in 6½ hours. It is now undergoing rigid tests by materiel command experts.

Description: Four-engine transport, low-wing, tricycle gear, triple vertical tail, pressurized cabin. Crew of nine. Manufactured by Lockheed.

Power Plant: Four Wright R-3350 air-cooled radial type, 18-cylinder engine, developing 2200 hp. Hamilton standard 3-bladed propellers.

Performance: Cruising speed considerably faster than standard air cargo or airline planes. Service ceiling 20,000 to 35,000 feet. Will cross the continent in 7 hours, or fly to Honolulu in 10 hours.

12:30-Songs by Morton Downey.
12:45-Hollywood.
1:00-News.
1:15-Radio Parade.
1:30-Radio Parade.
1:45-Blue Network Review.
2:00-News.
2:15-Baby Institute.
2:30-Labor News.
2:45-News Demonstration Agent.
3:00-Radio News Parade.
3:15-News.
3:30-Rollie Truitt Time.
3:45-News.
4:00-Speaking of Glamour.
4:15-Music by Al Sach.
4:30-News.
4:45-The Sea House.
5:00-Terry and the Pirates.
5:15-Captain Midnight.
5:30-Army Variety Show.
5:45-Spotlight Bands.
6:00-Story Teller.
6:15-Raymond Gram Swing.
6:30-Top of the Evening.
6:45-Horace Heidt.
7:00-News.
7:15-Lam and Abner.
7:30-Cometery.
7:45-Blind Date.
8:00-News Headlines and Highlights.
8:15-Art Baker, News.
8:30-Music.
8:45-Broadway Bandwagon.
9:00-Say, Girl, Sing.
11:30-Concert Hour.

Stevens

Elgin American
Compacts

Beautiful, fine silver
plated compacts...
many distinctive designs
from which to choose.

Credit
If Desired

of Chicago. Under its present auspices this work should have a permanence in control and support which should add to its value. The present practice, says Mr. Rowe, is to keep the book up to date with annual printings in which needed corrections or fresh statistics may be made; and then every 10 years each major section is reviewed and if necessary revised.

On this trip to the northwest Rowe was checking up on the Mercer Island concrete pontoon bridge at Lake Washington, Seattle; so correct reference to it can be made in the encyclopedia. It isn't easy to get accurate information, he reported, citing the case of Lake Ozark in Missouri, the largest man-made lake (unless it be the lake impounded by Coulee dam). He sought information as to its area from five supposedly competent sources—every one had a different figure to report.

Our streamliner got across the Elkhorn without getting its wheels wet, over a newly-laid track, the rails of the former track being so badly washed out the ties were hanging suspended to the rails. The town of Waterloo on the river bank is just emerging from the flood which got into stores and houses, upset the fortunately empty corncribs of this corn belt and numerous chic sales emporiums also fortunately empty. Drawing into Omaha, 10 hours late.

The Safety Valve

Representative of People
—For People?

To the Editor: This statement made by Sen. Rufus Holman, republican of Oregon, charging an "unfair, deceitful and dishonest campaign against" him. Also his vicious attack against Palmer Hoyt, manager of the Oregonian.

Palmer Hoyt is one of the outstanding men in Oregon, and a personal friend of the writer. It seems to me as though Rufus was bewildered by the election returns. He seemed to think that he was indispensable or in plain words, Washington couldn't get along without him. He was a labor hater.

As long as things went Rufus's way it was the right way. When he turned against labor he (Rufus) signed his name in the right time but at the wrong time. You bet your boots when every one of our men sent to Washington to represent the people and he misrepresents them do you think the people are going to sit idly by? When Rufus voted on the SMITH-CANNOLLY bill it was his finish. The majority of people of Oregon were finished with him. We have had enough and are through with men that will bite the hand that feeds them. When he turned on labor, he did just that.

How many ships did he help build? How many thousands feet of timber did he help fall or buck? Did he get out and help save the crops? What did he do besides sit in Washington? And pose as a respectful representative of the humble people of Oregon? Was he so sophisticated that crops were unimportant or maybe his dignity, self-esteem was so high that he couldn't see only a bill to hogle the workingman just a little bit tighter. Maybe the chipper in the shipyards made him nervous.

The chipper in the shipyards is quiet compared to the many voices to oust him out of Washington. Let all of us look forward and hope our new representative of the people is for the people.

1035 So. Com'l St., Salem, Ore.
JOHN J. SNYDER,

Week's Health Slate Listed

Health department schedules for the week include:

Monday—1:30 to 3, milk and food handlers' clinic, health department office.

Tuesday—1:30, second doses of diphtheria toxin, Mill City; 2:30, mothers' class at YWCA, subject, bath and formula preparation.

Wednesday—10 to 11, school clinic, health department.

Thursday—Infant clinic at health department, 10 to 11.

Saturday—8 to 11:30, vaccination and immunization at health department.