

The Oregon Statesman

"No Favor Sways Us; No Fear Shall Ave"
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He Skimmed the Surface

Less than a week in Hawaii has convinced Representative Larcade of Louisiana that the territory "is just as ready for statehood as any of the states now in the Union." At that rate, within another week he'll be able to write a 24-volume set on the history and personal habits of the entire Polynesian race. He certainly learns fast.

One thing is certain—his Cook's tour must have been very carefully planned for him. He's apparently seen exactly the things which statehood proponents want him to see. Even his literature must have been carefully chosen. It is fairly assured that he hasn't been allowed to read "Restless Ramparts" or Thomas Blake Clark's "Paradise Limited." The former has been held to verge a bit on the libel side, in its comments on the strategic mid-Pacific islands, and perhaps must be discounted somewhat. But even Clark's book, which by no means is derogatory, wouldn't show that Hawaii was in the same category as New York, Iowa or Oregon in being "ready" for statehood.

Hawaii's rise to fame as a sugar and pineapple center within the last 50 years has been based entirely on the feudalistic overlord system of a half dozen or less Caucasian families who imported cheap labor from the Orient and thus provided one of the headaches of the present times. The record shows little if any illegality involved in the development of the islands' industries, and it does show a marked effort on the part of the overlords to improve the lot of their workers. They have been quite successful, too, and there can be little quarrel with them on that score.

But the population of Hawaii still is predominantly Oriental. In 1940, the eight inhabited islands of the group had about 450,000 persons. Of these, 160,000 were Japanese, 55,000 were Filipinos, 30,000 were Chinese, 30,000 were Portuguese, 40,000 were part-Hawaiians, 20,000 were Hawaiians. There were several thousand Koreans, Porto Ricans and Spaniards—and about 60,000, or less than 15 per cent, were Americans and so-called Europeans.

Thousands of workers reside on sugar and pineapple plantations, and have had little chance to assimilate western culture or western ideals from associations. All races mix surprisingly well in the shops and businesses—as owners, employees or customers. The heterogeneous interests are better merged than in our own deep south. But there still are special schools for white children, and in many ways Hawaii is like our own deep south—in reverse.

If the congressman had said Hawaii was "just as potentially worthy of statehood as any other state," we could have gone right along with him. We don't think that communities in the United States with large populations of foreign-born residents are any less worthy than any other community (and we still don't like that sign which boasted that Salem had such-and-such a percentage of American-born citizens). But if Hawaiian boosters will quit pointing out the weather (which is wonderful), the scenery (which is beautiful), Iolani palace (which is intriguing), and the finer home areas of Honolulu (which would rate high right here), perhaps Larcade can take time to find that a lot of people who prated about statehood before the war kept noticeably silent in any statement adverse to the Japanese attackers after war broke out. The Japanese in Hawaii spend money and Hawaii still is in business for itself. Federal control should be continued.

Party Loyalty

The vote last Friday on the election of a congressman was to a large degree an expression of party loyalty. That was especially true in Salem. Had it not been that Mr. Norblad carried the republican nomination, his opponent, Bruce Spaulding, would have received a far higher vote here, for he is regarded very highly personally. As it was, most of the republicans remained faithful to their political affiliation. This was felt to be more binding because the office at stake was a national office where party lines ought to be significant.

It is true that party labels do not carry the same meaning they did in former years; but those who espouse them still hope they may come to have meaning which the public recognizes, the meaning of principle and of policies around which groups of men and women may cluster. The political party remains the vehicle for political expressions in this country. It ought to grow in vitality and forthrightness in the years ahead.

Not All Velvet

The Albany Democrat-Herald editorializes on the tourist business, calling it "all velvet." To the extent that it comes as an addition to local business and can be handled without much additional cost, that is partly true. But it takes a very substantial investment in provide facilities for serving tourists properly. The investment in tourist camps alone in this state must run well into the millions of dollars. We realize that much additional investment, especially in high-class hotels, is necessary if we are to attract and hold more tourists.

But in all this talk about the velvet of the tourist business no attention is paid to the offset of Oregon money spent elsewhere. Oregonians are great travelers themselves, and they spend large sums annually in California, Washington, British Columbia, Alaska and on eastern trips. Another thing, a visitor in San Francisco will spend more per day than another visitor will in Portland—there are more places to spend money in, and the price level is higher. Has any agency ever tried to compute the

money taken out of Oregon and spent in other states? Deduct that from the estimated \$50,000,000 of tourist money spent in the state and you have the net (if any) on this account. This fact, which has received little recognition, is just one more reason for encouraging travel to Oregon, if only to get enough from outside to equalize the travel expenses of Oregonians on tour.

We shouldn't regard tourist travel as "all velvet." There is expense in taking care of it; and there is the offset of our own out-state travel.

"Muddling Through"

The president's fact-finding committee turned up a recommendation of a wage increase of over 17 per cent for GMC workers. The union was asking 30 per cent and the company had offered an increase of 11 per cent.

This decision is about what one might expect. Does anyone know of a political board which didn't "compromise" the issue, nearly always by giving labor the larger slice of its asking? It is an almost invariable rule that a politically appointed board makes such a cut of the wage pie. Almost never does it give labor all it asks for; almost never does it give labor less than half what it is asking for.

This is not "judicial" determination of wages. It is political. The aim seems to be to work out some settlement that both sides will accept; and since labor under modern conditions seems to hold the whip hand, the settlement must lean toward satisfying the labor demand.

It is hard to see, however, that there can be a "judicial" determination of wage scales, especially since there is no agreement on what the basis of such judgment should be. In the GMC case the fact-finders appear to have tried conscientiously to effect a settlement of the strike, and bolstered their verdict with a probing of General Motors earnings and prospects. But if the board had made no investigation, merely by rule of thumb tried to strike a figure, its verdict would have been about the same, for the conventional basis is about 60-40 in favor of labor.

General Motors rejects the award, not so much because of the amount, apparently, as because of the assumptions as to "facts" made by the board. The union, which has handled its case more cleverly than GMC, accepted the award after it had been refused by the company. So the jockeying will go on, until finally the union and the company get together.

The point simply is this: we have evolved no satisfactory method of heading off strikes or settling disputes. Political fact-finding is generally a compromise in favor of the workers. Arbitration usually splits the difference in some rough manner. Judicial determination must await some formula by which wages are to be controlled. Apparently the country is doomed to get out of its present morass through the disagreeable process of "muddling through."

Interpreting The Day's News

By James D. White
Associated Press Staff Writer

SAN FRANCISCO, Jan. 14.—(P)—Little has been said about it, but one of the strongest influences toward unity in China is the airplane.

The way it has worked out, the transport plane probably has had more to do with pulling China together than either the bomber or fighter.

Since Japan surrendered, the combat plane has been used little if at all in China. (While the communists charge that Chiang Kai-shek's central government planes have bombed and strafed certain villages, this has not been confirmed by any other quarter.)

As the Chinese communists have no airforce, Chiang Kai-shek thus enjoys a monopoly of Chinese airpower, both real and potential.

He is credited with not using his combat planes against the communists since Japan surrendered "out of deference to American public opinion" which presumably would not sanction the use of American-built planes against other Chinese.

Withheld Air Power
By withholding his combat airpower, Chiang enabled the communists to block and delay his troops as they tried to recapture Japanese-held areas.

But this setback was compensated for by the use of troop transports which ferried Chiang's armies to such key north China cities as Peiping and Tientsin, and more recently to Mukden and Changchun in Manchuria.

This ferrying first was done by American transports, later by planes turned over to the Chinese and operated by Chinese crews.

An important principle of modern warfare thus was applied to the Chinese civil war and the political disputes behind it. This principle—the ability to set down troops far in the rear of opposing armies—probably was more decisive than any amount of bombing and strafing which Chiang's airforce could have done with combat planes.

Planes Are Decisive
Chinese ground warfare traditionally is one of maneuver and skillful massing of troops for political as well as military purposes. Inject the transport plane and it means now an early decision to the side which has the planes, which Chiang Kai-shek has.

Recent purchases of American planes by the Chinese, their plans to train and equip a bigger airforce, and their ideas about expanded commercial air transport service, all indicate the clear realization of this in Chungking.

The recent truce and negotiations toward a settlement indicate a similar realization in Yenan, the communist capital.



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Return of the Pilgrims

The Literary Guidepost

By W. G. Rogers

THE CHALLENGED LAND by Betty de Sherbinin (Morrow, \$2.50)

Edward Castells, an engineer, is driven by a combination of his own honesty and circumstances such as the unjust arrest of his father-in-law to take the leading role in a plot to overthrow the government which has seized power in his South American country.

With the tentative support of Communism, of money, of labor and other groups, he calls for a national day of silence, a mass protest of a non-violent character, and against it the usurpers use soldiers. You may be able to guess the outcome, or you may want to read the book to learn it.

It would be pleasant to guess, I'm afraid, than to read. Miss de Sherbinin has been more successful in previous novels, all about Argentina, than in this one. She has a most excellent moral, but it gets in the way of her story. There is also quite summary treatment of incident and character; the author is a bit too bossy.

PAPA WENT TO CONGRESS, by Kenneth Horan (Doubleday, Doran, \$2)

The author's father, a republican and a Michigan newspaper owner, went to Congress during the first Cleveland administration, and this is what the publisher calls the "laugh-filled" chronicle of the family's doings.

It's an odd family, to speak charitably, as represented here: an aunt who aspires to marry the bachelor president, a handy man just out of a penitentiary, a French tutor whose French is not always letter-perfect, and a couple of daughters labeled witty.

Papa has to his credit some remarks, perhaps six, which I enjoyed. However, the style is affected; "on account of" is used for "because," one character is said to hiss: "When did that happen?" The whole thing is too cute for words, or for as many words as fill these 200 pages.

On account of the effects are repeated so often, and the puns are third-rate, and characters out of jail or likely to be put away in an asylum don't seem effective humorous material. I can't give this book a passing mark.

News Behind the News

By PAUL MALLON

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WASHINGTON, Jan. 14.—17.5 per cent pay rise figure for General Motors was worked out arithmetically by the Truman fact finding board. It calculated that production would be this year on a 40 hour week basis, and then figured how much less pay the workers would get from this production without a wage increase.

The standard it fixed for wage increases then was simply the original Truman proposition of maintaining a war time earnings—not fully making up for the heavy overtime pay which would be lost in peacetime production but establishing a reasonable approximation of those wage-returns for the 40 hour week.

In doing this it discarded the union proposition for establishing wage rates by calculating profits. It pointed out that wages in each automobile manufacturing plant would vary under such a standard, because the profits of each were different, and General Motors profits were the highest.

Disregards Cost Theory

The report also seemed to discard the cost-of-living theory for fixing wage rates, saying war earnings went up higher than war costs of living. This had been the basis of fixing wage rates during the war. It was the standard furnished by the little steel formula. General Motors had offered in this case a 12 cents an hour increase based on the cost of living. This theory of government policy is thus now definitely abandoned.

The fact finders, who really proved to be policy makers, concerned themselves with profits of the company only to the extent of establishing that the company could pay this higher wage without an increase in price—although it was not very definite about this and said the company might seek OPA approval for a price increase, or at least was not precluded by this report from doing so.

Costs Also Increased
The report thought the com-

pany could pay because it had increased the price of 1942 models 12 per cent over 1941, and had the largest earnings in its history that last peacetime year, but the report admitted materials costs had increased 15 per cent and might increase more, along with other costs of operation.

Thus the General Motors standard fixed by the fact finders does not seem to have the general application of establishing a national policy—at least its 17.5 per cent figure could not logically be applied to industry in general. What it did lay down for general application is the theory that wages should be adjusted upward by a yardstick of reasonable approximation of what the workers would lose from war pay by going back to the 40 hour week, with less overtime pay.

Policy Is Not Simple
So the new administration policy is anything but simple, and will require many fact-finding boards and many months of detailed work in order to apply its loose standard in each varying case. Simultaneously, in steel, the second Truman fact finding commission was working out a price increase in order to justify a wage increase for that industry on a different basis.

Other increases for bus operators were being worked out by other fact finding commissions, creating other justifications for increases (the cross country bus drivers operating at slower speeds worked longer hours and got an increase for it during the war, but are now to get an increase pay to make up for what they would lose by doing their runs at higher speeds in fewer hours of work, and the maritime workers who got big bonuses for facing submarine dangers in the war, are getting increases to make up for much of this loss.)

Contradictions Apparent
By applying different reasons in each case, the only thing standardized by government policy is its desire to grant increases for loss of high war pay—for whatever reasons can be found.

Indeed, the economic complexities these tactics require have gotten the government into apparent contradictions all along while it opposes price increases for fear of further inflation for General Motors, it authorizes one for steel. Apparently Mr. Truman is hopeful only of staying off a general increase of prices, but is not adverse to allowing increases specifically.

Now if this policy was backed by a 30 day cooling period for major strikes (as Mr. Truman wants in his legislation) it might lead to stabilization of the labor situation in a few months time, depending upon whether labor and management accept the conclusions. It is true strikes are being called for a great variety of reasons, having nothing to do with wage increases. But on the other hand, the cooling bill which will be enacted shortly, is likely to go much further than Mr. Truman would go, and greatly strengthen his hand for dealing with the unions and management.

Possibilities Evident
But the unions clearly are not getting much out of their strike policy. Experts tell me the unions could have gotten 17.5 per cent out of General Motors without a strike. The bus drivers went out on strike for many weeks only to accept a fact finding commission, in the end, and they could have gotten one anytime. The steel workers cooled themselves and tried negotiations, even after the strike call was voted.

The possibilities for an end of this postwar strike campaign have thus become visible behind all these confusing events—if the people involved will accept them.

IT SEEMS TO ME

(Continued From Page 1)

formula. His moves in the negotiations with Great Britain over settlement of the Oregon boundary question were simple, but they yielded handsomely in the dividend of success. First, he proposed to Pakenham, the British minister, a settlement on the line of the 49th degree of latitude. Pakenham rejected the proposal, whereupon Polk withdrew the offer and refused to make another. Instead he went to congress and pressed through a bill terminating the convention of joint occupation. This was regarded almost as provocative of war with Britain; but when a congressman counseled caution, he got this reply, according to Polk's diary:

"I remarked to him that the only way to treat John Bull was to look him straight in the eye; that I considered a bold and firm course on our part the pacific one; that if congress faltered or hesitated in their course, John Bull would immediately become arrogant and grasping in his demands."

Polk's judgment proved sound. When the convention of 1827 was annulled by act of congress, Lord Aberdeen, British foreign minister, came forward with an offer of settlement on the 49th parallel. Polk submitted the proposal to the senate, which voted on June 12, 1846 to accept the offer. A treaty fixing the boundary at the 49th parallel and giving Vancouver island to Britain was signed in Washington on June 15. This ended the long controversy save for delineation of the boundary channel among the San Juan islands which was settled by arbitration of the Emperor of Germany in 1872.

June 15, 1846, ought to be celebrated in Oregon and Washington and Idaho as an important centennial anniversary, and in such celebration due credit should be accorded James K. Polk.

All the while Polk was laboring to dispose of the Oregon boundary dispute he was also working on the Texas-Mexico question. Texas had been "re-annexed" in the closing days of the preceding Tyler administration, but Texas did not vote to accept annexation until eighteen months after Polk was inaugurated. Since Mexico had never acknowledged the independence of Texas, and since there was controversy over whether the western boundary of Texas was the Neucenes or the Rio Grande river, events clearly were shaping for a fight. Even if Polk's administration did not provoke war certainly it did not run away from war. Instead, it moved General Taylor's force out into the disputed territory along the Rio Grande, and a border incident became the occasion for declaration of war, May 12, 1846.

While the immediate dispute was over the west Texas boundary, Polk and the other war hawks were quick to see the opportunity for acquiring New Mexico and California. Polk dispatched Col. Stephen Kearney from Ft. Leavenworth to capture Santa Fe and to push on to California. Meantime, when word of war with Mexico reached California the American commodore, Sloat, took possession of the capital at Monterey; the bay of San Francisco was seized, and later naval and overland forces seized southern California. Fremont, who had been cruising around on exploring business and had sponsored the abortive Bear Flag republic, joined in the conquest; but it was not until Kearney arrived late in 1846 that final eviction of the Mexican forces was achieved, in early 1847.

By the treaty of Guadalupe, concluded after Winfield Scott's occupation of the City of Mexico, and ratified by the U. S. senate, March 10, 1848, the United States acquired title to New Mexico (including what is now Arizona) and upper California. Thus in Polk's administration 500,000 square miles of territory were added to the union, and the North American continent was spanned by the sovereignty of the United States.

It is true that Polk was a narrow partisan. He saw no good in whigs whom he still called federalists. He distrusted Taylor and Scott because of their whig politics. Yet Polk was by no means the mediocre man which his obscurity in our national history would indicate. He very positively was the dominating figure of his administration. His secretary of state, James Buchanan, was no help at all. Buchanan was vacillating, timorous, badly bitten with political ambition. Polk had forcefully to overrule him on both the Oregon and Mexican issues. When Buchanan feared that a firm policy with Mexico might lead to war with Britain and France

Polk replied, as his diary relates:

"I told him that before I would make the pledge which he proposed, I would meet the war which either England or France or all of the Powers of Christianity might wage, and that I would stand and fight until the last man among us fell in the conflict. I told him that neither as a citizen nor as president would I permit or tolerate any intermeddling of any European power on this continent."

Thus Polk powerfully re-enforced the Monroe doctrine; and by his resolution and statesmanship resolved to our country's advantage the critical issues of territorial expansion. On one point Polk was too near-sighted, that was the slavery question. He utterly failed to see that slavery was emerging as the great political issue that would divide the country. He treated that question as settled by the framers of the constitution. When it arose over the Wilmot proviso to bar slavery from newly acquired territory, Polk wrote:

"The agitation of the slavery question is mischievous and wicked, and proceeds from no patriotic motive by its authors. It is a mere political question on which demagogues and ambitious politicians hope to promote their own prospects for political promotion. And this they seem willing to do even at disturbing the harmony if not dissolving the Union itself. Such agitation with such objects deserves the reprobation of all lovers of the Union and of their country."

A true follower of Jackson, Polk was a staunch unionist and held Calhoun in great contempt. A southerner, he hated the "barnburners" and abolitionists as breeders of dissension. The slavery controversy, which he thought merely the agitation of demagogues, grew to crisis proportions, and the convulsion it produced served to cast Polk's great achievements in shadow. We on the Pacific coast ought to do something to retrieve his fame.

Postpone Tax Study Meeting

The January meeting of Oregon's tax study commission, originally slated for next Monday, has been called off because a number of industrialists invited to attend were unable to appear at that time. The meeting has been postponed one month. J. S. Barrock, director, said.

Most of the industrialists have indicated that they will attend the February session when various phases of the tax situation, as it relates to industrial plants, will be discussed. The commission has held a half dozen meetings in Salem and the work of preparing its report to the governor will start within a few weeks.

The February meeting of the commission will be held in Portland.

Up to this time the commission apparently has made no commitments as to any of its recommendations.

INDUCTION TONIGHT

New members of the Sigma Lambda chapter of the National Honor society will be inducted tonight at a formal ceremony at the high school. Parents of all inductees are invited to attend.

MOCKMORE SPEAKER

Charles Mockmore, head of the department of civil engineering at Oregon State college, will be the speaker at Rotary club Wednesday. His subject will be "Blue Print for A Professor's Job."



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GRIN AND BEAR IT

By Lichty



"Of course this route is more scenic—but the other has more garages and repair shops along the way!"