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Ballard Eagles To Visit Aerie No. 1

Seattle Aerie No. 1 of the Fraternal Order of Eagles will be host to Ballard Aerie No. 172 tonight when officers of the Ballard Aerie, led by Cornelius C. Chaville, worthy president, induct a class of candidates.

Maj. Ralph J. Sitts will discuss the facilities and accomplishments of the Jefferson Park Army recreation camp.

INTERNMENT OF JAPS CRITICIZED

ST. LOUIS, April 16.—(AP)—Segregation of Japanese-Americans, who were moved from the Pacific Coast to relocation camps by military authorities, was criticized today in two addresses at a meeting of the National Conference of Social Work.

"These people were not, and are not dangerous," said John W. Powell, assistant chief of community services of the Colorado River war relocation project at Poston, Ariz.

Rumors Are Denied
"In spite of rumors, repeatedly denied by all official sources, there is no record of a single act of sabotage either in California or Hawaii, where tens of thousands (of Japanese) are working on secret military preparations and where ten thousand of them have volunteered for the Army."

"In California, their major crime was to have created hundreds of millions of dollars of agricultural wealth which some of their neighbors sought to control by forcing the racial issue under the forced draft of war fears. The government took charge in what is probably the most costly experiment in controlled migration ever made."

Homer Morris, in charge of resettlement work for the American Friends Service Committee, told the conference of the efforts of the War Relocation Authority and private welfare groups to resettle Americans of Japanese ancestry as individuals in communities throughout the nation.

Relocation Held Wrong
"Two thirds of the people at the relocation centers are American citizens," Morris said. "They have been charged with no crime; they are guilty of no offense against the peace and security of the United States."

"Certainly the long-range solution is not the relocation of these people by segregation in these centers as wards of the government. Rather, it is in relocating them as individuals in places where they can make the greatest contributions to the national welfare."

N. A. M. President Opposes Compulsory Draft for Labor

Opposition to any program of compulsory drafting of labor was expressed here today by Frederick C. Crawford of Cleveland, president of the National Association of Manufacturers. Crawford spoke at the fifth annual Seattle Industrial Conference, in the Olympic Hotel, this noon.

"Last year raw material was the key to better production," said Crawford. "This year manpower is the fatal bottleneck."

"We have enough workers if we employ them correctly. Full employment of that manpower does not mean we must take the liberty of choice from the working man and woman and make dumb, driven slaves of them."

"American industry does not believe in the principle of compulsive labor, and it firmly opposes legislation to that end. The proposal of compulsory labor is an affront to the millions of loyal workers who need no whip to goad them to full patriotic duty."

Man-Day Loss Noted
Crawford said 750,000,000 man-days were lost last year through absenteeism, some of which, of course, was unavoidable, he pointed out.

"Government, labor and industry, working together instead of publicly exchanging indictments, can cut down absenteeism, turnover, labor pirating, job-shopping, slowdowns, hoarding of employees by management, strikes, 'feather-bed' rules and other restrictions on production," the N. A. M. president said.

Crawford said he has "nothing but praise" for the no-strike war pledge of labor leaders.

"But," the executive added, "the effort of these labor or government to condone, because they are relatively small, the strike figures of 1942, is not good public relations. More than 16,500,000 man-hours lost in war strikes—enough to make 729 bombers—is not trivial."

"There is no such thing as a justifiable strike during war."

A "social-worker" complex in government has put a severe strain on good relations between management and workers in recent years, Crawford said.

"This complex," Crawford added, "coupled with a boom era for bureaucrats, has produced such a mass of regulations, conflicting policies and red tape that continuation of good employment relations becomes almost miraculous."

"Can you imagine the more than 35 separate central agencies of one government all dealing with some phase of labor-management problems?"

More Planes, Ships Urged
Crawford said the nation's output of planes must be doubled and its cargo ships and transports more than doubled before the war can be won.

"Emphasis is placed on airplanes and ships because the United Nations have changed from a defensive and holding war to an offensive war. It is a secret that we are producing more weapons, materials and equipment for war than can be shipped. Our problem therefore is one of transportation—to get the means of fighting the war to the battlefronts."

"An interesting sidelight on the war is the observation that Hitler had hoped that the fighting would be over before the Allied Nations were prepared to fight. It took Hitler ten years to prepare for his attempted world conquest. It took Russia 20 years to get ready and we know now that it took Japan 30 years."

"Hitler believed that before America got into shape to fight, his principal objectives could be obtained."

War of Machines
"This is an internal-combustion-engine war. Possessing a seemingly overwhelming number of motor-driven airplanes and vehicles, it was not surprising that Hitler felt that his opportunity had come."

"It became necessary for the Allied Nations to fight a defensive, delaying fight until we got ready to carry the fight to Hitler."

"It was providential that Hitler chose our weapons to fight the war. America has the genius which produced the internal-combustion engine and the facilities for manufacturing them in great number. It is not surprising, then, that we have produced so many that our principal problem is to deliver them where they can be most useful."

Crawford said that the outstanding development had been the conversion of peacetime plants to war



FREDERICK C. CRAWFORD
"Our problem is transportation"

production. Changing designs in planes, made advisable by experience in battle, has retarded mass production.

Improvement in speed, armament and maneuverability has been constant since the war began.

Crawford declared that America would produce an abundance of the best planes in the world and that the ultimate defeat of the Axis powers was certain.

Crawford has visited more than a score of industrial centers in his tour. He came to Seattle to attend an industrial conference sponsored by the National Manufacturers' Association. Accompanying him are Walter B. Weisenburger, executive vice president; Leslie Avery, public-relations executive; and Mrs. Crawford and Mrs. Weisenburger.

Madame Chiang Honors Hiltner, Relief Aide Here

Beautifully hand-painted and ornamented in delicate colors, an award of the China Relief Legion has been received by Dr. Walter G. Hiltner, Seattle and state chairman of United China War Relief.

The certificate bears the signature and personal seal of Mei-ling Soong Chiang (Madame Chiang Kai-shek), who is not only China's First Lady, but a personal friend of Dr. Hiltner. With the award came a personal photograph of Madame Chiang.

Dr. Hiltner first met the girl who was to become the wife of China's generalissimo when she was a student at Wellesley and he was a member of the faculty of Harvard. Later he became a friend of the entire family when, from 1911 to 1925, he served as professor of surgery at the Harvard Medical School in Shanghai.

During the revolution of 1911, Dr. Hiltner became well acquainted with Sun Yat Sen, and gave medical aid to members of his revolutionary party.

'Party' for Man Missing at Sea Raises \$200,000

TAYLORVILLE, Ill., April 16.—(AP)—The purchase of \$200,000 in war bonds was Taylorville's method of celebrating a birthday anniversary party for Lieut. Jack Stokes, who has been reported missing in action after the sinking of an Allied ship somewhere in the North Atlantic.

To celebrate Stokes' 26th birthday anniversary, his parents and his sister announced they would seek to sell \$5,000 worth of war bonds. Then they raised the goal to \$15,000.

The three were hosts at the party at the Stokes Drug Store and were kept busy all day selling bonds, exceeding their goal by \$185,000.

ICKES REQUESTS OIL-PRICE BOOST

WASHINGTON, April 16.—(AP)—Petroleum Administrator Ickes has recommended a general crude-oil price increase averaging 35 cents a barrel, he told the House small-business committee today.

The recommendation was sent to the Office of Price Administration April 7, but an O. P. A. official testified that after its receipt he told Price Administrator Prentiss Brown that he thought it was "a pretty bad time" for such an increase.

Brown also appeared before the committee, but did not testify on Ickes' recommendation. He did, however, tell the committee it was the "obligation" of his agency to increase the price of crude oil if such action was necessary for successful prosecution of the war.

O. P. A. Eases Order On Tire Deadline

WASHINGTON, April 16.—(AP)—Motorists who failed to meet tire inspection deadlines still may qualify for gasoline rations by providing a "good reason" for their delay, the Office of Price Administration ruled today.

Previous regulations, motorists not complying with the deadlines were not eligible for gasoline.

In allowing rations in cases of "justifiable" delay, the O. P. A. directed local rationing boards to issue rations, provided the applicant's tires were inspected and approved within 60 days before filing of the application.

Wales is increasing its coal output. Palestine's new economic control is now national in scope.

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