

Washington Outlook

WASHINGTON, Aug. 26—(P)—Japan is making passes at French Indo-China and may be on the verge of what likely would be her last territorial grab.

The Japs already occupy this large, rich French colony, systematically take its rice, rubber and coal for war purposes but have left civil administration to the French governor-general, Vice Admiral Jean Decoux. With the flight of the French puppet government from Vichy, Decoux has assumed "absolute powers" without waiting for them to be granted by Vichy.

Now the Japanese press, as reported by Domei, Japanese news agency, is complaining that in spite of Decoux's renewed assurances of cooperation with Japan, pro-Allied elements remain active. If the familiar pattern is followed, it will develop soon that Decoux and his whole regime are "insincere."

The next step is likely to be complete ejection of the French regime, possibly behind a synthetic native independence movement.

Japan is in no mood to coddle anybody. Tokyo no longer tries to tell the people that the B-29 raids are just propaganda stunts, but frankly calls them the real thing.

Premier Koiso warns his people that "the enemy" plans an early invasion of Japan itself. Perhaps most significant of all, the Tokyo government has not waited for the forthcoming diet session to enforce a decree ordering compulsory labor service for all "women" from 12 to 40.

Incidentally, it wouldn't be wasted effort to spend half an hour studying Yeforofu Jima, in the Kurile island chain. Yeforofu (Etorofu on some maps) is the largest island in the chain, which stretches north from Japan proper. It has several good ports and certainly will figure in the news in the event of a thrust from the north.

Crop Insurance Again?—A bipartisan drive has developed in the house to restore the federal crop insurance program before the September congressional recess. Rep. Pace (D-Ga) says droughts and floods have caused some lawmakers to change their minds about the insurance plan. Congress voted to liquidate it last year after its administration and deficits had cost \$63,000,000 over above five years. It covered wheat and cotton.

Trouble for Rover—Veterans' administration officials want to get the legal low-down on what the administration's obligations are under a recently enacted law authorizing it to provide guide dogs for blinded war veterans.

The law calls for an appropriation of \$1,000,000 to purchase and train dogs as well as provide other aids to the blind vets. The administration says the wording of the law leaves certain questions unanswered, such as:

Who pays for Rover's upkeep once he has been turned over to his guide assignment? Who pays his doctor bills if he gets sick? Who is responsible if he wrecks somebody's garden or bites one of the neighbor's kids?

Unwelcome Guests—Look for considerable pressure by representatives from migrant-swollen industrial cities to retain in conversion legislation a provision to provide funds for war workers to return to their homes. Residents of many of these cities, particularly in the south, are longing for the good old days when they weren't so crowded.

Snow Suits—The children's snow suit situation looks very bad for this winter despite a special war production board program to provide a greater supply than last year. Materials were set aside, and WPB expects more to be made, but inventories are "way down," and the total supply looks shorter.

Aircraft Woes—Now that cut-backs are in prospect, aircraft plants are beginning to encounter a serious problem resulting from their eagerness to employ discharged servicemen.

Union contracts require that severances be in order of seniority. Veterans are naturally near the bottom of the list. It is not easy to cut them off the payroll while civilians who have been spending the duration working for high wages, plus time and a half after 40 hours, remain on.

Navy Crane Raises Locomotive



A 150-ton navy yard crane raises this locomotive of the Norfolk and Portsmouth Belt Line from the waters of the southern branch of the Elizabeth river. The engine was backing from Port Norfolk to Berkley when it ran through an opened draw bridge, carrying four freight cars and three trainmen into the river. The trainmen were believed lost. (AP wirephoto)

Farm Export Program May Receive Boost

WASHINGTON, Aug. 26—(P)—Post-war agriculture policies now being formulated by the Roosevelt administration would establish a more aggressive export program designed to push extra production into world markets instead of allowing it to pile up in this country under government ownership.

These plans do not envision the return of the rigid production control programs of the thirties under which attempts were made to reduce farm production to the country's own needs and to the small quantities which could be sold abroad at our prices which, in the case of most products, were held above world levels by government action. Under the programs of the thirties huge surpluses were accumulated by the government.

Instead, the United States would employ a broad two-price system under which production not needed at home would be priced to meet competition in world markets.

Those drawing up the policies believe it will be possible to maintain domestic farm production at a level considerably higher than before the war, but possibly not as high as that reached during the present war. They believe it will be possible to maintain a higher level of industrial employment and hence a broader domestic demand.

2 Liberator Pilots Describe Close Calls in Aleutian Fog

By Norman Bell

ALEUTIAN HEADQUARTERS ELEVENTH AIR FORCE, Aug. 26—(P)—Two big Liberator bombers, back from raiding Paramushiro, skimmed the top of the fog.

They were part of an August 12 raiding mission which had crossed 800 miles of the open North Pacific to strike at the Japanese island. Then they had come back but they couldn't come down.

The Aleutians were "soaked in" by the thick gray mist, thousands of feet deep.

Situation Bad
Captain Chadbourne Steward of San Francisco, and Second Lt. Corbin Terry of Temple, Tex., pilots of the two planes, knew the situation was bad—and getting worse.

Their gasoline was nearly gone. They had tried for a landing on the outer islands and had failed. "There wasn't any use flub-dubbing around there any longer," said Lieutenant Terry.

Hope for Best
Back along the Aleutian chain, the Liberators roared. They were land planes. If they were forced down in the sea—the thing the crews dreaded—it would mean: the quick scramble to get out before the bombers sank; the blood-chilling plunge into the frigid water; the struggle to crawl into the tossing rubber boats. And then the ordeal of waiting—wet, freezing, sick and exhausted.

Rescue might come but it would have to be fast—a matter of a few hours, at the most. Men adrift in the sea, on raft or rubber boat, don't last long in this part of the world.

Must Find Land
The bombers had to get down on land—any kind of land.

The weary pilots were advised by radio to keep on east. One emergency field reported a ceiling of several hundred feet.

Captain Steward sighted a volcano peak and started circling it while Lieutenant Terry eased down through the "soup" to make a pass at the emergency field.

One motor of the latter's plane went dead and his gasoline supply was good for only a few minutes longer. There was nothing but fog above, below and all around.

Prepare to Leave
Terry prepared to "ditch" the plane in the sea. The crew was ordered to get into their "Mae West" life preservers and make ready for the transfer to rubber boats.

The bomber finally broke out of the fog just above the sea. It was then that Terry and his copilot, Second Lt. Thaddeus Busch of Detroit, spotted the "lump of land"—a tiny tundra island, fairly flat.

Leaving the wheels of the bomber up, Terry came in for a crash landing. The island flashed beneath. The plane struck and skidded along on its belly. The "crash" was surprisingly soft. The soggy tundra had cushioned the shock.

Beak Rescues Them
He was quickly in radio contact with the emergency base. Two and a half hours after Terry and his crew crash-landed, they were rescued by a survey boat. Captain Steward, meanwhile,

had circled the volcano until he decided he could wait no longer for the other bomber to make its try for the emergency field. He followed radio directions and located the field. He had only a 15-minute gasoline supply left when he turned the motors off.

"It was the closest call of that kind I've had," said the veteran of Aleutian flying, who has made a number of Kurile missions.

Fire Causes Heavy Damage to Dredge

PORTLAND, Aug. 26—(P)—Investigator Harry Heise estimated \$30,000 damage to the \$70,000 river dredge "Titan" from an early morning blaze at Albina crane dock.

A defective oil burner started the fire in the dredge's engine room, Heise said.

OPA Slashes Tire Allotment In September

WASHINGTON, Aug. 26—(P)—The office of price administration tonight cut the September allocation of passenger car tires 350,000 casings under the August level, but increased the heavy truck and bus tire quota to 120,000, up from 85,000 for this month.

In reducing the passenger tire allotment from 1,950,000 tires to 1,600,000, OPA explained that reserve inventories built up last winter for the summer months have been used up.

OPA said that while the lower passenger tire quota "will not result in any corresponding cut in eligibility," it does mean a still more difficult job for local rationing boards in deciding "who among the many applicants for new tires are the most essential drivers."

All "B" and "C" card motorists are eligible for new passenger tires, but the back log of applications now stands at about 1,000,000 tires, the agency stated.

In boosting the heavy truck and bus tire quota, OPA stressed that the critical shortage of these casings will not be entirely relieved.



Why Mom Agreed I should be a Nurse's Aide

My brother is in a hospital on foreign soil. When the news came Mom and I agreed I should be a Nurse's Aide. The first day I wore my uniform I began contributing to his recovery. My help releases graduate nurses to the Armed Forces—and one of these nurses may have a hand in saving my brother's life... or the life of a member of your family.

Why not volunteer at your local Red Cross Chapter today?

Full information regarding available classes can be obtained from your local chapter of the Red Cross.



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While the rayon allotment has been hiked to 102,000 heavy tires, the office of defense transportation estimates that a minimum of 165,000 casings are needed each month to maintain essential commercial transportation.

Kenny Exponent Will Work in Portland

PORTLAND, Aug. 26—(P)—Margaret Yoder, nationally known exponent of the Kenny treatment, will come here to aid in control

of infantile paralysis, which has stricken 52 persons and caused 10 deaths in Portland this year. Eight new cases were reported today, but Dr. Thomas Mendor, city health officer, said the disease was not at epidemic level.

Norman Thomas to Talk
PORTLAND, Aug. 26—(P)—Socialist Norman Thomas will speak at Washington high school Wednesday as part of his campaign tour for the presidency.



FALL COATS 19⁹⁵ to 29⁹⁵

Uncluttered lines as crisp and clean as fall air. Smoothly tailored... gaily toned for your every activity. Casuals, Chestfields, and wraparound styles. Sizes 12 to 20.



Felt Hats ... Blithe little hats to colorfully top your sports clothes or date dresses. Berets, catlets, "half" hats, and Dutchie caps. Sizes 22 to 23. **2⁹⁸**

Fall Jackets ... Classics that click with everyone. Add a matching skirt and have a mix-matchable suit. New fall colors. Sizes 12 to 20. **5⁹⁸**

Smart Skirts ... Match-mates in classic styles. Pleated and gored styles. Fabrics that hold press. Sizes 12 to 20. **3⁹⁸**

Fall Blouses **2⁹⁸**
Softly feminine blouses and timeless classic shirts. Flayons and novelty weaves. White, pastels and high shades. Sizes 32 to 38.

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Shower-proof cotton gabardine or poplin trench coats and fly-front raincoats. Natural, putty tan, red or blue. Sizes 12-20.

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Casual and dressmaker styles in spirited colors. Just right now... and perfect under your coat next winter. The new softer versions. 12-20.

JUMPERS ... For career girls and college girls alike. Fly-front, button-front, suspender, and new nautical effects. High-lighting spun rayon gabardine, as well as rayon flannel, rayon serge and warm all wools. Sizes 12 to 20. **4⁹⁸**

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