

The Oregon Statesman

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

THE STATESMAN PUBLISHING COMPANY

CHARLES A. SPRAGUE, Editor and Publisher

Member of the Associated Press

The Associated Press is exclusively entitled to the use for publication of all news dispatches credited to it or not otherwise credited in this newspaper.

Wheat in California

The Pacific Rural Press of San Francisco has on the front page of a recent issue a picture of a California girl in a California wheat field. While ordinarily we associate California's agriculture with oranges, head lettuce, English walnuts and olives and grapes, the PRP reminds us that back in the 1880's California was the leading wheat producer of the nation, and that "long before that it was the testing ground and inventor's paradise for wheat machinery."

The Sacramento valley used to be a great wheat-producer. Transient harvest labor lived in the jungles of willows along the river. California gave us the combined harvester, and contributed greatly to the crawler-type tractor. Now California has gone in more for specialty crops. Irrigation on former wheat lands makes them produce crops of greater value—like rice in the Sacramento valley. The wheat that is grown in that state is on non-irrigated farms, in rotation with barley, and is used chiefly as a feed crop for poultry and livestock.

It is strange but true, that though wheat is the most important field crop for human food, it is steadily pushed out to the marginal lands. The older lands turn to the specialty crops or to feed crops for livestock, and wheat-growing moves on to the newer lands or the cheaper lands. Certain factors make this practical. For instance, wheat can be grown on drier lands than most any other field crop. The farming practice for wheat-growing is simple and familiar to most farmers. The machinery required may be simple, although now more elaborate, specialized implements are in common use. Anyway, the bulk of our wheat is grown in the semi-arid regions of the plains states, in Montana, in the dry intermountain section of the northwest, on the broad prairie lands of Canada. These lands are usually cheap lands—as their values go up the owners must turn to crops of more value.

Yet out of these marginal or low-value lands farmers produce the wheat for bread, "the staff of life." They accept the uncertainties of yield and of price which swing in wider ranges than for most other crops. And this year the wheat-growers of America are busy now harvesting over a billion bushels of wheat, one of the largest crops on record. This will provide plenty of bread for Americans, large quantities for animal feed and huge stocks to ship overseas. Our wheat-growers have won an "A" flag for food production in wartime.

Father Thompson

For six years Father George Thompson lived in retirement at Marylhurst. His was not the retirement for meditation, out of a desire to withdraw from the world, but a forced retirement because of ill health. Father Thompson was highly venerated among Catholic clergy in the state, particularly because of his work in the field of industrial relations. He served in important capacities in the settlement of labor disputes, and revealed a deep interest in the welfare of workmen which remained with him when he was forced to give up his Portland pastorate. His passing now affords opportunity to recognize the fine public service he rendered, in addition to his religious work.

Couples, the war department rules, may be married by mail, if state law permits. But that doesn't mean you can get yourself a spouse just by mail order.

Editorial Comment

From Other Papers

NOT SO FAST, PLEASE

Doubtless as a means of solving the gasoline and tire shortage, a Lane county farm woman the other day drove a horse and buggy into Eugene and parked on a downtown street. She was careful to observe, in so far as the dimensions of her conveyance and its "engine" permitted, all the traffic and parking rules.

Nevertheless she received a "ticket." Police informed her that the parking of such an equipage was forbidden by city ordinance. Quite properly for the sake of the "eternal fitness of things," the lady had the last word. Search of the city's laws revealed no such ordinance.

Of the sequel we are not yet advised. Presumably the chief of police has gone, or intends to go, before the Eugene city council with request for an ordinance covering the situation. What Eugene's city government does about it is not directly our concern.

But in the abstract, do recognize here a problem in government's relationship to the evolution of transportation. It may betray an incurable conservatism, but we would be disposed to counsel municipal authorities, in the ungrammatical but terse language of the highway signpost, to "go slow."

After all, the horse-and-buggy era is not far behind us. Some of us who have as yet no grandchildren to whom we may tell the story, can recall seeing the first automobile that came to town. Some still younger—who may even yet be described as "young"—can recall the time when only the quite prosperous owned automobiles and the common folk, especially rural dwellers, still drove to town on Saturday and to church on Sunday in a "surrey with a fringe on top," or in a less pretentious open hack. Perhaps strangely, those vehicles though now rare, are yet so familiar that they excite less curiosity today than does an extremely ancient automobile.

Though not so conservative as to long for "the good old days" which if the truth were told were in many ways not so good, we do bespeak some measure of tolerance for the recent past. So long as there are buggies, buggies ought to have some rights.

Even now, when there are few to say a good word for old Dobbin as a solution of the transportation problem, there is talk of the impending obsolescence of the automobiles. The airplane, and for briefer travel the helicopter or some subsequent improvement, are said to threaten the earth-bound motor vehicle. A day may be foreseen when its devotees, who now intolerantly turn "thumbs down" on the survivors of the horse-and-buggy age, may in turn become the survivors of an era that is gone, forced to fight new regulations which threaten extinction of their mode of travel. Be warned, proud motorists—and set an example of tolerance for the cumbersome ways of the past. —St. Helens Sentinel-Mail

Treasury Deficit

Figures have recently been published covering the fiscal operations of the United States treasury in the year ending June 30th last. Expenditures amounted to \$93,744 million, which was \$15,565 million more than for the preceding fiscal year. Receipts, however, nearly doubled, reaching a total of \$44,149 million. This left a deficit of \$49,595 million as compared with \$55,897 for 1942-43. Thrifty Americans can take what comfort they may out of this reduction in deficit of over \$6 million.

The public debt has increased from \$136,696 million to \$201,003 million, and we can anticipate further large additions to our debt as long the war lasts. The total will reach around \$300,000 million at least. Nor is the postwar outlook very encouraging insofar as attaining a balanced budget is concerned. War expenses will continue for many years (the country is still paying pensions to veterans of the Civil war), and our military establishment will remain greatly enlarged and hence more costly for years to come. The interest on the public debt, which amounted to \$2,609 million last year (up \$801 million) will settle at somewhere around five billion dollars.

How to continue to make ends meet will be a question to vex secretaries of the treasury and presidents with any sense of financial responsibility. There will be great savings when the fighting ends and war production tapers off. But our continued solvency would seem to depend more on large national income than on dollar-pinching in cutting off expenses. Hence the urgency of attack on looming postwar problems of employment, of reconversion of industry, of incentives to investment. The country can swing its financial burdens, but the people must look at the doughnut and not at the hole—at income-creating enterprises rather than income-depleting recession.

Gas Use Heavy

That the shortage of gasoline on this coast is real is made clear in the news report that although 85,000 barrels of military petroleum products are now being shipped daily by rail from gulf and southwest refineries to the Pacific coast, the shipping of crude oil from Texas to California refineries may start almost immediately. It is proposed to ship 40,000 barrels of crude by rail, which will require 2500 cars that must be gathered in from other parts of the country.

There is no chance for an increase in gas rations for A-cardholders so long as the war continues its present rate of gas consumption. With airplanes flying by the hundreds and thousands and our navy continuing to add warships, the demands of the military will continue or increase until one of the wars is concluded. Certainly we shouldn't cheat our army and navy of gas, if that would delay victory by an hour.

In Portland and Oregon City half-time only is allowed for lawn irrigation. In Eugene users are urged to conserve water. Population of these cities has been increasing until the water system is overtaxed. After the war there will be a rush to lay more pipe to augment supplies. It is just one of the many items on the list of things to do postwar which will help take up the drop in employment as war industry shuts down.

Interpreting The War News

By KIRKE L. SIMPSON
ASSOCIATED PRESS WAR ANALYST

The roaring American ground-air attack in Normandy has reached out to do more than snap shut the Cotentin pocket on remnants of a German army corps trapped against the sea. It is within sight of cracking open the Avranches gateway to Brittany, a logical next step in Gen. Eisenhower's developing invasion offensive.

The fall of Coutances, already the scene of street fighting with Nazi rear guards seeking to open the six-mile wide escape corridor down the coast west of the town, was assured. Air observers reported confusion and chaos incident to German flight from the deadly noose so quickly and skillfully fashioned about them.

Other Yankee armored spearheads well to the south and east of Coutances, poised to drive against Vire and Avranches could turn the German left flank retreat in France into a rout and sweep the whole Orne-Gulf of St. Malo sector clear of the foe.

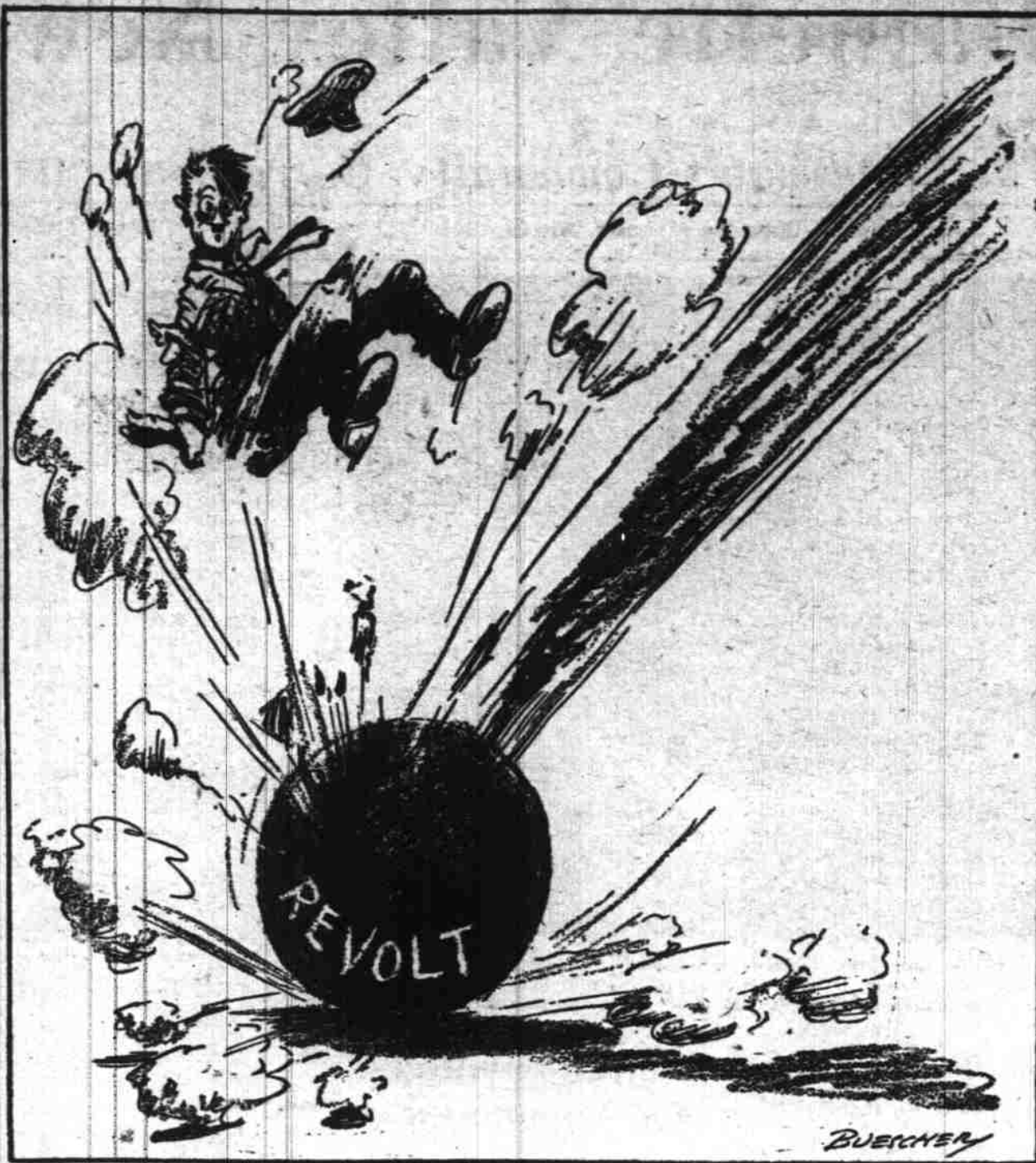
That may prove to be what the allied field commander, Gen. Montgomery, is waiting for on the Caen-Orne end of the line. Caught between two fires, the Nazi commander would have small choice but to run for it, leaving the road to Paris or to the Seine delta open whenever Montgomery signals his left flank on again to match the break through advance of his right.

Battle front reports stress the massed power of the American forces which carved out the great gap in enemy lines or moving up to consolidate and exploit initial victories. In the wake of German reports a week or more ago that elements of a second American army, supposedly part of Gen. Patton's command, had been identified in France, there is London speculation as to whether Patton himself might not be leading the break-through attack.

That stormy petrel of Eisenhower's American forces was retained by his chief and reserved for some special assignment of just that nature. He may or may not have been sent into action, but the tank-air-infantry assault which has broken the Normandy stalemate is a repetition of Patton achievements in Sicily.

It remains to be seen, however, whether Montgomery's immediate purpose is to reach and force the gateway to Brittany or whether expansion of his front on the left of his line below Caen will be his next move. His prime objective, which ever way he turns, is to obtain new harbor and supply line facilities to serve his expanding army group.

Montgomery himself has described the Normandy position as it stood up to the developing American break-through as merely an allied "lodgement area." The chance to expand it into a large enough zone for offensive operations vastly greater in scope than any yet possible may now be at hand.



Germany Launches Another Secret Weapon

IT SEEMS TO ME
(Continued from Page 1)

He we are in a world at war, earnestly hoping for an early military victory whose gains for humanity will be clinched with appropriate political decisions. Pressing is not merely the question of the form of postwar international organization, though that has received most of the attention, but also the immediate problems of Europe's restoration, the revival of world trade and how it shall be handled, the strengthening of China, the offsetting of fascist influence in South America (the Argentine), and the fostering of orderly democratic governments in European countries.

On the domestic front we have grave questions of public finance, of debt and taxation, of conversion of war plant, of tariff policies, of monopolies of capital and of labor unions, of price and wage controls, of government in relation to agriculture, of full employment. Surely these are of far graver moment than whether administration of employment services should go back to the state, or whether the national guard should remain federalized, or how much money, if any, the federal government should provide for local public works.

The public, the voting public, is waiting for Gov. Dewey to outline his political philosophy with respect to these major issues, which are already haunting politicians and businessmen and labor leaders as well as statesmen and heavy thinkers.

Dewey's prompt and spirited repudiation of Hamilton Fish's attempted slur at Roosevelt left a far better than declamation over moth-eaten questions about states' rights. At least he has not repeated the famous mistake of James G. Blaine.

Unless Gov. Dewey builds his campaign to cover constructively the great problems of our country and of the world, then he will leave republicans their deep-seated hostility to Roosevelt and a fourth term as a chief reason for voting for Dewey and Bricker. That will doubtless be enough for republicans, but

Inside Washington

(Special to Central Press)
WASHINGTON—Despite the smashing progress made by American forces against the Japanese in the Pacific, conservative navy men do not expect the enemy to collapse before late 1945 or early 1946.

What worries most naval officers is the fact that the constant victories will result in a serious disruption of needed production at home as more and more workers try to find steady jobs they can keep in peacetime.

Such reduction in war work, as a matter of fact, may prolong the war against Japan if some critical material does not reach the front lines in sufficient quantities.

No military or naval expert will venture to predict how long it will take to crush the huge Jap armies in the Philippines, China and on the enemy homeland.

What some naval officers fear is that if the war in the Pacific drags out too long, some people at home will begin to talk about a negotiated peace.

Military and naval officers want a green light to keep after Japan until she is crushed as a world military power. They don't want to fight another war in the Pacific 20 years from now.

Many smashing new victories are in store for American forces in the coming weeks, but don't let the headlines about them fool you into believing that the war is about over. It is not!

By Central Press Columnist—
WASHINGTON—Some people say there's a "new trend" in women.

No, I'm not talking about a trend that points to stream lines. Nor waist lines. Nor even to those dotted lines that sometimes spring from the eyes of a purposeful female to light on her prey.

I am talking about a new trend in the personality of women. Some people say that the civilization-saving, career type of woman is going out of style. In her place, these prophets insist, there now comes softly into the eyesight and into the heart of the great American people, the

hardly for the independents. Or do the wise politicians planning the Dewey campaign think it is better strategy to avoid the great issues?

"THE YOUNG IDEA" By Mossler



"Everything was perfect at the party until you have to show off by smoking that cigar."

Kenneth L. Dixon
AT THE FRONT

Century Clubber
Has 169 Missions
On His Record

By BILL BONI
(Substituting for Kenneth L. Dixon)
A FORWARD AIR BASE IN NORTH BURMA—(AP)—Already the president and peace-maker of the "Century Club," consisting of members of his fighter-bomber and dive-bomber squadrons who have flown more than 100 missions, Capt. Henry J. Pascho, is aiming today at setting an all-time American air force record for such missions.

Pascho, blond, phlegmatic, 24-year-old son of a Polish-born carpenter, of Somerville, Mass., has hoisted his total to 169 missions, representing 329 combat hours in the air. That's been notarized as tops for the China-Burma-India theater and leaves him some 50 missions short of the current record any where. Pascho isn't quite sure of the present high, but it's between 215 and 225, and was set by a marine flyer in two tours of duty in the Solomons. Pascho's total to date has been achieved in a single campaign, begun last October from an Assam airfield and continued since the Myitkya battle opened from the forward airstrip ... from the north Burma jungle.

The boys of this squadron fly both versions of the North American plane—the P-51 Mustang and A-36 Intruder—as well as P-40's. The entire squadron is being converted gradually to P-51's. The outfit is commanded by Lt. Col. Jack Habecker, 28, a West Pointer from California, who, besides being a member of the "Century Club," also has two Japanese planes to his credit.

Pascho, much to his disgust, hasn't even contacted an enemy plane since he began combat flying. His missions have been chiefly ground support, attacking Japanese installations through north and central Burma.

The top man against enemy aircraft is Lt. Erwin H. Letak, Philadelphia, with two fighters destroyed and two bombers damaged. Lt. George A. Bennett, of

The Safety Valve

Letter from Statesman Readers

River Purification

To the editor:
The writer has not followed too closely the proposed operational details of the aluminum plant now being erected in Salem, but I do understand that in the process there will be a matter of 25 tons of sulphuric acid used every 24 hours.

Obviously this wash cannot be permitted to enter our rivers without first being neutralized.

On the basis of a 50 per cent lime content, it would require at least 50 tons of lime-rock to neutralize, and the thought comes to me that here is a by-product that could be made into a profitable industry for the benefit of the Willamette valley farms, as this by-product would produce, at very little expense, fully 2700 pounds of gypsum for every ton of lime rock used or a gross total of 20,000 tons per annum.

It might be useful information in considering postwar industries. —E. G. Kingwell

whole world is her home. But then you could say that about Mrs. Roosevelt.

The joke is on the career woman. She pays a heavy price for her success.

The Literary Guidepost

By JOHN SELBY
Books on places the war touches.

One of the really remote regions of the world is Sinkiang, although it seems a little less distant when called by its usual name of Chinese Turkestan.

In "Gateway to Asia" Martin B. Norins has done what can be done in a short book to make this remote dependency of China seem real. Chinese Turkestan is a kind of meeting ground; it is very rich in minerals, there is more land suitable for cultivation than most of us think, and of course the nomads of Turkestan are known to everybody.

But more important than these things is what Mr. Norins has to say about Russia. Up to 12 years ago, Russian influence in Sinkiang was paramount, and things went very well. At that time Russia became convinced, the book shows, that her presence was no longer needed to frighten Japan out of Sinkiang, and at once returned the province to China and withdrew. (John Day; \$2.75).

I am incapable of forming any sort of judgment on Ernest Jack's "The Rising Crescent" because I know nothing about Turkey and have no interest in her beyond irritation that she has played so cagey a game in this war.

Dr. Jack spent a great deal of time in Turkey before the first World war, working then for German interests. And to me the most amusing thing in his book is the German mind at work. One expects to consider the former Kaiser a wonderful old windbag, but not to discover from Tirpitz declaring in a formal report to the All Highest that British torpedo boats tailed the Imperial yacht in peace time.

trying to sink it and poor Wilhelm! Yet Jack says von Tirpitz did just that. (Farrar & Rinehart; \$3.50).

Nina Verhovskoy Hyde and Fillmore Hyde support a thesis that is frequently stated nowadays in their "Russia Then and Always." It is that Stalin's Russia is actually the blend of Lenin's and Nicholas' Russia; that Russia's physical resources and historical background have tempered the German economist's theories—Karl Marx's theories, of course—to make them something essentially Russian. Sir Bernard Pares published the same idea, in effect, only a few days ago. (Coward - McCann; \$3.)

Waltham, Mass., who once single-handedly engaged a formation of 30 Japanese planes, has been credited with a Zero destroyed, two probables, one bomber probably downed and one bomber damaged.

With the men flying sometimes as many as five missions in a day, they have received numerous commendations from north Burma groundforce commanders, including Brig. Gen. Frank Merrill, leader of the American Raiders who stormed the Myitkya airfield, and the British leader, Maj. Gen. Walter D'A. Lentaigne, whose Chindit troops were so confident of the American fliers' marksmanship that they signalled the pilots to carry out bombing and strafing attacks near their positions when the fliers themselves hesitated to hit the targets for fear that stray shots might land among the British.

OPA Will Buy Evidence With New 'Weapon'

By JACK STINNETT

WASHINGTON—Armed with a brand-new "weapon," not at all secret, the office of price administration is ready to crack down hard on ration coupon counterfeiters.

The new weapon is money—\$50,000 just appropriated by congress—and Thomas I. Emerson, OPA's chief enforcement chief, says it can smash the widespread counterfeiting racket.

The \$50,000 is to be used to purchase evidence, or, to put it the way OPA prefers, "to purchase commodities for use as evidence."

In laying a trap for counterfeiters of gasoline coupons, for example, an OPA agent or a "planted" confederate can buy up a batch of illicit stamps, spring a quick arrest of the salesman, and then use the coupons as evidence in a court action. The money paid, marked to identify it, also becomes evidence.

In the same way, the trap can be sprung on peddlers of stolen bona fide coupons.

Until now, OPA has had no funds for use in this way and Emerson says that lack of them was OPA's No. 1 handicap in attempting to snare counterfeiters.

In one case on the west coast, OPA agents made up a pool of \$500 from their own pockets to lure the racketeers. It worked, and a sizeable ring was uncovered. The agents got their money back, but had to wait until the end of the court trial.

That incident and similar ones demonstrate, Emerson says, that \$50,000 can make it mighty unpleasant for coupon racketeers.

"I am confident we can lick the counterfeiting racket, now that we have this appropriation," he asserts.

The beauty of the scheme is that most of the money will come back to the government following its use in court. There will be some slips, OPA acknowledges, but it is counting on recovering most of the marked bills. In effect, it will be a kind of "revolving fund."

Emphasis in the new program will be on wiping out theft and counterfeiting of gasoline coupons, which together are resulting in the loss of about 2,500,000 gallons of gasoline daily to the black market.

But the new fund will be used in other enforcement programs as well. Price panel representatives, having repeatedly warned a merchant against price ceiling violations, will refer such cases to OPA investigators. There again OPA agents will use their new weapon to "purchase commodities for use as evidence."

HARVEL

One of America's Fine Watches

Buy Now!

Stevens & Son
333 Grand St.
Manufacturers

Cash or Credit