

The Oregon Statesman

"No Favor Sways Us; No Fear Shall Ave"
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Philippine Independence

Under the Hawes-Tydings act the Philippine islands are to receive their independence in 1946. During the war President Roosevelt, to offset efforts of the Japs to gain favor among the Filipinos, promised the islands immediate independence after liberation. President Osma went ashore with General MacArthur and the latter as soon as the enemy was cleared off from part of Leyte turned the civil administration back to Osma and the Philippine government.

Paul V. McNutt, now manpower commissioner and former commissioner in the islands, recommends that the granting of complete independence be deferred until the islands are rehabilitated economically. Secretary Ickes has expressed the view that immediate independence would be harmful to the islanders. The conclusion of these officials is based on the economic demoralization in which the islands have been cast by the invasion and by American fighting to oust the invaders.

Japan stripped the islands of much of their produce. In sugar for instance, it is reported that none may be expected for export until 1947 because plantations have been neglected and some of the refineries damaged. Manila has suffered destruction of property and utility facilities which will run into hundreds of millions of dollars. The whole economic life of the islands, except that for personal subsistence, has been badly wrecked after three years of warfare.

The immediate need is the rebuilding of plant and restoration of agriculture. In some crops this may come rapidly, as with copra, hemp and tobacco. Sugar production will be slower. Building construction will have to be delayed except for essential structures until the Pacific war is at or near an end. The Filipinos themselves, when they face their problems, will doubtless see the wisdom of continued connection with the United States, especially if that is accompanied by aid in restoring their country as a going concern.

Of perhaps greater importance over the longer term is the question of trade relations between the Philippines and the United States. The islands have been the most prosperous of the far eastern territories, largely because of the investment of American capital and the relative freedom of trade with the United States.

Before the war the subject of tariffs proved something of a nightmare to far-seeing Filipinos who wondered how they could maintain the standard of living if their goods, whose biggest market was in the United States, had to hurdle tariff barriers. That question looms again. If the islands are absolutely independent then their exports would have to compete with exports from Japan, China, India, etc. for the American market. The prospect was not a healthy one for the Filipinos. The trade question is one which ought to be worked out before the islands are set adrift, particularly in their present state.

American capital is concerned about its future in the islands. Government there has been stable; but Americans may hesitate to make new commitments until they see something about what the economic conditions in the islands will be, as well as the political situation.

Clearly it would be a neglect of our duty to the Filipino people who have so splendidly proved their loyalty to the United States to cut them adrift abruptly. Their own government though is the one to take the lead in proposing a continuance of some relationship with America until economic and political restoration in the islands is well advanced. For our part we should be ready to assist in this restoration, and for the longer term to establish some preference system for trade. This will help bind the islands to us in firm friendship, will encourage American capital to remain in the islands, and will demonstrate American fairness in dealing with these people of the orient for whose welfare we have a real responsibility. We will keep our pledge to give full independence July 4,

Editorial Comment

THE WEALTH OF THE INDIES

Even before the Americas were discovered, the East Indies were fabled as one of the richest territories of the world. Columbus was enraptured there when he found his way blocked by a new continent. Many of our waterways were discovered by men seeking a new road from Europe to the Indies. The islands of the Caribbean took their name from their oriental predecessors on the charts of the fifteenth and sixteenth centuries. Of all the territories the Japanese have conquered in this war the Netherlands Indies probably are the most valuable to them. The clearing of the enemy from Mindanao, and probably also from the islands of the Sulu Archipelago, will give us a land gateway pointed at the heart of Japan's rich Southeast Asian empire.

Zamboanga, on Mindanao, provides the Allied forces in the Pacific with air bases from which the northernmost of the Indies, Borneo, can be brought under air siege. The Indies already have been partly cut off from Japan through the air and sea blockade made possible by establishment of air and naval bases on Leyte, Mindoro, Luzon and Palawan. From Zamboanga, and the islands to the south, the great oil centers of Borneo and enemy installations in the Celebes can be attacked directly and heavily, and probably made of little value to the large Japanese forces still operating there. When the time comes for direct attack, Mindanao will be the staging base.

How well the Japanese have been able to exploit the resources of the Netherlands Indies since they seized them in 1942 probably is not fully known. The resources were great. Before the war the Netherlands Indies produced 37 per cent of the world's rubber, 19 per cent of the world's tin, 72 per cent of its kapok (used in making mattresses and life belts), and, of course, 91 per cent of its quinine. Other war minerals such as manganese ore, wolfram and molybdenum also were there. The oil output was only 3 per cent of the world's supply, but the 1939 production of almost 8,000,000 tons was more than the Japanese could hope to get from any other source. Without the wealth of the Indies, the Japanese could not have continued the war this long. Capture of this war-making wealth will come too late to mean much to the Allies, but denying it to the Japanese will be a deadly blow to their war economy.—New York Times.

1946, but the Filipino government would be wise to ask the U. S. to stay on for a few years.

Car Situation "Tight"

The effects of the hard winter which forced shipping embargoes earlier this year are being felt in the delay in moving of grain out of the farm belt. Cars were tied up in eastern yards and terminals for weeks. As a result the normal shipment of wheat and corn and oats from western elevators did not take place. Now the mills and grain dealers are making a desperate effort to get grain to rolling. They are applying their pressures on the railroads for cars which still are landlocked in the east.

Much of the 1944 corn crop was poorly finished, that is, it was soft, not thoroughly cured. This must be consumed as animal feed before too long or it moulds and is valueless. During the winter there is no danger of loss, because of freezing weather, but with spring thaws the grain quickly spoils. This now has given another impetus to the demand for cars to handle the corn crop.

Flour mills have actually run short of supplies of wheat. Here in the northwest there is a cry for cars to move Montana wheat which is used for blending in local mills. In milling centers of the midwest and east mills have been clamoring for wheat.

Some traffic authorities question whether enough cars can be provided to clear the elevators before the next crop. It is only about three months before harvest will start in the southwest, and that doesn't give much time to move hundreds of millions of bushels of wheat which fill country elevators. With the movement of war goods still getting top priority, and that movement chiefly eastward from the central west, the cars keep flowing back to the east, so shippers are none too optimistic over the outlook.

The railroads however have done wonders in meeting crises such as this. They did a great job in supplying the east with petroleum products back in 1942 and 1943 and they may be able to lick this grain bulge this year. If they do it should win for the roads a merit flag for faithful performance under trying conditions.

False Reports on Victory

Obviously the war in Germany is moving rapidly to a climax, and, as the world can plainly see, to a conclusion. But we must not be premature and assume that the fighting will soon be over. The collapse of the German lines on the east bank of the Rhine shows interior weakness, but before this the Germans have shown amazing capacity to pull out of bad holes and reorganize their forces.

We need to be chary about accepting as true brief flashes on the radio, such as came in Tuesday saying that the Germans had "quit." The correction was prompt. Eisenhower had said the Germans were "whipped" which has quite a different meaning.

When surrender does come or occupation of Berlin the news will flow very promptly. Radio ought to get an early break because it uses the reports of the several news services. Newspapers will have early confirmation through their leased wires. The announcement will carry authoritative statement and as much detail as can be gathered. We must be patient. The end may not come for several weeks. We should not be swept away by rumors or speculation but await official announcement.

"Seaside Sees Seas Siam City Seawall" sez the Astorian-Budget. Should have worked Sea Shells in the heading somehow.

Interpreting The War News

By KIRKE L. SIMPSON
ASSOCIATED PRESS WAR ANALYST

Blitzkrieg warfare is striking into the heart of stunned Germany from the west at a pace that fore shadows total and perhaps early enemy military collapse from the Alps to the North sea.

Only in the north, where Field Marshal Montgomery's American-British-Canadian armies were bucking their way toward a decisive break-out, and in a Rhine gorge salient between the Main and the Lahn rivers caught in a two-army American squeeze is there evidence of organized resistance.

Elsewhere American tank columns are still running wild. As this was written advances placed American First and Third army elements close to a junction north of Frankfurt that would turn the Main-Lahn salient into a death trap for the foe. Their meeting would weld the initial First and Third army bridgeheads over the Rhine into a single vast eastward bulge already lapping at the great central plain of Germany.

Seventh army comrades to the south are busy expanding its base line in Rhine crossings below Mannheim. They gained an eastbank foothold 20 miles wide, and four miles deep in the first surprise surge.

Back in Paris from a personal inspection of the roaring, fast-moving Allied attack front beyond the Rhine, General Eisenhower termed the German army in the west whipped as a military force. Yet he warned that there was bitter fighting yet to do and that a front might be formed at some point where our maintenance is stretched to the limit.

It seemed clear that the supreme commander was taking no chances that his swift passage of the central Rhine and prompt and deep penetrations into inner Germany on the First and Third army fronts should be risked by too narrow a base.



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IT SEEMS TO ME

(Continued from page 1)

and to the goodly company of men and women who have for close to a century joined hands in producing this newspaper.

Thurston, who had set such store by his new newspaper, did not live to see a copy of the paper he had worked hard to establish. He died at sea on April 9, 1851, on a return trip to Oregon.

How Bush with The Statesman as his organ became one of the great powers of Oregon is part of the history and political legend of the state. The paper followed the capital to Salem, to Corvallis and back to Salem. Bush left The Statesman in 1863, and in 1868 formed the Ladd & Bush bank, which opened for business in 1869. The Statesman had numerous changes of ownership during the next score of years. It was merged with The Unionist in 1866 following a brief period in which Sam L. Simpson, famed as an Oregon poet, was editor; but when S. A. Clarke bought the paper in 1869 he restored the name of The Statesman.

Established as a weekly, The Statesman got out a daily edition for four months in 1864 to carry war news. In 1868 daily publication was resumed, which has been continuous ever since. The man who directed the destinies of the paper for the longest period of time was the late R. J. Hendricks, who became a part owner in 1884, and for 44 years thereafter served as editor and publisher; and after his retirement in 1928 continued as editor emeritus until his death in early 1943.

Naturally as present editor and publisher I feel a sense of pride and of responsibility - pride over the long and distinguished record The Statesman has made, and responsibility for his present service and its good health for the future. I regard ownership of The Statesman as primarily a stewardship, to maintain high standards of journalism for the newspaper, to make it stand as a force for good government and wholesome living, and to keep it prosperous so that it may go on indefinitely as a growing, vital institution. Like most other people we of The Statesman have our "postwar plans," nothing revolutionary, but ideas for the improvement of our housing, for new equipment, and production of a better paper.

"THE YOUNG IDEA" By Mossler



Out of the Woods

(By Jim Stevens)
The farm forest has been the forgotten forest of America all through the generation of Paul Bunyan operations in the big timber. Now it is realized that the farm forests and "pecker-wood" sawmills of the South are producing as much lumber as our own region.

Offhand, would you guess that Clackamas county, as old as any in Oregon in point of settlement, has 100,000 acres of second growth forests on farms? Some have prime sawtimber 80 years old. The Willamette valley is all white oak forest maps, yet you see fine farm forests along every highway. They sum up to a giant timber crop, a rich resource.

All of which is an introduction to an account of a farm forest operator of Oregon by my friend, Harold (the Viking) Olson, pride of Aberdeen in the Northwest literary tribe. His story is of Charles Marshall, farmer owner of 30 acres of Douglas fir 60 years old and a red cedar swale in Clackamas county.

Life of a Forest Farmer
Charles Marshall is 52 and was born about three miles from his prosperous farm in Clackamas county, Oregon. He's a tree farmer in every sense of the word although his magnificent woodlot is not yet in the American Tree Farm System. He practices sound forestry on his woodland. In winter time between farm chores he works for himself out in the woods.

"I feel best when I'm home working," Marshall avowed. "Sure, I take vacations. I've been out to the coast for a day or two, but I'm always glad to get home. Sundays? That's our day off. We do the chores, then sit in the house, reading. Maybe there's a fence or a trough to fix, so we do that, then go in and read some more. Then there's something else to fix. You can't sit in the house all day long. That's impossible."

Marshall has about a fine stand of 60-year-old fir timber as can be seen anywhere, on a slope bordering his pastures and fields. He has brought it along nicely, cutting out just enough for firewood, to keep the stand properly thinned and vigorous. He gets \$9 a cord for fuelwood, f.o.b. the farm. Now that he's getting technical help from Wait

And we are looking ahead to March 28, 1951 when The Statesman can celebrate its own centennial.

Where a Forest Is Fun

Along a creek bed he has a stand of old growth red cedar and wants to plant more. He figures cedar will always be valuable, just like fir and all the other west coast trees.

For years Marshall has harvested each winter a big crop of firewood for Oregon City and Portland while improving his stand of timber. With it he took also a soul-satisfying crop of pleasure in doing just exactly the work he likes to do in his spare time.

"I have seen this timber grow in my lifetime," he said. "Just shows what it will do. A farmer's woodland is like a savings account. It earns interest. It grows every year and it grows

The Literary Guidepost

By W. G. Rogers
"THE GENERALS AND THE ADMIRALS" portraits by T. Chamberlain, biographies by Newsweek editors (Doubleday; \$4.50).

Thirty top-ranking army and navy chiefs make up the roster of this book, which is rather a souvenir volume than a history. The generals and admirals will like it most; the wrinkles are smoothed out of their faces, the years cut away by the glamorizing Chamberlain. It is not indicated whether he made the drawings from life or photos.

"YELLOW MAGIC; THE STORY OF PENCILIN" by D. R. Eatsiff (Random House; \$2).

Dr. Alexander Fleming, the Englishman who devoted his life to the search for wound antiseptics, is the hero of this book; he found the "magic" drug in the Penicillium family. Other personages are American doctors who guided experimentation, and industrialists who took the risk of mass production. Beneficiaries are countless civilians and, at this time in particular, soldiers. This isn't a new story, at least to newspaper readers, but it's a fascinating one; read it and learn how in fact the penicillin is mightier than the sword. Illustrated.

"NEW WORLD OF MACHINES," by Harland Manchester (Random House; \$1).

This is science made pleasant and, on the whole, easy to take. The author smartly piques your interest by telling how the invention happened or how it is used, then thrusts the drier facts down your throat while your mouth still waters. Subjects range from electron to polarizing glass, fluorescence, telephoto, high-octane gasoline, Diesel engine, turbosupercharger, plastics. There are photos, too.

"GREEN MANSIONS" by W. H. Hudson (Random House; \$2.25).

"Of all living authors," John Galsworthy wrote in a foreword to this book in 1915, "I could least dispense with W. H. Hudson." The romantic novel of the beautiful, elusive Rima has been reprinted with illustrations in color by E. McKnight Kauffer. This artist, perhaps best known for his admirable posters, would seem to be an unlikely choice as illustrator of a work of such subtlety and fancifulness as "Green Mansions." But Kauffer's colors are those of a forest as full of wonders as Hudson's, and the novelist's truths are interpreted feelingly by the formalities of the designs. I prefer Hudson with Kauffer to Hudson without.

Stevens' Diamond

AT THE FRONT!

By Lewis Hawkins
(Substituting for Kenneth L. Dixon)
WITH THE US SEVENTH ARMY—(P)—When Lt. G. L. Adams, an artillery observer from Houlton, Me., ran low on gasoline, he landed his cub on a highway, parked the plane and went in search of fuel.

Returning with gasoline, he found no plane. MPs had impounded it.

In answer to Adams' protest, the army police spoke sternly of army regulations which say that army vehicles must not be left unguarded outside a guarded area. To an MP a cub plane is just another vehicle.

The lieutenant got his plane back, but he knows what to expect if he leaves it beside a road again.

Pvt. Carl Tomlinson, Ada, Okla., landed on Red beach, in the southern France invasion, carrying a bible which he had kept all through his fighting career with the Third Infantry division. But he lost it on the Riviera seashore.

He accepted the loss as part of the war, but often thought about that particular good book -- given to him by his grandparents years ago -- as he stogged up through France.

So it was a happy doughboy who read a letter from the Red Cross the other day. It came from Detroit, Mich., and said his bible had been found by a sailor and turned in to them -- and would he like to have it sent to him? The bible is on the way.

Cpl. Lionel J. Poirer, Lawrence, Mass., figures his scant five feet one and one-half inches -- a small target -- are helping him build a remarkable combat record.

Overseas 21 months, he has missed only 15 of 450 combat days with his company in the 179th regiment of the 45th division. He has been in every major scrap and never has been out a day for wounds, illness or injury.

But he does have one worry: "When we make amphibious landings I generally go in over my head."

Pfc. Danny B. Marshall's reaction to eight wounds received on you too. Being out here working for yourself in the woods is fun; it's like a picnic in a park. I wouldn't be anywhere else or doing anything else."

Seven thousand farm forest owners like Charles Marshall in Oregon and Washington are tomorrow's suppliers of raw material to the forest industries. The farm woodlot is the forgotten forest no more.

The Literary Guidepost

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Stevens' Diamond



Cub Plane Just Another Vehicle To American MPs

in the Italian and French campaigns is "I'm just lucky, that's all." The 45th division infantryman from Holdenville, Okla., explains how he got them just as tersely: "From time to time I was hit."

Pfc. Howard Stevens, Brunswick, Md., and Pfc. William B. Petrie, Portland, Ore., were riding a jeep pulling a trailer load of rations to a forward position in the third division sector when a mortar shell dropped squarely into the trailer. Stevens later reported, "I suppose I'm sorry for the loss of the rations -- but that wasn't nearly as bad as the five gallon jug of German Schnapps I had aboard."

John Patane and Daniel Alschuler, both Pfc.s and both in the First battalion of the 45th division's 157th regiment and both from Brooklyn, were on outpost duty when they heard noises near the German lines. They sprayed the landscape alternately with Tommy guns and 50 caliber machinegun slugs.

The next day a German prisoner told of being with an 18 man patrol which tried to get through that point in the lines, but ran into so much fire they had decided the area must be very heavily protected and returned to their positions.

"Hell," said Patane modestly, "that was no heavy protection. That was just a couple of guys from Brooklyn making with the bullets."

Jaycees View Wildlife Film At Luncheon

Two technicolor films from the state game commission, "Antelope in Oregon" and "Cascade Lakes and Deer," were shown by Irwin Wedel at the Tuesday noon luncheon meeting of the Junior Chamber of Commerce at the Golden Pheasant.

President Wendel Ewing announced plans for a dinner to be given Friday night at 6:45 in the Albany hotel for young men in Albany interested in forming a Jaycee chapter. Close to a dozen Salem Jaycees are expected to attend the dinner and program.

John Mirich, the "one man army" from Salem will be the chief speaker of the evening.

On display at the luncheon were Japanese war trophies sent to Elmo Lindholm from his brother, Sgt. Max Lindholm, who is stationed somewhere in the south Pacific. Included in the booty collected on Bougainville and Guam are a Japanese battle flag, Jap helmets, a Nip rifle with bayonet attached, and numerous personal possessions of a Jap infantryman.

St. Paul's Service For Easter and Good Friday Listed

Good Friday services at Saint Paul's Episcopal church will be held from 12 noon until 3 p. m. The service will include the litany, hymns, meditations and addresses. People are welcome to come in any time and leave when they wish to.

Three services will be held at Saint Paul's Episcopal church Easter morning. The first service will be at 7 a. m. with the church choir singing the choral eucharist by Eyre. The same service will be repeated at 11 a. m.

The offertory at each service will be "King al Glorious" by Barnby. Members of the armed forces from the parish will be remembered by name. Holy communion may be received at all services. The rector will deliver an Easter sermon at 11:00.

The children's eucharist will be held at 9:45 when the junior choir will sing. Adults will be welcome at the service, and Easter communions may be received.

Postermasterships Open

WASHINGTON, March 27.--(AP) The civil service commission has announced that applications will be received until the close of business April 12 for the following postmasterships in Oregon: Hammond, Myrtle Creek and Talent.

Advertisement for Stevens' Diamond watches and jewelry, including a list of store hours: Store Hours 9:30 a. m. to 6 p. m.