

LIBERATED POLES MOVE TO SOLVE RACIAL PROBLEMS

Exchange of Populations to Erase Minorities; Bring Racial Homogeneity

By Henry Shapiro
United Press War Correspondent
Lublin, Poland, Jan. 11—(U.P.)—The man on the street in liberated Poland, whatever his political or economic views, is determined today to build his future in a state purged of the vexing minority problem which plagued this nation after Versailles.

East of the famous Curzon line, for example, the problem of the Slav and Lithuanian minorities already is in process of solution by the simple method of an exchange of populations. During the past two weeks I have had an opportunity to talk with Poles of all political beliefs, from private citizens to responsible government authorities.

Homogeneity Aim
From them I have gained the impression that the future Poland now in the making will be self-consciously nationalistic, racially homogeneous, and predominantly Catholic.

Confined within strictly ethnical boundaries, it will be free of German as well as Russian, Ukrainian, White Russian, Lithuanian, and other minorities.

The shifting of minority populations across the Curzon line began last autumn when the first of several million persons exchanged "homes" in accordance with an agreement between the national committee of liberation and the Ukrainian, White Russia, Lithuanian, and Soviet republics.

Approximately 10,000 Polish families already have moved onto the former estates of liberated Poland from the western Ukraine. During the trip to Lublin I saw one whole trainload of Polish peasants from the Lwow area enroute westward across the Bug river.

Old Hatred Fanned
It is admitted frankly here that no love is lost between the Polish, Ukrainian, and White Russian people in the border area. Then came the German occupation, and generations of mutual hostility were fanned into open warfare.

But the critical problem appears on the way to a solution now, and before the end of the



GOOD OLD U. S. DOUGH—Jesus Pangelenan, center, 58-year-old Guamanian farmer and his family wave American currency which was their savings, cached when Japs occupied their homeland.

war Lwow and Wilno will be as free of Poles as will Bialystok of White Russians.

Neither the minorities nor Polish authorities are worried about the Germans in East Prussia and those areas extending between the Oder and Neisse rivers, which both the Soviets and Poles are determined to incorporate into postwar Poland.

Local estimates place these populations at about 7,500,000 but Production Minister Hillary Minc told me only about 3,000,000 or 4,000,000 were "pure Germans."

If the Germans refuse to retreat voluntarily with the wehrmacht, the Poles are determined to expel them by force.

The rest of the population here consists of Slav tribes and Germanized Poles. All the latter will be given an opportunity to become Polish nationals.

The Poles face a more critical and difficult problem in the case of the Jewish minority. According to Dr. Emil Sommerstein, head of the provisional government's reparations board and leader of the Jewish community, roughly 3,200,000 Jews of a pre-war population of 3,500,000 have been exterminated.

SUICIDE FLOTILLA RIGGED BY JAPS TO ATTACK INVADERS

By Ralph C. Teatsorth
United Press War Correspondent
Aboard Adm. Kinkaid's Flagship off Philippines, Jan. 17—(U.P.)—A fantastic Japanese plan to destroy the American invasion ships in Lingayen gulf by hurling at them a fleet of "suicide boats" can be revealed today. The plan flopped because the Japanese failed to exploit their weapon to the maximum advantage and because the American troops advanced so fast that the "suicide base" became untenable.

Feeble Effort
The Japanese made a feeble effort to sink our ships on the night of the landing on the Lingayen gulf coast, but caused only slight damage and did not repeat the attack.

I accompanied a U. S. 7th fleet party that discovered the hideout of the Japanese suicide boats yesterday. An LCI skippered by Lt. (jg) W. Crow of New York City, took us into Sual bay on the west side of the gulf, where the boats had been abandoned.

The hideout was just north of the town of Sual in a coconut grove that made it difficult to spot from the air. The Japanese apparently fled two or three days ago as the Americans approached the base.

We found 22 boats measuring 18 feet and seven inches in length. They had been equipped to carry two depth charges and two spares on the rear. They could be dropped in the normal manner or set off as the boat crashed into the side of a ship.

Crude Device
They had places for two men, but also were rigged so that one could carry out a mission. The device for releasing the depth charges was crudely made of two long steel rods joined together near the bow.

The boats were operated by a special squadron of the Japanese army.

Since the allied warships bombarded the Lingayen area and navy demolition tanks combed the gulf for three days before the actual landing, the

enemy had plenty of time to prepare the boats.

They had six-cylinder engines and were capable of doing 22 knots, they were made almost entirely of plywood. We found five of them along the beach and the rest hidden in the coconut grove. Those on the beach had been damaged, probably in their one attack, and the others did

not appear to have been used at all.

An estimated 22,500 man-hours are required to build an average American bomber. At least 50,000 men on the ground and from 7,000 to 12,000 in the planes are required to send 1,000 four-engine bombers on a heavy invasion raid.

STATE OFFICERS ASKED TO SPEED FINANCIAL BILLS

Salem, Ore., Jan. 17—(U.P.)—The powerful ways and means committee of the 1945 legislature today issued a plea to get appropriations bills "in early" so that the committee could consider them immediately and not drag out the session.

Sen. Dean Walker, Independence, chairman of the committee, told the senate that although the budget presented to the legislature is a "balanced" one, there will be requests amounting to more than \$3,000,000 from departments who had their original requests trimmed by the budget division.

The controversial senate joint resolution No. 4, which would create a legislative investigating committee to probe the purchase of two distilleries by the Oregon and Washington liquor commissions, was sent to committee by the house.

Wallace Opposes
The measure passed the sen-

ate on Friday at a stormy session where it was opposed primarily by Sen. Lew Wallace, who said it was not needed, and that Gov. Earl Snell's request for such an investigation was prompted by a severe "case of the jitters."

Several of the more controversial measures so far dropped into the slowly turning legislative mill were due for action shortly, among them the so-called "big truck" bill, which would revise the limitations placed upon the size of trucks. Marshall Cornett, senator from Klamath Falls, said it would be brought to the floor of the senate for action this week.

Pension Change Asked
Four measures relating to new regulations necessary after the recent invalidation of the community property law are in com-

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mittee as are two relating to the ceiling on old age pensions in the state.

One of the latter, authorized by Senator Thomas Mahoney, would raise the limit from \$40 to \$50 while another by Sen.

Coe McKenna would entirely eliminate the ceiling.

McKenna asked the senate that his bill be acted upon and not die in committee. The bill has no "politics" involved in its presentation, he said.

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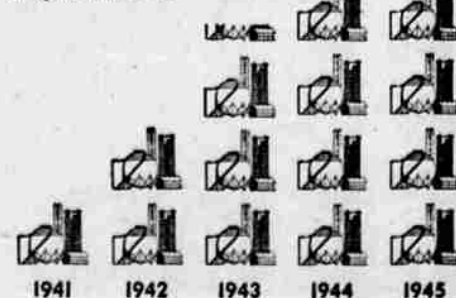
The Church Without a Collection Plate

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HOW STANDARD HAS INCREASED ITS 100-OCTANE GASOLINE PRODUCTION IN 4 YEARS

One of the first to manufacture 100-octane gasoline on a commercial scale, Standard of California was poised for rapid expansion on Dec. 7, 1941. Each year, since then, production zoomed. Now, with the great new 100-octane plant in operation, Standard is, far and away, the Coast's leading producer of aircraft fuel. And our new plants will not be idle after V. day. Almost overnight they can be converted to make the vastly improved automobile gasoline Standard has blue-printed for the post-war West.



Giant New Refinery is latest step in program that increases 100-Octane Gasoline Output 800% since Pearl Harbor

Already the largest producer of aviation gasoline in the West, Standard of California began this week to pour into the fight thousands of additional barrels daily from a new high-octane plant at Richmond, California.

Shown in the picture are the towers of this giant new unit, which climaxes Standard's 10-year leadership in aviation gasoline production.

Since 1935, when Standard of California

started building its first high-octane plant, it has led in this field. Now our refineries turn out enough aviation gasoline daily to send more than 200 huge Superfortresses on the round trip from Saipan to Tokio.

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