

The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"
From First Statesman, March 26, 1861

THE STATESMAN PUBLISHING COMPANY

CHARLES A. SPRAGUE, Editor and Publisher

Member of the Associated Press

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"Home is the Sailor"

The navy is planning a great show for next Saturday. "Home is sailor, home from the sea," and the event will be given national recognition on October 27, Navy Day. And with reason, too, for the navy has demonstrated its power and its fighting quality through three and a half years of heavy going. Every seaport of consequence will have ships from the great fleet on hand for the celebration of Navy day.

Wherever possible, as in San Francisco bay and up the Hudson in New York, the ships of the navy will parade—and it is a thrilling sight to see battle-worn ships stage a parade. The bulldog battleships, the grim cruisers, the sleek destroyers and the venomous submarines with other auxiliary ships which now constitute the fleet will make an impressive sight as they sail in parade formation for folk on land to see.

The navy has a right to be proud because it has been the arm which made possible the work of the army, the marines and the air force. In the Atlantic the navy kept open the sea lanes over which men and supplies crossed to the battlefields of the old world. In the Pacific the navy kept open the sea lanes, imposed a strangling blockade on the enemy, and slugged it out with the Japanese navy until the latter was utterly destroyed. Let the navy then strut its show on Navy day. It has earned the privilege.

There is another reason for the navy to parade. That is to impress the traditionally land-loving mind of Americans of the necessity of maintaining a strong navy. While new weapons may require new emphasis in defense planning, and while we pray that the United Nations will become a successful means of preserving peace, the temper of the world is not such as to risk military weakness on our part. To us falls the chore of policing the Pacific, which requires ample naval strength in various categories.

While hundreds of naval craft will be tied up and held only in reserve, we will undoubtedly keep in commission a navy larger than that of any other country and much larger than our pre-war navy. For this reason the navy must maintain a much larger personnel. The war inductees are eligible for discharge according to their point-rating, but we cannot let the numbers of men in the services get too low or we will not be able to man our ships. For the present, the continued induction of 18-year olds may suffice to maintain the necessary strength of both army and navy. The navy, however, hopes to build up its strength through voluntary enlistment.

To encourage men to remain in the navy or to join up, the term of enlistment is being graduated. Instead of a single four-year shift, volunteers may sign up for two, three, four or six years. The age limits are 17 to 30 inclusive.

The navy is endeavoring to make its service appeal as a career for young men; and assuredly it has much to offer them in the way of specialized training, travel, promotion and retirement. Land-lubbers who see the navy-on-parade next Saturday, or who visit the ships during these days when they are open for inspection, will miss the full significance of the day if they regard it merely as a homecoming after glorious victory. It is a demonstration carrying an appeal—an appeal for continued support of the force which still remains an essential part of our national defense.

La Belle France

The cartoonist may very well draw a picture of La Belle France picking herself up from the sad welter of the recent past with a real show of spirit and hope as a result of the French elections Sunday. The French people, voted, nearly unanimously, to authorize a new constitution to draft a new constitution to replace that of 1875 on which the Third Republic operated. By a vote of nearly two-to-one French electors approved continuance of the provisional government of which General de Gaulle is president.

While granting authority to draw up a new constitution is no guarantee of the value of the document that emerges or of its success in practice, the fact that the French people are wanting to make a new effort to establish their democracy and to regain their national prestige is reassuring. The French have within themselves great qualities which need only to be harnessed under reasonable controls to bring a restoration of their former glory.

General de Gaulle may be a bit difficult as an individual, but at least he has brought a welcome degree of cohesiveness in France and given a lift to a people whose previous disension had contributed to its national prostration. If now the love of "la patrie" will prevail over the jealousies and the greeds of individual Frenchmen, the world again may have reason to respect a country long a leader among the civilized nations of earth.

Free Korea

Home to Korea after an exile of over 30 years, Dr. Syngman Rhee, who has headed the organization of exiled Koreans working for restoration of their native country to freedom, is back in Seoul. On his return he challenges the division of his country between the occupying armies of the United States and Russia. He expresses fears over what is going on north of the 38th parallel which marks the boundary between the two forces. And he serves notice that Korea must be restored as a unit or else its people will continue to fight for freedom.

The division of the country into two administrative units seems unfortunate. No explanation is given, but the obvious one is that Russia wanted representation in that area and General MacArthur and the United States government acquiesced.

The pledge, however, is for the ultimate restoration of a free Korea. That was made at Cairo and Japan was forced to sign away all claims to Korea. There is yet no reason to suspect that Russia plans to remain in Korea longer than is necessary for the Koreans to organize for self-government.

What Koreans need to do is to learn how to govern themselves. They have long been a subject people, utterly helpless under Japanese domination. The Korean exiles were completely impotent in any effort they made to drive out Japan. Only the chance involvement of the United States in war in Asia brought the possibility of freedom for Korea. Judging by reports the Korean leaders are divided, their people unpracticed in government. For Americans and Russians to withdraw now might open the door to chaos in Korea.

The best solution may be for a single governing authority to rule the whole of the country through the transition. Lacking that—and we object to any commission for Japan—the present plan seems the only one practical. Neither Russia nor the United States could withdraw gracefully and turn its portion over to the other country. Meantime, the Koreans should busy themselves setting up local government and getting ready a constitution under which they may operate a national government. It's too early for them to turn to bite the hands which broke the shackles Japan had clamped on Korea for a third of a century.

Interpreting The Day's News

By JAMES D. WHITE
Associated Press Staff Writer

SAN FRANCISCO, Oct. 22.—(AP)—The big family monopolies in Japan, the Zaibatsu, are said to claim that they were forced by the military to cooperate in Japan's war effort.

Their cooperation was insignificant, it is further claimed.

In July, 1944, the United States foreign economic administration issued an incomplete list of the major pre-war Japanese industrial firms presumed to be behind Japan's war effort. It listed several hundred names.

Here are the firms in Japan proper which the FEA listed as bearing the names of the two best known of the Zaibatsu trusts (there are about ten altogether):

- In Tokyo:
 - Mitsubishi dockyards — shipbuilding.
 - Mitsubishi Heavy Industries and Engineering Works — engines, boilers.
 - Mitsubishi Coal Liquefaction Co.—carbonization-liquefaction of coal chemicals.
 - Mitsui Mining Co.—dyes, chemicals, soda.
 - Mitsubishi Paper Mills—paper, chemicals.
 - In Yokohama:
 - Mitsubishi Heavy Industries—dockyards, heavy machinery, aircraft.
 - In the Osaka-Kobe area:
 - Mitsubishi Mining Co.—smelting, refining of non-ferrous metals.
 - Mitsubishi Heavy Industries—shipyards, boiler and machine shops.
 - Mitsubishi Shipyards—shipbuilding.
 - Mitsubishi Electric Mfg. Co.—general industrial and hydro-electric equipment, aircraft.
 - In Nagoya:
 - Mitsubishi Heavy Industries — aircraft, engines, magnetos and miscellaneous accessories, hydroelectric and general industrial equipment. (At the end of the war, this aircraft factory, although destroyed by U. S. bombing, was called the biggest in the world.)
 - Mitsubishi Electric Mfg. Co.—power plant, railway, mining and electrical equipment.
 - In Hiroshima:
 - Mitsubishi Heavy Industries—shipyards, boiler and machine works, electrical equipment and aircraft.
 - In Shimonoseki:
 - Mitsubishi Heavy Industries—engine works, dockyards.
 - Mitsui Mining Co.—non-ferrous metals, dyes, synthetic oil.
 - In Nagasaki:
 - Mitsubishi Heavy Industries—shipyards, engines, steel works, armaments.
 - Mitsubishi Electric Mfg. Co.—magnetos, generators, hydro and steam power equipment, aircraft.
 - Mitsubishi Dockyards—shipbuilding.
 - In Omuta (Mikie):
 - Mitsui Mining Co.—chemicals, explosives.
- That is for Japan alone. The list does not include the many other firms which these two groups controlled but which bore other names, nor their vast holdings in Korea and Manchuria and occupied China.



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Believe it or Not

News Behind the News

By PAUL MALLON

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WASHINGTON, Oct. 22.—My bare mention of the campaign of self-professed liberal leaders to abolish the industry of commercial domestic science in the brave new world, brought a ton of letters from both sides—the housewives and the domestics.



Paul Mallon

The domestics who wrote me rather agreed with the liberal pretenses that such work was as a leading national weekly wrote it—"beneath the personality" of the individual.

Now my column deals only with major events, the inside on the economics, political and international news of the hour, and some may say the proposed abolition of this industry is not a fit subject for me to delve into, frankly, I know of nothing more important to every human being than what the senate will do with taxes.

Whether you work at a machine or a desk, you have a home and the conditions under which you live in it are as vital as life itself.

Home Real Contribution Dignity? What is more dignified than a clean, well kept, comfortable home. What service contributes more to humanity than those which contribute to the joy of living.

Personality? What personality is most respected and loved in this world than that of a smiling, genial friendly human being in whatever walk of life.

What art contributes more to the happiness of the individual than the art of cooking. I am only interested when these non-sense peddlers propose their funny business in economics, politics and world affairs, but when they propose to abolish cooking they really get me riled.

What do they eat? No doubt vitamin pills and bicarbonate of soda, as I have heard one of them say. They do not know the dig-

nity of a well-cooked steak over a charcoal broiler, one about two inches thick, not rare, just slightly pink in the middle, flavored when done with a little butter and pepper and salt.

What breathes more personality into the human soul than a roast turkey, done so the juice spurts when you stick the fork into the crisp browned skin. A pheasant stuffed with onions, carefully basted! Why even the lowly beef stew has great personality, greater to me than a lot of gum and bitter people I know.

But few people can do it right. As a matter of fact few can do any of these things well, so far have we been led away from the Elysian fields of the kitchen by propaganda pipers and prevaricators. The best stew I get is what I make myself, and the next best is in a one arm restaurant, where the cook is better on the subject of beef stew than the fancy cooks of the high priced hotels.

Cooking Not Undignified Cooking is not beneath the dignity of anyone's personality. I do not care how great he or she may be, and I include the doorman of the Savoy hotel in London whose dignity surpasses anything I have seen, including the United States supreme court.

Why then do these fake liberals propose to abolish the art of living, by repudiating its plain social significance? The first answer which would probably occur to anyone is that they are nuts. They are obsessed, like the communists with whom they fraternize, with only one ideal of life—politics.

They see nothing more in human existence. There must be no joke which does not convey a political meaning, no stage play or movie without political propaganda significance and now they have put politics into the home.

"Most Stupid" Effort They are trying to convince every maid, cook and servant that such work is beneath them in order to make them rebellious

against their jobs. If there is one thing which will ruin any man on any job, it is his conversion to the theory that the work is beneath him. He cannot do the job justice, and he cannot have happiness in his work. He ruins both the pleasure of living and the work he is doing. If I took my job that way I would never earn a living.

Of all the political bunk worked off on these United States as valid liberalism and forward looking progress, this effort to mislead public thought is the most stupid.

The Safety Valve

LETTERS FROM STATESMAN READERS

PROPOSES INITIATIVE

To the Editor: After reading your column "It seems to me" concerning the awful racket of dog racing in Portland permit a suggestion that might be carried to the organization of churches and others interested in the suppression of this gambling curse, that if these people want to win let them start an initiative. Useless to go to legislature for relief when the dog racing promoters have attorneys hired at huge salaries or fees and a well financed lobby. It's time to stop soft-soaping the public with so-called arguments that county and state fairs must obtain such nefarious subsidy in order to exist. Certainly our state fair and county fairs were able to carry on in the past without support from this iniquitous and demoralizing sport.

W. H. Johnson, E. Center st.

The Literary Guidepost

By W. G. ROGERS

PREHISTORIC CAVE PAINTINGS, by Max Raphael (Ballantine Series, Panther Press; \$7.50).

For people interested in art and archaeology, this is a revolutionary book, for it lifts cave paintings from the status of crude work to the level of conscious artistry, done by a man who, however hairy, was aware of social conflicts and sensitive to purely aesthetic values.

It is not primitive art, declares Raphael, whose books have been printed in Germany, where he was born, and in France, but not previously in this country. He studies paintings... there are 48 admirable full-page reproductions... in the caves of France and Spain, but particularly those at Font-de-Gaume, les Combarelles and Altamira, and concludes with a detailed estimate and appreciation of the significance and artistic content of the Altamira ceiling.

It's a far cry, in time, from his artists of 12,000 or more years ago, but in many fundamental respects they were strictly modern. The text explaining all this is not intended, apparently, for popular consumption, but if you take it slowly you will be well repaid.

WHY ABSTRACT? by Hilar Hiler, Henry Miller and William Saroyan (New Directions; \$2.50). Hilar the artist explains why he paints so-called abstractions, and the two writers, Saroyan and Miller, identify Hiler as a painter worthy of the reader's confidence. Abstract art is, after all, art, a fundamental aspect of which is its real inexplicability through the use of words. If a painter could say what he feels, he would say it instead of painting it. The problem of explaining abstract art looks, conse-

Modernized Transportation System Labelled Economic 'Must' By Industry Leaders

By ALEXANDER R. GEORGE
WASHINGTON, Oct. 22.—(AP)—Industrial leaders and highway officials rate modernization of the nation's highways as an economic "must."

They say that the three-year \$3,000,000,000 highway improvement program now being launched by the federal government and the states should be continued over a long period. Better roads will pay dividends, they contend, by reducing motor car fatalities and by cutting the cost of distributing billions of tons of farm products and merchandise.

The American association of state highway officials predicts that within 15 years motor vehicle traffic may be double the pre-war levels. It says "the national economy cannot expand without a corresponding expansion in transportation. Every step in the growth of the nation has been based on highway progress."

The association, citing the 40,000 deaths on roads and streets in 1941, says:

80,000 Americans May Die
"We can't afford to kill 80,000 Americans a year in the future when traffic is double the pre-war level. Postwar highway builders must give safety and capacity to every mile of the road."

Paul G. Hoffman, chairman of the committee for economic development, says a highway modernization program "is long overdue, to make roads and streets capable of handling increasing traffic."

Tests have been made to measure the cost of inadequate highways.

At Iowa State college five new automobiles were driven 36,000 miles apiece during the course of a year on gravel and pavement. The cars operated on gravel had a record of two miles less per gallon of gasoline, twice as much oil consumed, tire wear twice as great at 25 miles per hour, 58 times as many punctures and heavier wear on brake drums, cylinders and bearings.

Intersections Bad
Street intersections are costly to the motorist. The Iowa tests indicated that at a speed of 35 miles an hour a single stop and start normally wears away about as much rubber as a mile of travel. At the same speed a single stop and start by an average passenger car consumes as much gasoline as 15 mile of driving on a straight road.

Another study showed that making four or five complete stops per mile on the streets of downtown Boston increased gasoline consumption 50 per cent over what it would have been if the streets had not been congested.

It was estimated that \$18,000 per year was being wasted on each mile of the streets surveyed because of this extra gasoline cost alone.

Travel to Increase
An increase in truck transportation is expected to result from newly located industries and decentralized communities where rail facilities may not be available.

The wartime advance of air transportation may mean a shift of substantial volumes of lightweight freight to the air.

But highway authorities say the motor vehicle will be supreme in the field of short-run local travel—essential to the daily conduct of business and community life.

Dependent on Highways
A total of 54,000 communities, or four out of every ten communities in the United States, depend entirely upon the highway system for both passenger and freight service. A total of 2320 United States cities, with a combined population of 12,600,000, are without any local passenger transportation, insoluble, and indeed numerous attempts have failed.

Hiler's success is the more notable because he addresses his arguments not to the connoisseur but to the man in the street. His meaning might have been even clearer if the book had been illustrated.

SEVEN PAINTERS, by A. C. Ward (Oxford; \$1.25). Called "an introduction to pictures," this is elementary but soundly informative. The seven are Jan Van Eyck, Leonardo da Vinci, El Greco, Vermeer, Constable, Whistler and Cezanne.

The only excuse for letting Whistler represent America is that Whistlers are easy to find in England.

GRIN AND BEAR IT

By Licity



"Now that the war's over, Snodgrass, do you think it unseemly to ask for a ride on a battleship?"

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