

OUR PROGRAM—To do our best for Our City, Our State, Our Nation—ALL OUT FOR VICTORY

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FRIDAY, JULY 13, 1945.

Rule-Book Not the Answer; Give Conscience a Chance

A SAD little story is going the rounds of the press. It is of a young mother who started from somewhere in Oklahoma to meet her sailor husband at a West Coast seaport. For a distance of 400 miles she stood, with babe in arms, in the aisle of an overcrowded railway day-coach. Then she collapsed.

Of the several versions of this story we have seen, none comes to point of final account. We are left to hopeful assumption that the young mother was revived and, with her baby, properly cared for and comfortably seated until reunited with her seagoing spouse.

But the story, unfinished as it is, gives text to much editorial sermonizing. Railroad operating management is roundly rostered for permitting such a thing to happen; but the more bitter denunciation is of those who stolidly held their seats while the young mother stood; and, in larger vein, of those who overcrowd the trains when there is really no reason why they should be traveling at all.

No incident could lend itself more pointedly to the Office of Defense Transportation propaganda against unnecessary travel. It is even more poignant than those earlier stories of service men packed in day-coaches and freight cars while German prisoners bowled by in Pullmans, or that little classic about the Navy seaman who was ousted from an airplane to make room for an imported dog.

Yet still the line of demarcation between necessary and unnecessary travel remains indistinct. Except for those who travel under military orders, the question is one of individual determination. The calls of business have been multiplied by war. Workers have not been relieved of family obligations, such as are incidental to sickness and death. There are times when people simply must go; in a hurry, and by any means available.

From the beginning of the war, members of the armed forces have been kept milling all over the country from one training camp or assembly point to another. They have been kept moving by hundreds of thousands for months before settling down to any definite line of duty. Their travel priorities have been unquestioned. Here today and gone tomorrow; with parents, wives, offspring and sweethearts, in number almost as great, pursuing them from place to place.

No one would willingly venture to question the judgment of military commanders responsible for all this shifting around. But this was the original cause of the congestion of railway passenger facilities; and it was an over-tight congestion long before the exigencies of war made transport of armed forces from East to West Coast imperative. The railroads had no choice save to comply with military orders; whereafter they could scarcely refuse to accept the fare of any who might be willing to hang on by the eyebrows.

It is not easy to believe that many have tried to travel for mere pleasure during these war years. Those who did must have found one experience more than enough. As for others, especially those who would be near their kindred in the armed services, there has been much failure to accept the painful fact that wartime is necessarily a time of separation. Even that young mother, who collapsed after standing for 400 miles, might better have patiently waited, with her baby, in her Oklahoma home.

Franco and Visitors

DURING the few days Winston Churchill allowed himself to rest at a chateau in Southern France and do a little picture painting, his London office kept busy issuing bulletins to quash the rumor that the prime minister would cross over into Spain for a visit with Francisco Franco.

It was an odd rumor, and so far traced to no particular source. Likely enough it originated with Franco himself, as part of his effort to scrape out a toehold in the favor of the winners in war. No leader of reputable government can care to visit Franco. If any wish to see him he'll be sent for and compelled to appear. However, he may expect early visits by Spanish Republicans and Communists, with purpose to nudge him out of power and perhaps off the earth.

Saving Some Trouble

NEWS dispatches recently reported the finish of the general in command of Japanese forces on Okinawa and his chief of staff. In full dress uniform and with all their decorations flashing, they marched up to the edge of a high bluff overlooking the sea, and there committed hara-kiri.

Recent broadcast of the Tokyo radio also reported the death "in battle" of half-a-dozen more Japanese admirals. Similar reports have come through so often in the past few months that we doubt if anyone has kept track of the number of admirals gone to join their ancestors.

In more than one respect, however, all this is good news. On the other side of the world there is still much time to be consumed in the treatment of marshals, generals, admirals, gauleiters and such, who came through the war unscathed. The Japs seem to be saving us considerable trouble in the matter of rounding up and trying war criminals.

Not Forever Beyond Reach

SENATOR BUSHFIELD, South Dakota Republican, has notified his Senate colleagues that he intends to vote for ratification of the United Nations charter, although he believes it contains several "glaring faults." The provisions he finds faulty variously relate to the "surrender" of American sovereignty into the hands of the Security Council, the abandonment of the Monroe Doctrine and the scuttling of the Pan American Union.

There can be no doubt that the provisions to which Senator Bushfield objects were well and carefully weighed by the American delegates at San Francisco. The charter containing them was unanimously approved by the United Nations conference, and is warmly urged for ratification by President Truman.

The Senate will ratify the charter. Others than Senator Bushfield, no doubt, will have something to say of its imperfections; but none should overstretch himself to the point of viewing with undue alarm. Much more will be said in praise of the charter as a whole. Ratification will not necessarily place it forever beyond reach of any repair that friendly nations may find to be desirable in justice to all.

Baruch Advice, Always Sound, Again Ignored

—By FRANK R. KENT

WASHINGTON—There are three points about advice from Mr. E. M. Baruch which always give it weight: (1) He never gives it until he is asked; (2) it is always disinterested (if he has a personal axe to grind, no one has yet discovered it, though many have looked for a long time); (3) there is no record of his having given unsound advice.

It has become repetitious to commend his frequent recommendations on public affairs; but it must be done again. His recent statement before the Senate military committee concerning problems of German occupation and our relations with our allies is so balanced, so convincing and sincere that it seems folly not to accept and act upon it.

THE details of his recommendations have been discussed and generally approved. There is never any difficulty getting agreement on Baruch recommendations. The difficulty is in getting action on them.

For example, it is easy to recall at least five times in the past four years when Mr. Baruch has made a study of a bad situation and suggested remedies. Immediately there is a chorus of praise from the press.

Enthusiasm is shown by the executive and Congress. Labor leaders and business men join in commending the soundness of his proposals. Everybody is encouraged.

At last common sense is to prevail. That is the way it looks, but that is not the way it works out.

Instead of action, there has been delay. Except in the case of rubber, the clear-cut steps he proposed have been faltering and stumbingly taken.

IT took eighteen months before we got a single-headed War Production Board.

Vast trouble would have been avoided if his insistence that it was impossible to prevent inflation unless wages, along with food prices and rents, were controlled, had not been ignored for a year.

His reports on the vital problems of reconversion and surplus products disposal were acclaimed by Mr. Roosevelt and War Mobilizer Byrnes, but Congress rejecting the logical bill, passed one so silly that Mr. William Clayton resigned on the ground that no man could properly do the job under this law.

OTHER instances could be cited. Upon one occasion his report was entirely withheld from the public as "confidential," and nothing ever has been done about it.

Considering these things, the Baruch patience is something at which to marvel. Few men would have stood what he has stood in the last few years. He stood it because he foresaw it and evolved a formula to meet it.

It is embraced in his simple statement that he wanted to help win the war; that he knew he had something to contribute; that he intended to make his contribution and would not let anyone make him mad enough to quit. And no one has, though a number tried.

A few will contend that this Baruch formula, to which he still adheres, has not been good for the country.

AND now, again by request, he has given his views—this time as to how to control and transform a conquered nation of more than 60,000,000 people with an economy as intricate and efficient as that of the Germans.

There is not space to present the details beyond saying that he wants a Germany whose capacity to make war again shall forever be removed; that he wants a Germany which will pay reparations to the limit of her ability; that he wants a firm, clear, sympathetic understanding between ourselves and Russia.

But there is space to stress the firmness which he suggests, and without which we are sure to founder in playing our part in the postwar world.

WHAT he urges is that to unify all the many peace problems into one whole, "all governmental agencies dealing with these matters must be streamlined under a top group acting as a focus of decision for recommendations to the President."

"I speak," he says, "of a council because with matters of such importance, the different viewpoints should be examined by the best collective wisdom a nation can muster."

And he puts it in another place this way: "Tighten our peace-making machinery here at home to reflect the effect of general staff peace, charged with drawing up a master plan for the peace-making so that America may exercise the leadership which is her heritage."

It will be further conceded that unless a "council" along these lines is created and a general peace staff set up, the job of restoring stability to a jittery world will be botched.

THIS seems so clear that one would expect very prompt action indeed. Unhappily no action is in prospect. Unhappily, the prospect is for delay on this Baruch recommendation just as on others.

Unhappily, the only man who can act as President—absent when it was made and is now so immersed in his Berlin trip that it cannot be effectively called to his attention.

The plan is so clearly in the interests of both the country and the President that to ignore it seems absurd. Clearly, there is no other means by which we can make our efforts really count.

But three weeks have gone by since its submission. It now seems likely to lie forgotten in the files of the committee for an indefinite period—possibly until Mr. Baruch, inevitably, is asked again for advice. The tragic thing about this, as in so many other cases, is the terrible cost of delay.

THE NEIGHBORS

By Clark



"I'll have plenty of trouble adjusting to civilian life if the moths have been into my things at home!"

Surplus War Property Sales In Weird Slow-Motion Tangle

—By STERLING GREEN

WASHINGTON—History's greatest clearance sale, the disposal of surplus United States war property, today stands at this point: Consumer goods and capital goods are selling at a rate of almost \$50,000,000 a month, with the government recovering about 35 per cent on its investment. Sales volume is increasing, but so are surplus stocks on hand.

Farming land, which ultimately may equal half the acreage of Massachusetts, will soon be offered, but few actual sales can occur before autumn.

Overseas surpluses valued in billions are being checked and counted; sales will not begin for four or five months. In some Allied countries they will not even be handled by this government.

Certain Allied governments have determined to sell U. S. surpluses through their own disposal agencies.

THE Surplus Property Board (S. P. B.) and the State Department have agreed "for a trial period" to such an arrangement with Australia and India, according to an S. P. B. spokesman, under stipulations intended to protect this country's interest.

Elsewhere abroad the new office of Army-Navy Liquidation Commissioner (A-N-L. C.) will sell to foreign buyers.

"We have no idea how great the overseas surpluses are," says an A-N-L. C. spokesman. Many may never be paid for in cash, but will be swapped to settle foreign claims against this government.

UNTIL the Army decides how much it will ship to the Pacific—one military guess is 70 per cent—and how much it should hold for use of a peace-time army of present or unknown size, the sale of surpluses will be largely a domestic affair.

United States business men, farmers, industrialists and returning veterans will buy the military surplus, and in some cases, the military mistakes. The offerings range from war-worn bombing planes and battered bulldozers to an item of 2,000 silver fingerboards which the Navy has decided it won't need.

Very little will be sold direct from government to consumer. Most sales are to dealers, in spite of complaints from some congressmen that the sale of surplus property to a farmer must take his dealer with him to buy a second-hand truck and then pay the dealer a commission.

The government does not wish to go into storekeeping; it learned after the last war that selling to consumers entails distribution costs that may outweigh the returns.

A REGULAR road-show circuit of farm machinery and construction equipment sales now is in full swing from coast to coast. Thirty thousand dealers get government invitations to hit the sales trail every month.

Vehicle-hungry Americans grab up the items, although much of the stuff is what S. P. B. terms "emphatically second-hand"—meaning almost worn-out.

AIRPLANE sales are slow. Of the \$1,668,983,000 worth of surplus on hand last month, 10 per cent was aircraft. Transports would sell readily, but the Army and Navy need them; old combat planes are a drug on the market.

The aeronautical chamber of commerce says that efforts to salvage planes and aircraft plants would stifle postwar production, halt aviation development and "extinguish American airpower."

MEDICAL supplies already bulk large in surplus sales, and the Navy will end the war with a two-year supply. An S. P. B. member reports that hospitals will get them.

Bretton Woods Plan Favored by Voters Who Know About It —THE GALLUP POLL

ALTHOUGH Bretton Woods means little to most Americans—a few thinking it is either a newly discovered forest or the name of a man—the people who have some measure of familiarity with the Bretton Woods monetary proposals favor their adoption. The matter is now pending in Congress.

People who know that the Bretton Woods proposals, drawn up in an international conference last year at Bretton Woods, N. H., deal with international money agreements and a world currency stabilization fund, were asked: "Do you think Congress should pass a law to put the Bretton Woods proposal into effect?"

The vote is: Yes—52 per cent; No—16 per cent; Undecided—32 per cent.

Navy Air Arm Finally Given Proper Credit

—By DAVID LAWRENCE

WASHINGTON—By coincidence, the Navy's carrier air strike against Japan came just at the time that the comprehensive report by Artemus L. Gates, under-secretary of the Navy, was released with some hitherto undisclosed information on the conduct of the war by the Navy's air arm.

The public reads of many kinds of airplanes being used in the general attack against Japan—planes that are flown by the aviators of the Army, Navy and Marine Corps—but it is not always apparent to the layman the exact purposes which each air arm performs.

THUS, at the moment, only what might be called defensive operations are in progress from the newly acquired bases at Okinawa—that is, strikes are being made at Japanese airfields from which the Japanese might possibly fly southward.

The Army air forces, in relatively small numbers, under the over-all command of General MacArthur, are operating from Okinawa and it may take several months before Okinawa becomes the effective base against Japan that England was against Germany. It takes time to build fixed bases.

MEANWHILE, the Navy is roaming the Pacific close to the shores of Japan with its floating bases known as aircraft carriers. From the decks of these carriers, protected by battleships, cruisers and destroyers, Navy and Marine Corps planes that are designed to do a precision job of bombing on particular targets are being flown.

It is possible for the U. S. Navy carrier planes today to fly across any or all sections of Japan, striking first at the eastern shores of the island empire and reaching into the Sea of Japan near Korea.

These carrier planes, if sufficiently numerous, could do much damage as the B-29's of the Army because the carrier planes fly at lower altitudes and can select their industrial targets.

BUT, fortunately, every conceivable kind of bomber operation can be used to advantage against Japan. So while the B-29's must content at present with the long round-trip from the Marianas until such time as Okinawa bases are ready, the Navy is doing its part in the softening-up job for the eventual landing of General MacArthur's forces on Japan.

THE accomplishments of naval air service, as revealed by Mr. Gates in his formal report to the Secretary of the Navy, are not only operations in the Pacific, where the Navy's aviators paved the way for General MacArthur's return to the Philippines, but anti-submarine operations in the Atlantic. More than half the submarines sunk by our Navy were sunk by naval aircraft.

Including the Marine Corps personnel, naval aviation now has a personnel of 750,000, of which more than 51 per cent are on carriers, in air groups, squadrons and fleet service units. This is an amazing number—larger, in fact, than the combined personnel of the Army and Navy before the war.

MR. GATES stresses the fact that naval aviation is a specialized arm of the Navy but an integral part nevertheless. He quotes Lord Kees, admiral of the fleet of the British navy, now retired, who wrote recently of the naval successes of 1944:

"The success of the battle for the Philippines was only made possible because the United States Navy had been free to develop its own naval aviation. It has been done with amazing skill and enterprise and on a gigantic scale. Furthermore, it has shown that in the complex business of waging war on the sea, it cannot be set down as a maxim that any one factor can be 'exclusively decisive.'"

MR. GATES' report is significant agitation for a consolidated and separate air force. He says: "Naval aviation, proudly including its component, Marine aviation, is of course an integral part of the Navy and operates in conjunction with the surface and sub-surface forces. It is not an autonomous or separate fighting organization, nor should be. In inviting your attention to the accomplishments of naval aviation, over which I have had supervision for almost four years, I fully realize that the surface and sub-surface Navy would also present imposing records."

There is in the Navy a spirit of cooperation among all its branches because all component parts feel their dependence on one another and believe in cooperation rather than separation. This is a healthy contribution to the effectiveness of sea power as a whole toward the final victory in this global war.

Weather Report

Forecast for Seattle and vicinity for the period ending 8:30 p. m. tomorrow: Fair today, tonight and tomorrow. Continued warm; high during afternoon, between 85 and 90. Lowest tomorrow morning, 55. Washington: Partly cloudy today, tonight and tomorrow. Clear in west portion this afternoon. Moderate to southwest winds off coast. Data furnished by Weather Bureau for 24-hour period ending at 5:30 a. m., Pacific War Time, July 13, 1945.

	Temp.	Prec.		Temp.	Prec.	
	High	Low	In.	High	Low	
Baker	92	51	0.00	Miami	90	77
Boston	86	61	0.00	Minneapolis	80	58
Buffalo	76	62	Trace	New York	81	64
Butte	83	48	0.00	Pendleton	97	70
Chicago	82	67	0.00	Omaha	90	60
Denver	82	59	0.09	Portland	71	68
Detroit	82	68	0.01	San Diego	74	63
El Paso	97	70	0.01	San Francisco	65	55
Kansas City	89	65	0.84	Seattle	86	59
Los Angeles	90	62	0.00	Spokane	89	56

*Note: Seattle observation, 8:30 a. m., Pacific War Time.

SALUTE TO THE SERVICE MEN

Moore, Motor Pool Officer, Wins Presidential Citation

A Presidential Citation has been awarded Maj. Joseph E. Moore, 1102 33rd Ave. S., who is with the motor pool at the Mountain Home Army Air Field, Mountain Home, Idaho. Wilbur W. Sprinkle, son of Mr. and Mrs. W. W. Sprinkle of 2731 Lakeview Blvd., is first sergeant at a base section at Calcutta, India.

Robert W. Henry, boatswain's mate, second class, Bremerton, is serving on a destroyer escort of the Atlantic Fleet. He was one of the original crew of his present ship, and, according to Navy tradition, becomes a "plank owner."

Helping guard thousands of miles in the Central Pacific is W. E. Boyle, gunner's mate, second class, Kent, who is on minesweeping duty.

Serving with the fleet in the Pacific are Glenn L. Russell, gunner's mate, first class, of Bellingham, aboard a carrier, and Kenneth E. Vose, seaman, first class, Kirkland, on a destroyer.

A member of Alpha Sigma Phi Fraternity, Major Moore was in the R. O. T. C. at the University. His wife, Barbara, and his son, Michael J., live with his mother, Mrs. Jessie Moore.

The officer wears the European Theatre of War ribbon with four service stars, and American defense ribbon, and the Combat Infantryman's Badge.

Cooking in the tiny galley aboard a pitching sub-chaser presents its problems to one accustomed to a spacious hotel kitchen. Coast-guarding duty aboard the H. Morrison, ship's cook, first class, reported as he began a 30-day rehabilitation leave in Seattle.

So of Mr. and Mrs. C. H. Morrison, 810 E. Howell St., Morrison has been in the North Pacific two years on anti-submarine duty. He was a cook in Seattle hotels before enlisting November 10, 1942.

"You get accustomed to those little galleys after while and everything you need is so close aboard you learn to like them," he said. "You just cannot fill the pots or they'll spill all over when the ship rolls."

Lauren H. Lucke, son of Dr. and Mrs. Richard Lucke, 820 W. Garfield St., has been transferred to Army Specialized Training School at the University of Minnesota. He is attached to the department of languages.

Risking his life to go after a new supply of ammunition after his crew had run short during an anti-counter-attack on a newly won mountain position near Mount Della Toraccia, Italy, Sergt. Joseph E. Shellenberger proved instrumental in repelling the attack. For this act, he received the Bronze Star. During the attack, he exposed himself to enemy fire to encourage and assist his men.

The 20-year-old sergeant, son of Mrs. Archie G. Hay, 1925 Franklin Ave., is attached to the 10th Mountain Infantry in Italy. He is a former member of the local Mountaineers. He graduated from Broadway High School in 1943, and went directly into the Army.

Sergeant Shellenberger's wife, Mary, and year-old son, Michael, reside in Seattle.

Joseph R. Cline, Jr., coxswain, son of Mr. and Mrs. Joseph B. Cline of 12031 Phinney Ave., has arrived at a hospital in San Francisco for further treatment after service in the Pacific combat areas.

PROMOTIONS—Donald W. Rice, son of Mr. and Mrs. W. R. Rice, 1115 Broadway N., to master Sergeant at an Army Air Force Service Command Base in Italy. Lucian A. La Bossiere, son of Mrs. Victoria La Bossiere, 1425 24th Ave., to corporal with the 304th Bomber Wing, Fifteenth Army Air Force in Italy. Leslie M. Peck, Mount Vernon, to captain as flight leader of a troop carrier squadron with the 62nd Troop Carrier Group in Italy.

Raymond L. Cavanaugh, son of Mr. and Mrs. L. H. Cavanaugh, Kent, to yeoman, third class, while serving on a destroyer of the Atlantic Fleet. Orin A. Dodgion, Jr., whose mother lives at 2525 W. 62nd St., has advanced to machinist's mate, second class, aboard a floating drydock in the Pacific. James E. Watkins, son of Mr. and Mrs. E. D. Watkins of Issaquah, whose wife Genevieve and son, Jimmy, reside at 603 Federal Ave., received his commission as ensign, United States Naval Reserve, in New York City.

Victor J. Todd, Bellingham, has been promoted to sergeant at the combat-crew training station for Superfortresses at Gulfport Army Air Field, Miss.

Helping guard thousands of miles in the Central Pacific is W. E. Boyle, gunner's mate, second class, Kent, who is on minesweeping duty.

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The opposition leader, James Dillon, a prominent critic of De Valera's policies, asked the prime minister at a session of the Eire Parliament Wednesday whether the country was a republic or not, adding "No-buddy seems to know."

"It's a republic," De Valera replied. "This is a republic," Dillon commented. "That's the greatest news I've heard for a long time. Now we know what a session of the Eire Parliament is all about."

The British government takes the position that Eire is a dominion. Eire itself by an act of the Dail has authorized the King of England to act for it in the international field "so long as Eire is associated with... Canada, Great Britain, New Zealand and South Africa and so long as the King is recognized by those nations as a symbol of their co-operation, and continues to act on behalf of each of those nations... for the purpose of appointment of diplomatic and consular representatives and the conclusion of international agreements."

Conflict on Territory Eire's constitution of 1937 does not include the term "republic," although it provides all the machinery for one. Neither does the constitution mention the King in connection with internal affairs of state.

The constitution declares Eire's national territory consists of the whole island of Ireland, its islands and territorial seas. The British position is that Eire does not include Northern Ireland but only the southern counties formerly known as the Irish Free State.

State Appeals On Price of Timber

OLYMPIA, July 13.—The United States Supreme Court was asked today to review the Ninth Circuit Court of Appeals decision that Washington may not sell timber above ceiling prices.

The petition, written by Assistant Attorney-General R. A. Mogen, pointed out that "Commissioner of Public Lands Otto A. Case has been offering state-owned timber from the school sections for sale at the insistence of the War Production Board that such timber is indispensable to the war effort."

The state law requires sales to the highest bidder. Office of Price Administration's ceilings may be exceeded by bidding, leaving the land commissioner faced with problem of violation of state or federal rulings. Mogen pointed out.

1,000 Japanese Quit Centers Each Week SPOKANE, July 13.—(AP)—EVACUEES have been leaving Japanese relocation centers for civil life at the rate of 1,000 a week, John F. Eubank Spokane district relocation officer, said yesterday. Eubank said all remaining centers set up by the federal government at the start of the Pacific war should be closed by the end of this year. Approximately 45,000 persons of Japanese ancestry now are in the eight relocation camps in operation; the War Relocation Authority official said. The camps at the peak held 110,000 persons. Eubank said the camp near Hunt, Idaho, would be closed November 1.

OFF THE RECORD

By Reed



"I wanted to phone Hazel that I wouldn't be home for dinner, but now I'll have to tell her not to wait up for me!"