

Yeh, How About it, Officer?



Ernie Pyle

"Brave Men" was the title that Ernie Pyle gave his last book. Now he is enrolled forever among them, the brave, ordinary, unwarlike men who went forth from America's farms and villages and cities to do the world's most horrible job in the world's noblest cause.

Ernie Pyle was one of them from the day he joined them. He lived with them, laughed and griped and suffered with them, and died with them.

Few soldiers had seen more of battle and death than he. Death had been near him in England and North Africa. He had felt the brush of his wings at Anzio and again in France.

But Ernie Pyle went back. He didn't want to. He feared that the law of averages was against him. He did not want to die, and was honest enough to say so.

And he didn't have to go back. No commanding officer ordered him forward. But he went back because he was a brave man and because he had a job to do, the important job of telling the parents and families and friends of millions of American boys in uniform what they wanted to know.

It is a dear and intimate friend of these families that he will be mourned. Americans loved Ernie Pyle as they loved Will Rogers, and for the same reasons.

A veteran newspaperman who never pontificated, an unpretentious Hoosier who never lost his small-town outlook, Ernie Pyle became not only the most famous writer of this war but one of the most beloved men of his time. He richly deserved both the fame and the affection. That he could not have lived

to enjoy both is another of the unnumbered tragedies of war.

'Replying to Yours of The 14th'

The state department has embarked on a program of explaining and endeavoring itself to what is known as the common man. We like the idea, and we also have a request for a little explanation on this diplomatic note-writing business.

Our curiosity was aroused again the other day by the news that the resumption of normal diplomatic relations with Argentina would be accomplished by our charge d'affaires in Buenos Aires dropping around to the acting foreign minister's office and leaving a note saying that our embassy had received Argentina's note of March 14, 1944—not 1945, mind you, 1944.

That was the note which informed the United States that President Ramirez was out and President Farrell was in.

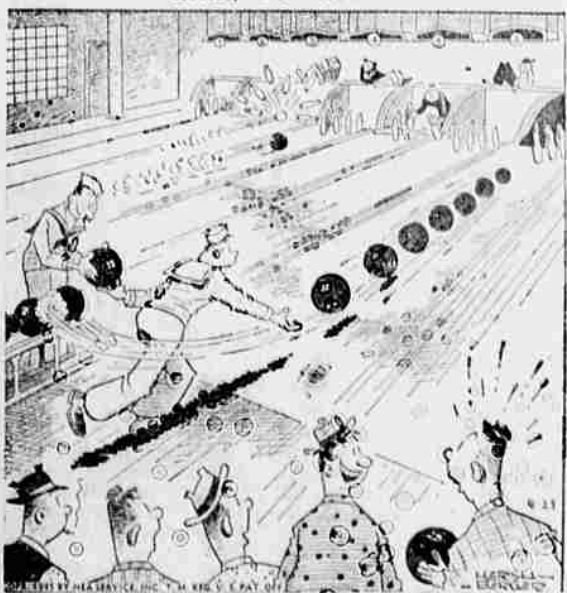
Now, what sort of explanation does the charge d'affaires give? Does he start out by saying "I've been meaning to answer your note for ever so long, but I guess I'm just the world's worst letter writer?"

Or maybe it's something like this: "I'm awfully sorry about your last note, but I have the darnedest habit of carrying letters around and forgetting to mail them. I never found my note of reply until I got out my heavy brown suit to wear yesterday." (Can't fool us—it's getting autumn down Argentine way about now.)

Anyway, he just couldn't say, "Yours of March 14th received and contents noted 13 months later."

Yes, there are a lot of things we'd like to know about this protocol of swapping notes. So, come on, Mr. MacLeish—give!

Funny Business



SO THEY SAY

There are plenty of us left here to try to block and run interference, as he had taught us, but the man who carried the ball is gone.

—Rep. Lyndon B. Johnson (D.) of Texas.

We cannot have prosperity in tomorrow to have, however much apparent ground there may be for hate.

—D. J. E. Morgan, editor, The Journal, national education association.

At first Japanese ships traveled singly. Then they had to abandon that and provide convoys, then air cover for the convoys. They were forced to move closer and closer to the China coast, traveling from harbor to harbor. They tried hard to keep the road open, but they started too late.

—Rear Adm. Frank D. Wagner, Seventh Fleet air force commander.

Washington Merry-Go-Round

By DREW PEARSON

WASHINGTON—There are a lot of "ifs" in the life of a president, and two big "ifs" which swayed the destiny of Harry Truman were:

1. If Democratic Chairman Bob Hannegan hadn't come back from a political swing around the country last spring and reported to FDR that no one he met was for Henry Wallace, Truman today might not be president.

2. And if, on that eventful July night in Chicago when the galleries were roaring for Wallace and the delegates were shouting for Wallace, Bob Hannegan hadn't insisted on adjourning the convention, again Truman today might not be president. That adjournment gave the bosses time to organize, and next day they put across Truman.

Naturally, the man who turned these "ifs" from defeat to victory is bound to sit at the right hand of the man whom he makes president. That is a long way to come for an Irish boy who was a 21st ward, St. Louis committeeman at the time FDR was first elected president. But Bob Hannegan is sitting there today.

Son of a Policeman

Hannegan was born in St. Louis 42 years ago, son of a St. Louis policeman. He went to school in St. Louis, coached the swimming team at St. Louis university, practiced law in St. Louis and eventually became city boss of St. Louis. To Bob Hannegan there is nothing about St. Louis or Missouri that can be wrong, which perhaps explains why he left no stone unturned, including strong-arm tactics at Chicago, to nominate his fellow Missourian, Harry Truman.

However, it was not until Hannegan was 29 years old and the same year Franklin Roosevelt was elected president, that he actually got into politics. That was through fate, as it usually has been with Hannegan.

There was a five-way split in his ward, and democratic leaders wanted one man who could weld all factions together. Popular Bob Hannegan was the man they chose as city committeeman to do it.

It was in 1932, the fateful year FDR was elected president, that Hannegan first met Harry Truman, then a city judge at the other end of the state. He helped Truman with his senatorial campaign a year later. After that he became city boss at St. Louis and got his first big break in 1942 when Truman and Senator Bennett Clark were engaged in a battle over Missouri patronage.

Unknown to each other, both Truman and Clark had selected Hannegan to be collector of internal revenue for St. Louis. Finally Clark called up Truman and said he wanted to get together to discuss the appointment.

"Before we meet," said Truman, "I want

you to know that I am for Hannegan."

Tax Czar Hannegan

So it was unanimous and Hannegan got the job. He turned out to be a crackerjack collector of internal revenue. One reason he worked so hard was because of the way the newspapers attacked his appointment. He was first on the job in the morning and last to leave at night.

All this time he was telling Mrs. Hannegan that he would get out of politics soon. But in 1943, when Guy Halvering wanted to step out as commissioner of internal revenue, Secretary Morgenthau asked Halvering, together with tax sleuth Elmer Irey and assistant commissioner George Schoeneman, to recommend a man to take his place. Hannegan's name headed all three lists. By that time Hannegan had pulled his St. Louis revenue office up from last on the efficiency list to near the front.

Meanwhile, democratic leaders, fishing around for a new chairman of the national committee, and receiving a turn-down from Judge Sherman Minton, turned to Hannegan. Calling him over to the White House, Jimmy Byrnes said: "Frank Walker wants you to be chairman."

Hannegan worked out a little speech which he would give the president declining the job.

When he walked into the executive office, however, FDR said:

"Come over here, Mr. Chairman, I want to be the first to shake your hand. I am sure you are going to do a bang-up job as head of the national committee."

Hannegan started to mumble his little speech, but the president wouldn't even listen. After he left the White House, however, Hannegan literally bombarded Roosevelt with letters telling him what a poor chairman he would be, how good he was as internal revenue commissioner, and how he owed it to the country to remain where he was.

The letters gave Roosevelt a big laugh, and he sucked Hannegan in a little deeper by giving him the first tip that he would run for a 4th term.

Missouri Watch Dog

The rest of the story of Bob Hannegan, how he helped sell Roosevelt on Truman, how he put Truman across at Chicago, is too fresh to need retelling here. Since elections, Hannegan has put across one thing which not even Jim Farley ever did successfully—he badgered Roosevelt into announcing before a full cabinet meeting that future political appointments must clear with Hannegan. Even life-long Republican Henry L. Stimson, secretary of war, smiled and promised to comply.

WE, THE WOMEN

By RUTH MILLETT

She's an old lady living alone and she doesn't think she is doing anything to help the war effort. That is a real cause of concern to her.

Yet, in the summer she works long hours in her garden, growing enough vegetables to carry her through the winter months.

She keeps a few chickens, too, and she does all of the work around her house and yard—even the heavy work.

She buys just as few scarce articles as she can get along with, and puts everything that she can save into war bonds.

Several neighborhood boys serving overseas get boxes of food from her regularly.

One day of the week she doesn't count her own at all. On that day she goes to the Red

Cross early and work a full, uninterrupted day.

But it bothers her that she isn't doing anything for the war effort.

As a matter of fact what she is doing is no small thing. She is, to the best of her ability taking care of herself, shouldering her own load.

If everybody in the country did just that much the force of it would be felt.

But the little efforts of such people can be so quickly cancelled out by the "me firsters" who fight over scarce commodities and get everything they can for themselves—even if it means cheating and black market—and who don't try to do any of the little things they might do, simply because they are little and unimpressive.

Behind Scenes in Washington

By PETER EDSON, La Grande Evening Observer Washington Correspondent

WASHINGTON — Is "freedom of the air" as embodied in the fifth freedom of the international civil aviation executive agreements drafted at Chicago going to be the ruin of U. S. air commerce? That is the \$64 question which senate foreign relations committee members apparently want answered before they put their stamp of approval on the permanent civil aviation convention now before them for ratification as a treaty.

Under this fifth freedom a British airline might fly to Australia by way of the United States and Hawaii, picking up or setting down U. S. traffic along the way. Or a U. S. airline might fly to India by way of Bermuda, Gibraltar and Cairo, picking up and dropping British traffic along the way. The former would be a commercial advantage to the British, the latter a commercial advantage to the U. S. Is it a fair swap? This is freedom of the air.

Freedom of the air grew into the five freedoms of the air at the Chicago conference on international civil aviation last fall. They are the right to fly over foreign territory; the right to land on foreign territory for refueling and repair; the right to land passengers and cargo from the country whose flag the plane flies in a foreign country to which it flies; the right to pick up foreign traffic for its own country, and finally the whopping big fifth freedom which would allow any plane of any nationality to fly to any other country and pick up or discharge traffic along the route.

The White House, through the department of state, has by executive agreement declared these five freedoms to be binding on this government. The voices which rise in protest advance these three arguments against it.

Eighty per cent of the postwar international aviation traffic, passengers and cargo, will originate in the United States. Why

should not the United States keep this business for its own airlines instead of permitting the airlines of other countries to grab off maybe 50 per cent of this traffic? Since the United States has the traffic which other countries want, it is argued that the United States should keep its own business, flying its own traffic in its own planes which the foreign governments must necessarily admit to their shores to benefit at all.

While U. S. transport planes are now the best in the world, it is maintained that other countries, particularly the British and French and Russians, will in time build planes just as good. Having lower labor standards, they can build them cheaper, and with equal access to American air traffic, they will be able to undersell U. S. plane manufacturers and take away this business.

Furthermore, foreign wage rates being lower than U. S. wage rates, foreign airlines will be able to operate at less expense. They will therefore be able to run airlines at lower passenger and freight rates and to take away U. S. traffic.

Now all these arguments have the old familiar ring of tariff protectionists. To beat them down, advocates of freedom of the air talk something like this:

The days of high tariff wall protection are over. They helped bring on the last depression and they can well bring on another after this war is over. The way to increase trade, increase U. S. business is through freer intercourse among nations, in the air, on the seas or on the ground.

American efficiency can beat any kind of foreign competition any time and any place. It was done in the auto world and it can be done in the aviation world.

Finally, we have more to gain by freedom of the air than we have to lose. We want to fly every place and don't want to be shut out. If we shut others out of the U. S., how can we expect them to let us fly to their countries?

Side Glances



"You remember Fred, Mother! He's the boy who gave us those extra large sandwiches at the drug store—I told him we were having steak for dinner!"

McKENNEY ON BRIDGE

By WM. E. MCKENNEY, America's Card Authority

HOW WOULD BYGONE PLAYERS RATE NOW?

As I look over the list of life masters I cannot help but think of some of the old names of years gone by and wonder whether or not, if they were playing today, they would be listed as life masters.

There is Joseph B. Elwell of New York, without a doubt one of the greatest writers on bridge-Whist, the first game of the bridge family. Some of you may recall that Elwell was murdered

trump were cashed and then Elwell led spades until West ruffed, and claimed the balance of the tricks, thus making four odd.

Of course, today we would play the hand at spades because five odd could be made here without much of a problem.

Questions & Answers

Q—How long has Japan held the Ryukyu islands?

A—Since conquering them in 1609. They were annexed to the empire in 1876.

Q—What is the difference between chocolate and cocoa?

A—Chocolate is the cacao bean processed to retain its 50 per cent fat and oil content; for cocoa, the oil and fat are eliminated.

Q—Where are the Frisian islands?

A—Off the Netherlands coast.

Q—How crowded are America's hospitals?

A—There were 16,036,848 admissions in 1944—one for every two seconds.

Q—For what special purpose do army's quartermasters use maps?

A—Clothing issues. They have maps keyed to clothing requirements for any month in any part of the world.

Q—What were France's first exports to the United States after liberation?

A—Cognac and perfume.

Q—What does the German name Westphalia mean?

A—Western Plain.

Q—How many students enrolled at famed Heidelberg university (founded in 1386), now in allied hands?

A—Before the war 1750, nearly a fourth women. Eight other German universities had larger enrollments.

Q—What world-known family founded its business at Frankfurt-on-the-Main, Germany?

A—The Rothschilds. The banking dynasty—which has financed wars and industrial combines—began in the shop of Mayer Amsel Bauer. Its sign said: Zum roten Schilde (At the Red Shield).

IN FORMER YEARS

15 Years Ago

Richard Lyman of La Grande, sophomore in pharmacy at Oregon State college, was one of the 89 students placed on the scholastic honor roll for the past term.

Jack Denny, Robert Oesterling, Robert Cunliffe and Raymond Cook were among the students who went to Pendleton to attend the track meet.

New building in La Grande during the last week reached a total of \$4,750, bringing the total permits for the year to about \$170,000.

This Curious World

