

The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"
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Industrial Wastes

Sewage disposal plants when installed will not completely purify the water in the Willamette river. Pollution from farm animals and farmsteads will drain into the river, but worst of all industrial wastes will still be emptied into the river from pulp and paper mills, canneries, and flax plants. They do as much toward reducing the oxygen content of the water as the urban sewage does.

A step toward ending pollution from pulp and paper mills was taken with the formation of a standing committee of the industry on the Pacific coast, which was completed in Seattle last month. It plans to support the activities of the national committee on stream improvement which is undertaking a broad program of research looking for answers to the problems of waste utilization and disposal. The problem is not local. In Wisconsin and other states it is even worse than in the west. Thousands of dollars have been spent in efforts to solve it, especially through utilization.

Lignin forms the largest part (aside from water) of the wastes of pulp and paper mills. It has value, but its use is baffling. The Molalla logging road is going to use lignin for a binder on its surfacing, hauling it by tank-truck from the paper mills at Oregon City-West Linn. That was tried with only partial success in Washington. Eventually though some practical use for lignin will be found.

We hope the newly appointed committee bends to its task, because the need for stream cleansing is urgent. Research surely hold the key; but the industry should not be allowed to think it can loiter along under the excuse of prolonged research. Public pressure should make the researchers (and the owners) think and act faster.

Postal Rates

The postoffice department finally ran into one law of classic economics which it found it could not abolish, that of "diminishing returns." It had run the fees for money orders so high that its business fell off, so now it is marching down the hill, reducing its fees sharply, cutting the former fee of 10c minimum charge to the old-time charge of 3c.

We wonder if the people realize that the one utility in the United States which over the past 12 years has increased its rates is the United States postoffice. Electric service rates have been slashed, telephone service (long distance) costs less and service is much improved, telegraph service costs less. But the one agency with an absolute monopoly and that of the most vital of all services, which has increased its rates—on letter mail by 50 per cent—is the United States postoffice. And it is the one agency where government ownership is absolute and complete.

Fourteen years ago some people were saying that what this country needed was a Mussolini. Remember, he made the trains run on time, and "put labor in its place."

Bond Bidding

The system of competitive bidding for sale of bonds by public utilities and railroads appears to be netting some good results as far as the issuing companies are concerned. The \$100 million in bonds sold by Great Northern was bid in at a little better than par by Halsey, Stuart & Co. while Monday the O-W R & N (Union Pacific) sold \$54 million worth of bonds to Quinn, Loeb & Co. at a little better than 102. The sale on bids breaks the hold of banking houses which by representation on boards of directors got control of bond issues to the great profit of the banking houses. Great Northern, for instance, always sold its bonds through J. P. Morgan & Co., while Union Pacific and Pennsylvania marketed usually through Kuhn, Loeb & Co.

Opinion is divided however as to the long-time value of competitive bidding. Some contend that banking houses working continually with issuers can do a better job for the companies than if the bonds are sold by competitive bids. SEC and the interstate commerce commission are favoring the competitive bid system for utilities and railroads, though the condition may be waived if deemed advisable. At any rate, the grip of the finance houses is being loosened from these great quasi-public corporations.

Command Performance

Hollywood had another one of its cozy little weekend parties Saturday night, embroidered with a black eye and a scratched forehead for a brace of the guests. This was not a balcony scene rehearsed for public gaze in the wee hours of the morning, as was the last publicized party at the film capital. This was a garden fisticuff, in which Lana Turner's ex-husband, Stephen Crane, took on Turhan Bey, a Turkish denizen of Hollywood who escorted Lana, once famed as a sweater girl, to the party. Crane got the black eye, Bey the scratched forehead, and Lana got mad and threw a diamond-ruby ring that Crane had given her into the bushes.

One can't help wondering how they make up their guest lists in Hollywood. Is there no "waiting period" before divorced persons are invited to the same social affairs? Or are guests selected with a view to a real tussle for the entertainment of the jaded movie colony? Some enterprising promoter ought to hire Hollywood bowl for the next big party and charge admission for a repeat performance of some of these fistic free-for-alls.

Bewildering

A contributor to the letter column of the Oregonian starts out with this paragraph:

Am getting so bewildered. I was 5 years old, just old enough to go to school, at the time Mr. Roosevelt was elected president of the United States. I will be 21 years old in time to vote in November presidential election. We're bewildered to at his arithmetic. Or is he writing about the fifth term?

A deputy OPA administrator comes along and warns that we on the coast may get less gasoline after the nazis are defeated. That's the bunk. The savings in Europe will be far more than the extra needed for powering the Pacific attack. Some of these government men think they have a duty to be sticking the people—and all the time they are using transportation, riding in government gas-buggies, eating (on expense account, of course) at the best hotels. Well, we'll win the war in spite of them, and when we do we want our gasoline back and we don't want to wait till some underling gets to Tokyo, either.

Interpreting The War News

Driving to link up with airborne allied forces in eastern Holland, British armor as threatening to do more than turn the flank of the Siegfried line. It is aiming a deadly shaft at Berlin itself through the half-open Rhijnegem-Arnhem gateway at the head of the Rhine delta.

A Berlin radio admitted further allied air landings in eastern Holland with fighting progress "north of the great rivers." The reference apparently is to the Maas and the Rhine and their tributaries. Arnhem, gripped by airborne troops, is the northern portland of the Brabant gateway to Berlin. Through that area run the direct road and rail connections between Berlin and the low countries.

It is to early yet to say definitely whether the allied break-through attempt at the head of the Rhine delta is the main attack of the Anglo-American blows in the west, or is designed in part at least to force a diversion of German forces northward from the American front. It seems precisely aimed through the Nijmegen-Arnhem gateway to avoid both the Nazi flooded coastal areas in Holland and the heavily congested Essen-Cologne-Aachen triangle that faces American first army forces on the British right.

That highly industrial lower Rhine area of Germany is the most densely populated portion of the country. Farther north, however, where the allied air army now is operating with a fast-paced British followup around the southern part of the Brabant gateway, there is no such obstacle. A break-through there, once the Rhine is left behind, would encounter no further water barriers of consequence to slow its pace.

The fact that General Eisenhower has thrown his carefully conserved separate air army into action in this theater indicates the importance he attaches to the move. It may prove that it was withheld not only until the British ground forces in western Holland were in a position to take advantage of the air borne sweep, but until American pressure along the rest of the front had occupied all available German reserves.

It is significant, at least, that in following through on the airborne attack British armor apparently found meagre resistance and relatively little German damage to communications.

That indicates that the Nazi high command was caught off guard. It is that is not the case, the only answer to the speed with which British ground forces moved must be utter confusion in German ranks.

Reconversion Time in Germany

to produce Utopia. But the operation of an industry, as the industrialist knows, is one of the most intricate problems that man handles. It is obviously impossible to operate industry by rule. The only way, however, that government can run any activity is by dogmatic direction. That must fail in industry as we so clearly see now.

In wartime even original geniuses like Lincoln have to conform to general rules; and he can endure renegotiation and wage control without very serious injury. But when the war is over then human energy and enterprise should be released. Lincoln is right as to the potentialities of the human mind, and his prescription of freedom of opportunity and incentive through reward is correct. This prescription runs into two impediments within industry. One is the attitude of employers who still regard labor as a commodity to be bought at the lowest price in a competitive market, which denies incentive except hunger; and second, the attitude of labor organizations which limit output per man and resist labor-saving devices. It is noted that there is no union at Lincoln Electric company.

The record of the Lincoln Electric company is just a miniature of the whole system of modern industry. It is the practical application of ideas for production which will contribute something to man's comfort or welfare. Wages (real wages, that is, not money signs) rise as the productivity of the industrial plant increases. It is of far more importance to labor to have goods produced in abundance at lowering prices than to have fewer goods at higher prices. For it is goods and services which people consume, not the paper of currency.

Russia, which started out bravely on a communist line, had to come to the principle of incentive and reward for workers. America can do the job better than Russia if it retains teamwork of management and workers and keeps alive the twin principles of freedom of opportunity and incentives for

IT SEEMS TO ME

(Continued from Page 1)

The price of the welder to the consumer dropped from \$550 to \$190. During that same period average wages rose from \$1300 per year to over \$5400. Dividends increased from \$2.50 a share to \$6.00 a share. The business was started in 1896 with \$150 of borrowed money and has had no outside capital since. Now it employs over 1000 workers.

How did he do it? By what he calls intelligent selfishness. He quotes William James to support his view that man develops because of "crisis and incentives." Men rarely extend themselves; if the reserves of their talents could be tapped they could improve their performance greatly. So Lincoln draws on his own creative genius and encourages his workers by rewards to do the same for the constant improvement of the company product and reduction of unit costs. Lincoln regards this as fundamental for man's achievement: "He must first have the opportunity, which is freedom, and secondly, the reason, which is incentive."

That brings him head-on into collision with Washington. He is prevented from extending his system of incentive rewards to his workers because of wage controls, and finds himself penalized by renegotiation of contracts though he sells a better product for less money than his competitors. Thus he says of one item he can sell for \$256 but after taxes and renegotiation his profit is cut to one-third of what it was for the item before the war, while his competitors sell for \$360, after taxes, and make less profit and are not renegotiated. So he is dead against government control of business, regarding it as a deadening hand to achievement. To quote:

"Unfortunately, theorists in government feel that they know just how to run industry so as

THE YOUNG IDEA

"Do you think I should wear a more conservative tie tonight? The party's strictly formal!"



ARNIC MOSSIER

OUT OF THE WOODS

BY JIM STEVENS

FACING FOREST FIRE FACTS

The 1944 season has shown again how close we may be brought to economic catastrophe by situations of forest fire danger beyond all human control. In the week of September 3 a long drought and dropping humidity formed the worst fire hazard the woods of Washington and Oregon had ever known. An average of 20 new fires daily blazed up during the week. The newspapers on the morning of Tuesday, September 12, reported fires burning everywhere in the two great forest states, two large ones "out of control" and others threatening to blow up.

In the critical dawn of September 12, the wind could have been from the east, devastatingly dry. Instead, it blew out of the west, bearing in drizzle and fog over the Washington coast and also hoisting humidity in Oregon.

Loggers' luck saved us from another 1933 season, when dire drought did run on week after week, and was climaxed by the Tillamook fury. Every yarden I've talked to on the danger says he got through it just by the skin of his teeth.

It is time to look the facts of forest fire causes full in the face and to speak out honestly on what we see here.

CRIME AND MISDEMEANOR

Forest fire prevention, in real and effective sense, abides in the laws and their enforcement. Right there is the tap root of the problem of preventing the man-caused forest fire. This is a grim fact that has never been fully faced and looked in the eye. It is too simple and easy to consider fire causes in terms of "cigarette flippers," "careless campers," and such-like, and to be content with campaigns of kind appeals to the general public to be "careful with fire."

The Green Keep programs of Oregon and Washington are of course all to the good and are vital in the field of public education on the first problem of forest conservation. But their sponsors do not pretend that they have any effect on the sinister minority of vicious criminals and irresponsible conkheads among the people who live in the woods, or work in the woods, or find recreation in the woods.

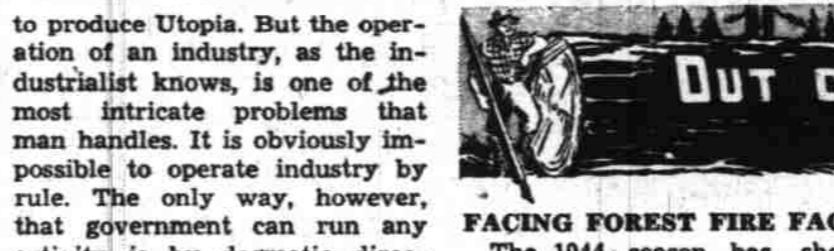
Criminals and conkheads cause the worst fires. They cannot be touched by any sort of an appeal. The forest arson they commit can only be reduced by the strong arm of the law with a club in its fist—by full-strength enforcement of the forest protection laws we already have, through the cooperation of ALL law enforcement agencies, including the courts.

The man who deliberately sets a forest fire is a criminal, heart, soul and hide. Under present laws it is well-nigh impossible to convict forest arsonist as such. Because public opinion still holds the setting of a forest fire to be not a crime but a misdemeanor, judges, law officers and law makers commonly consider arson in the woods no crime.

THE NO. 1 JOB

Such are the facts we need to look into and to grasp with fighting determination to root them out and work them over. Appeals to the noble and good in human nature will not touch these evil roots, any more than spring burning of fern may touch the roots of this tenacious weed.

The tough, mean, miserable job we have to do is agitation of



ARNIC MOSSIER

Air Deeds Concern Ammunition Trains, Wine-Soaked Sod

More fortunate in the same sort of situation was Lt. George Potts of Dallas, Tex., who went out with four Thunderbolts on "a routine armed reconnaissance mission" over the Belfort Gap sector.

He spotted an enemy train with full steam up nestled in a ravine. He made one pass and blew up the locomotive.

"It looked like a set-up," said the veteran of 90 combat missions later. "We reformed to strafe the cars. I pulled out of my pass at about a hundred feet and banked over to see what had happened. All of a sudden it seemed as though Vesuvius had busted loose."

After that he was not quite sure what happened until he "sort of came to" a few moments later and found the other pilots more than 50 miles away. Then he knew another ammunition train had been blown up.

Despite blazing wing tanks which he jettisoned, a jammed tailwheel and ripped wings, Potts managed to get his Thunderbolt back to his base, but what remained of the craft went immediately to salvage.

He is flying a new P-47.

Brig. Gen. Gordon P. Saville, tactical air commander in this theater, is pretty proud of Lt. Robert S. Mandell of LaJara, Colo., for helping solve the ticklish gas supply storage problem, but there are certain persons around the world who probably will howl with rage when they hear now.

It had been tough to get sufficient gas ferried up by Liberators, Bostons and C-47s, and then the fighter outfit found it had no place to store the precious petrol needed for the thunderous chase of the Germans westward.

Mandel miraculously came up with four railroad tank cars. He persuaded French authorities to shift them to a siding near the airfield. With finesse, he urged the French to dump the contents of the cars.

Sad-faced French maquis emptied them—of wine. Now 25,000 gallons of aviation gasoline fill the cars, and pilots find their way back to the field by following their noses to the wine-soaked sod.

The Literary Guidepost

By JOHN SELBY

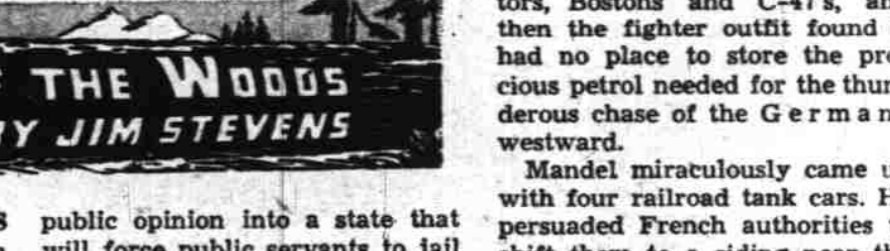
"ONE MAN'S WAR," as told to Pete Martin by Sgt. Charles E. Kelly (Knopf; \$2).

A short book called "One Man's War" turns out to be extremely interesting, and perhaps worth considerable study. It is Sgt. Charles E. Kelly's story, and Sgt. Kelly is the famous Pittsburgh Kelly who is, up to now, the Sgt. York of this war. It is the perfect story—the boy brought up, as he himself remarks, on the wrong side of the railroad tracks who goes into this war without benefit of ideology, simply as another chore in the succession of chores that is the Army, and makes himself a great and fabulous hero.

There aren't more than a half-dozen readers, most likely, who won't like Sgt. Kelly and his honesty. But the ones with good literary taste will feel like turning one Pete Martin over their knee and dusting his pants. Mr. Martin, or the editor of the Saturday Evening Post which, I believe, published "One Man's War" in the first place. Somewhere between Kelly's doubtless highly colored narrative and the printed page, the story got all phoned up. It sounds like those patriots for the day who talk about "GI-Joe" with trembling voice at every opportunity.

Kelly got into the Army because it seemed a good idea; he didn't quite know why. He went over the hill while in training, for exactly the same lack of reason. He took his punishment, made a good soldier, got to Italy, mowed down Germans by the score, won the Congressional Medal of Honor and the Silver Star, and was the first enlisted man to be so honored in this war.

Mr. Martin writes Kelly's story in the first person. That being the case, he should use Kelly's vocabulary. I'll bet Kelly never said "This was a worrisome thing" in his life, but is made to say it in the book. He is constantly made to write "peer" instead of "look," "rib" for "kid," "horrible example" for "dope." He is made to describe dried bananas as "queer, wispy-looking things" and to write about sour-



Kenneth L. Dixon

WITH THE AEF IN FRANCE, Sept. 17.—(Delayed)—(P)—Footnotes from the flyboys in France: A French major has taken his prized "leaf from the tree of France" back to where it came from.

Six weeks ago, the officer was flying a P-47 from Corsica over France, leading fighter units of his countrymen. He strafed a German troop train so closely that he ploughed through treetops, but the powerful Thunderbolt brought him back to Corsica, leaves decorating its wings, fuselage and tail assembly.

He divided these leaves among his fellow pilots and they flew over their homeland on D-day of the Riviera invasion, each with "a leaf from the tree of France over his heart."

Later, they moved to the mainland and continued their operations against the Germans. Always it was the major who was out in front burning the deck with his eight 50's spitting bullets at the hated boche.

Over the Belfort Gap a few days ago he hit an ammunition train. It blew up under him. The gallant plane and the gallant pilot tried to recover but the explosion was too great and they ploughed straight ahead into a clump of trees of France. The other members of his outfit still carry their leaves.

State GOP Club Reelects President

PORTLAND, Ore., Sept. 19—(P)—Ray Carr, Portland, was reelected president of the Oregon Republican club today at the 11th annual convention.

Mrs. Ed Goetzl, Oswego, was elected secretary. Dr. O. A. Olson, Salem, was named vice president in the first congressional district; Charles F. Bollinger, Gladstone; Mrs. Anna M. Ellis, Tillamook; and Mrs. Mae T. Brantland, Corvallis, members of the advisory board.

OSC Frosh Registration Same as Year Ago

CORVALLIS, Sept. 19—(P)—Freshman registration at Oregon State college reached 773 on the first day—exactly the same number as last year, the registrar said today.

Upperclass students will register here Saturday, and classes open Monday.

ing milk of human kindness and "burning thirst." Kelly comes through in spite of it, but it's tough on him.

Stevens

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