

The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"
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CHARLES A. SPRAGUE, Editor and Publisher

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Giving Alaska Back to Indians

Two years ago Alaska was a hot news spot because the Japs had occupied the tip islands of the Aleutian chain and it was feared they would march along those stepping stones to the peninsula itself. Now the war has moved far away and Alaska is in the news-doldrums as far as the war itself is concerned. Alaskans no longer radio Washington calling frantically for troops and planes. Instead, they are "cussing out" Washington and Secretary Ickes in particular out of fears that Ickes is about to give the country back to the Indians.

The Alaskans—the white Alaskans, that is—do have cause for alarm. For the government has just concluded its fifth public hearing on the claims of Alaskan Indians to lands and rights based on their ancestry. Certain Indian tribes are claiming fishing rights along some 2000 miles of Alaskan coast as well as rights to adjoining lands. Land claims include sites of some of the present cities of Alaska and of many of the fish canneries dotted along the coast.

While the government hearings are said to be only for the purpose of finding out just what the Indian rights are, there is a fear that on the basis of findings Secretary Ickes, whose department includes the office of Indian affairs, will want to establish reservations under the Wheeler-Howard act, and recognize the Indian claims.

The Indians themselves are afraid of these reservations. At a recent convention of the Alaska Native Brotherhood, resolutions opposing such reservations were adopted because the Indians fear the "office of Indian affairs will thereby sink us further into wardship and thus deprive us of the practical exercise of our citizenship rights." They also see that to cede the lands occupied by the industries in Alaska, particularly canneries would disrupt industrial life in Alaska "to our own injury as well as the injury of white people."

It seems foolish to give the breath of life to tribal claims based on occupancy of land under primitive conditions back at a time when the Russians ceded Alaska to the United States. Those claims must be very shadowy.

As a matter of fact the status of the Indians within the states is quite obscure. There are still reservations. Indians are still regarded, some of them, as wards. Yet Indians have voting rights, and many Indians are entirely independent of government allotment or control. On the whole it may be said that the white man's treatment of the Indian has never been good. First, the theory was simply that "a good Indian is a dead Indian." Then Indians were herded in reservations but were neglected by scheming agents and exploited by greedy white men. Now the policies are those of generous guardianship with ill success in integrating the Indian into the white man's civilization.

Nobody seems to have the answer to the "Indian problem." Indians ought not to be kept forever as wards, yet it doesn't seem right by neglect to let them become socially and economically insulated racial fragments in an alien world.

Complete the Quota

With a million and a quarter dollars to go the sixth war loan is a long ways from being completed in Marion county. Not only is there a shortage in purchases of E bonds, which are held only by individuals, but there is need for purchases of bonds in big guts—\$1000, \$5000 and \$10,000 at a clip—to fill out Marion county's quota by the end of the week.

These big loans do not just float themselves. They require support from all people in proportion to their means. Those who have not purchased should do so at once; those who have should make an effort to increase their purchases to bring the drive to a successful conclusion this week.

Too many sauerkrauts in the Saar for easy going.

Editorial Comment

PRICES MUST BE KEPT DOWN

One hears much about war prosperity and affluence derived either directly or indirectly from industries that are related to conduct of the war. Wages and profits have undoubtedly been swollen, so far as some persons are concerned, and despite higher income taxes the present war appears likely to produce such a crop of war-born fortunes as were harvested from World War No. 1.

Yet now as then a large portion of the American public has derived no benefit, but only harm, from war economy. These are the people with fixed incomes, including the military personnel themselves.

The office of war information in support of WLE opposition to cracking the "little steel formula" wage yardstick has issued a report of survey results showing more than 20,000,000 persons in the United States who are subsisting on low wages or incomes which are inflexible.

As prices rise, and anyone knows that for most people the government-issued figures showing a price level boost of between 20 and 30 per cent since 1941 are too low, the purchasing power of each victim of the fixed income declines. In effect, his income grows smaller and smaller, day by day.

For these people there has been no Little Steel adjustment to help them meet inflated living costs, and for most of them no relief is possible.

Nine million of these people are dependents of men and women in the armed services, says the OWI. Six millions are public employees; nearly 2,200,000 are aged persons on public assistance rolls; another million includes disabled veterans, widows or dependent orphaned children of war veterans, trying to exist on fixed pensions; 150,000 are retired and disabled firemen, policemen and state and municipal employees living on pensions or retirement pay; 720,000 are dependent children on public welfare rolls; \$3,000 are blind persons; 700,000 are persons subsisting from social security income and 400,000 are living on annuities from their own funds, set aside during productive years.

It is to avoid the disaster which inflation would inflict upon these people, particularly, as well as upon the country as a whole, that so much is being done in the States to keep the price level down.

Staying on the War Job

It is clear that the calls of War Production board chairman, J. A. Krug, and of high officials in the war and navy department for sustained or increased production are not just cries of "wolf, wolf!" The consumption of war goods continues on a colossal scale. In the face of this demand talk of reconversion to civilian production is being soft-pedaled.

In Oregon shipbuilding keeps highest priority for manpower. The call now is for more landing craft and special types of navy vessels. Because of the need for more ships the labor enrollment in yards in the Portland-Vancouver district actually has increased substantially since mid-summer. It must be sustained for an indefinite period to turn out the shipping that will be needed.

The stiffened enemy resistance gave a jolt to the lumber industry also. In November the government's central procuring agency placed orders for 214 million board feet of lumber, or nearly three times the October orders of 80 million feet. The bulletin of the West Coast Lumbermen's association comments:

Thus after trial steps on the primrose path of reconversion, the west coast lumber industry is again on the hard road of war work, with the certainty that victory on both fronts lies a long way ahead and that tremendous amounts of lumber will be needed at every stage.

The present urgent demands are for Douglas fir for truck bodies (war grinds up a lot of trucks), and for crossarms for the signal corps. Then there is a demand for lumber for naval installations in the Pacific, for construction of docks, warehouse, hospitals at beachheads and a never-ending supply of material for boxes and crates.

In plain language we people at home have our work cut out for us. Instead of figuring how soon we can get new machinery or new appliances or new lumber for housing we must get our sights on the real target: more war production. This means for Oregon more shipbuilding, more lumber production, more food production. Keep the hopper of war filled so the men doing the fighting will not want for a single necessary item. The lengthening casualty lists bring war home—and the necessity for full cooperation on the home front.

Buy to Hold

Purchase of war bonds is recommended now as a means of preventing inflation. Retention of war bonds until the country's economy is restored to full civilian production is recommended to avert a blowing of the price-top when the war ends.

It is recalled that the worst inflation of the last war came in 1919 and 1920 when people sold their liberty bonds and rushed to buy goods. In the latter part of 1920 and in 1921 there was a precipitate decline in prices because of swollen inventories which could not be disposed of. Pressing high incomes and proceeds of cashed war bonds against available supplies of merchandise when this war ends will produce similar inflation to be followed by similar sharp declines.

Marriner S. Eccles, chairman of the federal reserve board, is working on plans to prevent such a catastrophe. The secret is simple: people should hold onto their war bonds.

It is in the people's own interest to "buy to hold" war bonds until they mature, or at least until production of goods gets back to normal.

Interpreting The War News

KIRKE L. SIMPSON
ASSOCIATED PRESS WAR ANALYST

Ten days short of the winter solstice, the allied winter offensive in the west has substantially reached its first objective; but by every indication the grimmest battles lie ahead.

Formidable river barriers, the Rhine, the Meuse and the Roer, still guard all critical gateways to the Rhine-Ruhr valley, industrial heart of Nazi-dom in the north.

In the south, where converging American armies are bearing down on the vital Saar basin, source of Nazi war materiel, only the forefield of Germany's Siegfried line defenses west of the Rhine have yet been reached or closely approached. Only from the Karlsruhe corner in the central Rhine valley southward to the Swiss border does the foe appear definitely in process of falling back behind the Rhine.

Obviously the real test of German ability to wear down allied power short of the Rhine is only now beginning. At one point in the Aachen area advance forces stand nearly 20 miles deep into Germany but still 20 miles or more from Cologne with its multiple Rhine crossings. The 300-mile span separating allied troops in Holland from Berlin has stood unchanged for weeks.

Below the Moselle, Third army troops which took the Saar in stride are at grips with the outer layers of the labyrinthian Siegfried line defense system that lies behind that river. And on the southern face of the Saar basin perimeter between the Saar and the Rhine, Third and Seventh army troops are only now approaching German frontiers well guarded in depth.

There seems no reason to doubt that clearance of the last Nazi invaders from French soil will be accomplished soon. From the Karlsruhe corner to the Swiss frontier, German rearwards are fighting only to achieve escape behind the Rhine with minimum losses.

There is little prospect of further major action in that upper Rhine sector once the Nazi withdrawal east of the river is completed. It should mean probable shifting of forces northward to more critical sectors for both sides.

Up to now, every reported Nazi move in the north, including the present retreat behind the Roer where allied forces have gained a substantial footing on the west bank of the flooded stream, points to a die-hard defense foot-by-foot of the whole west Rhineland.

It is there that, aided by winter weather cramping allied air support of attacking troops, the foe obviously has staked everything on exhausting allied will or capacity to drive to or beyond the Rhine this winter.



Illustrated by Elmer B. ...
An arrangement with The Washington Star

Advance Friend, and Be Identified



(Continued from page 1)

up: the privilege of handling intermediate traffic within another country. For instance, should the Canadian plane be permitted to handle traffic between Paris and Marseilles?

Separate documents were drawn up at the Chicago conference covering the first two freedoms and then the third, fourth and fifth. Some nations were ready to agree to all.

The real breach between Great Britain and the United States was over the question of control of aviation. The United States, through Mr. Berle, its representative, held out against international control of routes and of rates. Great Britain wanted such control. Britain is fearful that the United States, having devoted much of its effort to construction of cargo and transport planes while Britain concentrated largely on military aviation, would have too much of a headstart in the postwar period.

Berle rejected controls in favor of more competition and wanted all five freedoms which Britain likewise was fearful of. As the situation resolves itself, very little progress was made. Instead of a general agency with real power to allocate international flying routes, apportion traffic and fix rates there will be required agreement between or among nations individually.

While the United States may be in the forefront so far as present, aeronautical development is concerned, it is at a considerable disadvantage for the operation of world-girdling routes. Great Britain, on whose empire the sun once did not set, does have territories scattered round the globe, useful for air bases as well as for harbors for surface ships.

The countries whose territory is most favorably located for world-air routes are Canada and Russia. Canada endeavored to mediate the differences between Britain and the United States. Russia did not show up at the conference and evidently intends only to participate in bilateral agreements.

The United States has Alaska, Panama and a few West Indian islands, Hawaii and the Philippines for offshore air bases; but using these alone gets us nowhere. It would seem therefore

that in spite of our ownership of planes and our long roster of capable pilots the United States is not in too fortunate a position for postwar air traffic. Our airlines do not want to make flights just for exercise; they want to haul passengers and cargo and they must have destinations.

We have not heard the last of the issues raised at Chicago. They will continue to haunt nations. Aviation is so promising and at the same time so threatening a development that nations will have to hammer out some understanding on certain of these fundamentals.

"THE YOUNG IDEA" By Mossler



The Safety Valve

LETTERS FROM STATESMAN READERS

RIVER POLLUTION

To the Editor: Yesterday I was informed that the very able work being done by Major Merryfield and his small staff in investigating the nature of river pollution within the state and his further program of compiling information whereby these waste products can be purified or eliminated, is about to be brought to a halt owing to the lack of funds.

Oregon can enjoy a \$100,000,000.00 income from the tourist traffic and the purification of our rivers is equally as important as the eradication of Bang's disease and T. B. from the dairy herds of Oregon and for the sake of a few thousand dollars, the work that Major Merryfield is doing should not, at this stage, be curtailed.

There will always be a howl from "vested interests" when called upon to refrain from polluting our rivers as they are not concerned with the health of Oregon to the same extent that they contemplate "dividends" but it is not so many years ago when the Standard Oil Corporation was called upon to refrain from dumping their trade wastes into the shores of Lake Michigan, yet with improved means of separation that were devised, that oil company was able to effect a saving of 99.8% as against 92% or a saving of as high as 100,000 barrels of oil a day.

The Argo Starch Company of Illinois likewise was very much discouraged when they, in turn, were asked to refrain from polluting... yet with improved methods installed, their waste products resulted in a great saving of distilled water and a by product that helped to make an improved stock food as a sideline, showing very enhanced profit.

In 1940 the state of Michigan that in spite of our ownership of planes and our long roster of capable pilots the United States is not in too fortunate a position for postwar air traffic. Our airlines do not want to make flights just for exercise; they want to haul passengers and cargo and they must have destinations.

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Man Offers Land for Use of Youth Agencies

George J. Veall Tuesday offered a tract of land, bordering on the Pacific highway seven miles south of Salem, for use by the various youth agencies of this state.



IN GERMANY, Dec. 6.—(Delayed)—(AP)—As seen from a ditch, the two tall trees made a perfect frame through which the column slowly advanced.

Ten paces apart, Company A was moving into the combat line. The men walked upward along a gradu-Kenneth L. Dixon ally rising ridge, entering the picture one by one. Each drab, muddy outline held the scene a moment as it topped the crest. It seemed suspended there against the gray, smoky sky just before it stumbled on.

All along the rainswept slope, the wet earth seemed to boil with muddy mortar bubbles bursting and splashing around the men. Now and then as a man fell a missing tooth appeared in this moving "picket fence."

Sharp through the rumbling underlines of the frontline fighting came the whispering, warning sizzle of mortar after mortar, each seeming to shriek "Sashhi! Sashhi!"—bidding the war be still until it spoke. And as each whooshing whistle died, somehow a split second's synthetic silence was wrought as each ear and eye and nerve awaited the coming blast.

Through it all the doughboys walked slowly grim, strained—ten paces apart. Sometimes when a shell land-

ed too close they hit the dirt, but mostly they just kept moving. Twice men were hit. The column paused briefly. Then it flowed forward again with sticky reluctance, like heavy motor oil on a cold morning.

The dead of the company up ahead still lay where they had fallen. The pathway was narrow and mines were thick on both sides. Heavy-footed doughboys stepped carefully over the bodies of men they'd swapped cigarettes with just a few hours before.

Some turned their eyes aside. Some stared, fearful and with magnetized fascination, at the torn bodies. Strangely there seemed to be no wounded on the slope. Only the walking and the dead.

With faces pale and tight under the beards and dirt, the soldiers neither hurried nor lagged as shells fell about them. Still there was no straggling.

There was a complete absence of human sound. No one shouted orders, cried out or talked. They just pushed, on toward an invisible enemy. Their job was to concentrate powerfully on putting one foot ahead of the other regardless of what happened.

Watching them do it made you begin to tremble and you weren't sure why. These men displayed no heroics, no hate, no enthusiasm, no crusading zeal.

There seemed to be nothing whatsoever to help spur them on. But they marched. Their steps seemed to drum into your brain. These men didn't want to go forward, that was heartbreakingly clear in every line of their flinching forms.

It was even more clear that they would not stop short of that inferno beyond them.

With the resignation of the damned, their forward motion had become grimly irresistible. And you knew that if they fell others would follow and they too would keep on going.

Today's Garden

By LILLIE MADSEN

Mrs. R.J.M., Ranunculus seem to do better if planted in the spring after danger of frost is over. Frequently they will winter kill. I have seen them planted out in autumn and come through all right for a year or two and then disappear. If they are planted early in the spring, they will come into bloom.

Mrs. S.L.T., wants me to name just one red rose. She wants an entire bed of red roses and believes that only one variety should be used. If I name more, she adds, she may become confused and not know which to pick. She asks me to be sure to name my favorite red rose.

Ans. Right now I probably would say Daily Mail Scented. But a month from now, I might decide I liked Madator—or Stone—or Etolie de Holland—or any of the other fine red roses—better. If one is using a bed of solid color in roses—and there is nothing really nicer—one should definitely choose one variety. Different shades of red so often clash.

E.C.D., asks if fuchsias will grow out of doors here. She says they are going to grow in her garden!

Ans. Which leaves little for me to say. But they will grow out of doors. At least many of the varieties. In purchasing them she might ask her nurseryman or florist if those she is buying are hardy. Several prove hardy with a little protection. I recently visited the Golden Gate fuchsia gardens—and were they luscious there! I am quite sure Mrs. E.C.D. (judging from what she says) would become thoroughly envious of the San Francisco fuchsias. But many of them will do equally well here.

Life Insurance Held Essential In Economics

Life insurance is "the economic answer to increased taxes and low investment yield," the Salem Kiwanis club was told Tuesday by William K. Hood of Portland, district manager of the Mutual Life Insurance company of New York.

Hood sketched the growth of insurance from its inception to its present scope of more than 140 billion dollars; told of its advantages in regard to income and inheritance taxes; and cited action of the government in permitting wage increases up to 5 per cent, so long as the 5 per cent went for insurances, as proof of official recognition of insurance advantages.

Plans for the Kiwanis Christmas party at the Marion hotel Tuesday, December 19, at 6:30 p.m., were outlined by Dr. Kenneth H. Waters. Members, their families and friends, and as many underprivileged children as possible for members to bring, have been invited.

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Stevens

Diamonds - Watches - Jewelry

Make this a
Diamond
Christmas



We have an exceptional collection of loose diamonds. Make your selection and we'll place it in a mounting of your choice right here in our store!

There is still time to have your gifts purchased here, engraved by Christmas. This is the "finishing touch" for a gift that will long be cherished!

Credit If Desired