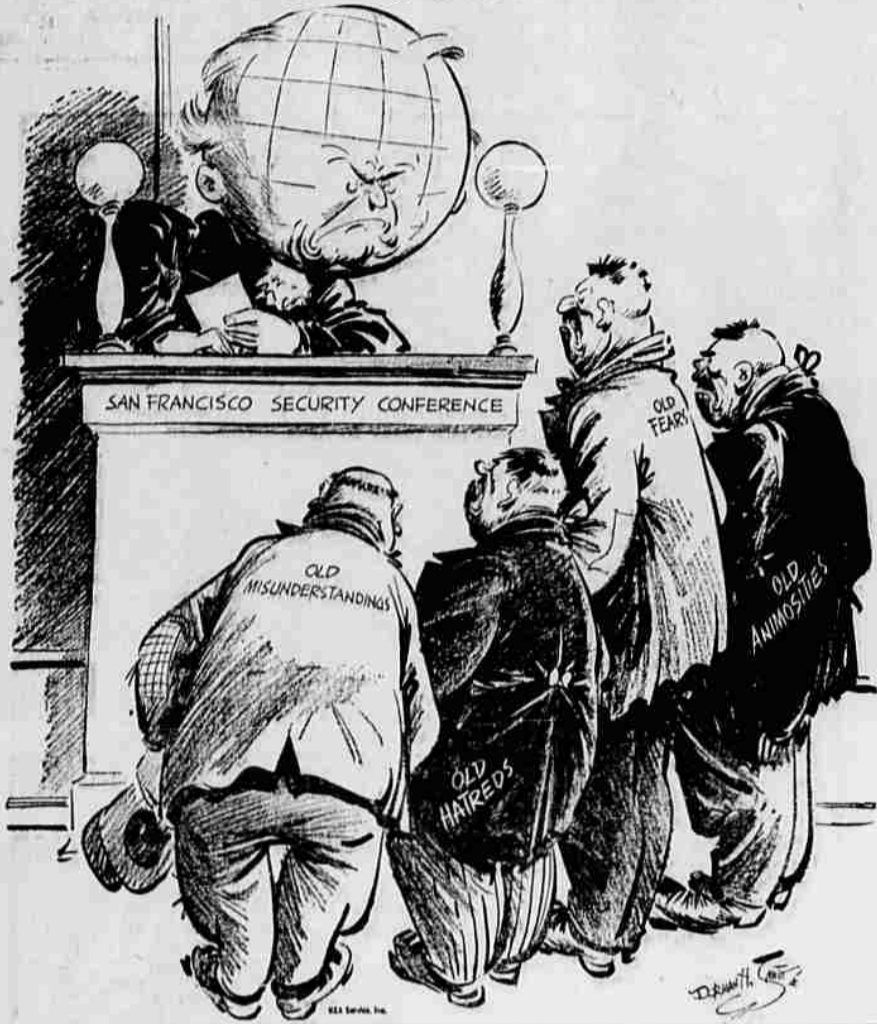


First Thing on the Docket



EVENING OBSERVER'S PROGRESS PROGRAM

IRRIGATION—Complete the Grande Ronde Valley irrigation project.
LA GRANDE — A city of 10,000 — Extend the city limits.

TODAY'S TEXT

The life is more than meat, and the body is more than raiment.—Luke 12:23

THOUGHT FOR TODAY

To the victors belong the spoils.—Andrew Jackson.

Some Fateful Questions Answered

President Truman's first address to congress and to the people as their new chief executive answered many questions which had disturbed the minds of his countrymen in the four preceding days. And when he had given the answers the great majority of those countrymen must have found their minds eased and their fears quieted.

Earlier Mr. Truman had pledged vigorous prosecution of the war to victory, the conference at San Francisco as scheduled, and the carrying out of President Roosevelt's programs and policies. But this last was only relatively possible, since the program was now seen through different eyes, and future decisions to match constantly changing events would have to be those of Harry S. Truman.

Would there be a change in the high command?
 "This direction (of the war) must and will remain — unchanged and unhampered," the new commander-in-chief promised.

Would there be any backing away from this country's full commitment to an international organization for peace?

"It is futile to seek safety behind geographic barriers," the president said. "Real security will be found only in law and justice. . . . We have learned to fight with other nations in common defense of our freedom. We must now learn to live with other nations for our mutual good. . . . To destroy greedy tyrants with plans of world domination we cannot continue in successive generations to sacrifice our finest youth. In the name of human decency and civilization, a more rational method of deciding national differences must and will be found."

What approach would the new president bring to the occasionally difficult position of the United States in the big three, and to its relations with its great allies?

"Nothing is more essential to the future peace of the world," said Mr. Truman, "than continued co-operation of the nations which had to muster the force necessary to defeat . . . the fascist powers. . . . The responsibility of the great states is to serve and not dominate the peoples of the world. . . . America has become one of the most powerful forces for good on earth. We must keep it so."

What approach would the new president take in achieving these ends?
 To the members of congress he said, "Only with your help can I hope to complete one of the greatest tasks ever assigned to a public servant."

In these and others answers to the fateful questions raised by the sudden passing of Mr. Roosevelt, President Truman revealed himself as a man concerned but hopeful, humble but not diffident, frankly in need of help but unhesitating and unafraid.

And in doing so he revealed himself as a pilot who, though new and untried and wholly different from his predecessor, has taken the helm in steady and capable hands.

Washington Merry-Go-Round

By DREW PEARSON

WASHINGTON — Harry Truman had two meetings with republicans in one week. One held after he became president, was publicized. The other held while he was vice-president, was not.

The latter was just before Roosevelt's death, when Truman attended a luncheon given by senate republicans elected in 1942 and 1944.

He spoke of the importance of maintaining senate prestige, urging that every member devote himself to maintaining the standing of the senate as "the greatest deliberative body in the world."

"As vice-president," Truman continued, "I am a partisan, an administration man, but as speaker of the senate I am strictly non-partisan. I hope you gentlemen will do everything in your power to correct me if you feel that as speaker I am guilty of a bad ruling on parliamentary procedure."

Again, shortly after Roosevelt's death, President Truman was host to a delegation of eight republican senators, who went to the White House to pledge their cooperation to their former senate colleague. Spokesman for the group was conservative Senator Taft of Ohio, son of a former republican president, who entered the private office of a United States president for the first time since Herbert Hoover left the White House in 1933.

"We are here, Mr. President," said Taft, "to offer you our whole-hearted support, although there will be times in the future when we disagree over specific issues, you may be certain that we will be sincerely working along with you for the good of our country."

The other senators — Senators White of Maine, Austin of Vermont, Bridges of New Hampshire, Wherry of Nebraska, Millikin of Colorado, Bushfield of South Dakota and Brooks of Illinois—each offered his personal pledge. Some called him "Mr. President," some "Harry." The meeting was completely serious, with no wisecracks.

Open White House Door

"I'm very happy you men have come here," Truman said after each of the delegation had had his say. "I'm a party man myself. I believe in the two-party system as an important part of our democratic government. You men, as representatives of the minority party, are an integral part of our government."

"Although I am a party man," the new president continued, "I intend to administer this nation in a non-partisan way." He paused and repeated that statement.

Then looking into the faces of his visitors, Truman said simply, "I will need your help, and I welcome it. I have instructed my staff here that I wish to keep in close touch with congress and with my old colleagues. I want to assure you that the door to my office is always open."

One thing the republicans have drawn from those two statements is that Truman will give them full minority representation on federal commissions. They never seriously made an issue of it, but they were strongly dissatisfied with Roosevelt's habit of naming liberal "independent" to commissionerships where the legal number of democratic seats was already filled.

Roosevelt Aftermaths

Inside fact is that another Roosevelt-Churchill-Stalin meeting was arranged just before the big three left Yalta to take place in London or Paris in mid-May or early June. That particular time was selected because Roosevelt feared the San Francisco conference might bog down and a big three meeting could break the deadlock. . . . One reason Stalin relented and is sending Molotov to San Francisco is because this May meeting of the big three is now thrown off balance by Roosevelt's death.

John W. Gibson, head of the Michigan CIO, is in a quandary. He was supposedly appointed assistant secretary of labor shortly before Mr. Roosevelt died, but the papers were never sent to the senate. Gibson does not know whether he will be assistant secretary of labor or not.

The Axis propaganda line has switched. After long saying Stalin was the man who dominated the big three, the nazis now claim Roosevelt was the man who really ran the big three. His death, they say, destroys all chance of big three cooperation for permanent peace. . . . Bernard Baruch, flying back from Europe for the Roosevelt funeral, reported that he had captured one underground nazi factory 28 kilometers long. In other words a factory 19 miles long was completely underground — built with captured slave labor.

Resistance to our recent landing on Mindanao has confirmed the suspicion of military men that the major factor contributing to the poor Jap showing in the Philippines was that our campaign just wasn't planned according to Japanese rules. Poorly prepared on Leyte, Mindoro, and Luzon, the Japs had really set themselves up to repel invasion on Mindanao, which they figured would be our first target in the islands.

They were right. But when Admiral Halsey reported to General MacArthur that Leyte appeared to be a soft spot, our plans were changed.

In preparing Mindanao for defense, the Japs called upon a number of "improved" German technicians. Among the most important was their installation of electrically controlled mines — permitting an observer to blow the mines from a distance when our tanks or concentrations of our troops entered the mined area. This is the first time the Japs have used this technic.

See WASHINGTON . . . Page 4

Side Glances



Yes, I've got enough points, dear, but I haven't the heart to order a steak—remember how poor Buster almost had a nervous breakdown watching us eat the one we had in February?

McKENNEY ON BRIDGE

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

WHITEHEAD'S THEORY OF QUICK TRICKS
 The name of Wilbur C. Whitehead will always live in bridge history. Work and Whitehead were synonymous.
 One of Whitehead's chief contributions to modern contract was his theory of quick tricks.

IN FORMER YEARS
 30 Years Ago
 Mrs. E. D. Whiting of Mt. Glen left for Logan, Utah.
 Mr. and Mrs. Herman Siegrist and son Ken returned from a prolonged stay in Portland.
 Driven from their domicile by a mad dog, a family living at 1515 X avenue was left homeless until the police arrived and killed the beast. Where the animal, which is strange in that neighborhood, contracted the rabies which it apparently was affected with, is not known. As the animal ran into the back door, the family took flight, closing the doors and trapping the animal in the house until the police arrived.
 15 Years Ago
 Plans for a new grocery store and meat market at Adams avenue and Fir street were announced by M. M. Christenson. The building was formerly occupied by M. J. Goss.
 The fruit growers of Imbler expected a large crop of cherries, except for possible damage by frost. The trees were heavily laden with blossoms. Pear trees also were in bloom indicating a good crop. Several new cherry orchards were being set out near Imbler.
 10 Years Ago
 Margaret McAllister, La Grande junior at Whitman college, was appointed on a committee in charge of the annual college visitations weekend, a period in which prospective students of the college are entertained.
 The U. S. Forest service notified Bunting Tractor company that they are sending 10 large tractor graders into La Grande for distribution in this section through the local firm. The machines used in the forest work have been sent to Pendleton or Baker for distribution in former years, and the change indicated an increase in the forest service work to be done in this section.

♠ A 10 8 3	♥ 9 8 5	♦ A 10 8	♣ K 9 6
♠ J 9 7 4	♥ K Q	♦ J 7 3	♣ A 10 6 4 2
♠ J 9 6 4 3	♥ J 7 3	♦ K 7 2	♣ Q 5
♠ J 7	♥ A 10 4 2	♦ A 10 4 2	♣ 8 5 3

Whitehead
 ♠ K Q
 ♥ J 7 3
 ♦ K 7 2
 ♣ A 10 4 2

Rubber—Neither vul
 South West North East
 1 N T Pass 3 N T Pass
 Opening—♦ 4 25

He set down a rule that an ace was one quick trick and a guarded king was a half trick. His rule then stated that the probable tricks in any hand were roughly double the number of quick tricks.
 Today's hand is one of the last hands played by him before he sailed for a vacation in Europe from which he never returned.

Questions & Answers

Q—What weapon have the Japs copied from the Russians?
 A—The Molotov Cocktail, a quart bottle of two parts gasoline and one part used motor oil, with waste taped to the bottom. It is thrown at tanks.
 Q—What nation will hold its first presidential election in June?
 A—The new Republic of Iceland. Sveinn Bjornsson is unopposed for the office.
 Q—What does BUPERS mean in navy code?
 A—Bureau of naval personnel.
 Q—What was the distinction of Hamm, Germany — prewar population 59,000—before capture by the allies?
 A—It had Europe's largest railroad marshaling yards; four miles long, three-quarters of a mile wide; handled up to 10,000 freight cars a day.

WE, THE WOMEN

By RUTH MILLETT

A Hollywood couple, married 14 years, and suddenly aware of "differences in temperament" have decided on a trial separation—rather than a divorce.

There's one group of married couples in the United States who will never have to arbitrarily decide on a trial separation to find out how they like living alone and what advantages—if any—and what disadvantages it has compared with marriage.

They are, of course, the couples that the war has caused to have enforced separations. They are learning—most of them early in their married lives—just how living alone compares with living with a husband or wife.

And for most of them the enforced trial separation has lasted so long that they aren't likely to forget it as long as they live. They aren't likely ever again to think in the middle of a quarrel or during a period when a marriage is full of problems, "If I just had my freedom." They've had their freedom, and most of them have discovered how empty it is.

The "trial separation" the war has forced on them couldn't end soon enough. They know as much about living alone right now as they ever want to know.

So it must seem incongruous to them that in Hollywood a couple have decided on their own to go in for a trial separation.

Behind Scenes in Washington

By PETER EDSON, La Grande Evening Observer Washington Correspondent

An unofficial yet highly authoritative opinion that the White House has no power under existing law to make executive agreements which would grant foreign airlines the right to operate in the United States is appearing in the forthcoming April issue of the George Washington University Law Review. Publication of this opinion may have important bearing on senate foreign relations committee consideration of the post-war international civil aviation convention drawn up at the 54-nation conference in Chicago last fall.

This G. W. U. Law Review article is something more than just another one of the endless series of long-winded differences of opinion among lawyers. It was written by Arne C. Wiprud, special assistant to attorney general in charge of transportation cases for the anti-trust division. Wiprud is the man who did much of the spade work for the department of justice suit against the western railroads on charges of conspiracy to fix rates. For a government attorney in his position to write an opinion that runs counter to the administration policy on handling postwar civil aviation matters is in itself unusual. Wiprud makes clear that his opinion represents his own views and not those of the department of justice. Yet the fact that all articles written by members of the department of justice staff must be cleared before publication gives these views more than passing importance.

"Under existing law," writes Wiprud at the end of his exhaustive research into all U. S. aviation laws and treaties, ". . . the conclusion of executive agreements to affect an exchange of operating rights is without legal basis. Such executive agreements, to have legal validity, would require the adoption and ratification of a treaty between the governments concerned."

If the Wiprud argument is correct, the

White House would have two choices. Either to recall the agreements and send them to the senate in the form of treaties for ratifications, or else ask congress for new legislation, an amendment to the civil aeronautics act of 1938 which would give the administration the power to do what has already been done.

If the White House and state department maintain their position, then the senate must either back down, admit it's licked by a fait accompli, and let the executive end of the government save its face. Or else the senate must go into open revolt and refuse to ratify the permanent convention until the executive agreements are sent to the senate for ratification like treaties.

Arne Wiprud is not the only lawyer in government who takes the view that executive agreements permitting foreign aircraft transport rights within the United States are not within existing law. Sen. Josiah W. Bailey of North Carolina, delegate to the Chicago conference and chairman of the senate committee on commerce, has testified before the foreign relations committee that he believes the interim agreement and possibly the first four freedoms—over the right of an airline to fly over foreign territory, to land for service, to put down and pick up traffic from and to its own country—are within existing law.

But on the fifth freedom Senator Bailey has his legal doubts. This fifth freedom would grant any international air carrier the right to put down or pick up traffic from and to other countries than its own country and the country to which it was flying.

"I have not been able to find in the law anything that will justify that," Senator Bailey told the foreign relations committee, "because I can see where American commerce would be shot all to pieces under it."

Funny Business



SO THEY SAY

The purposes and structure of the United Nations organization must be everywhere understood and children throughout the world must come to think of it as a part of their common heritage—as an institution to be cherished and developed.

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

With victory in both sides of the world now so clearly in prospect . . . we should not forget all might have been in vain if men of science had found no effective answer to the preparations which enemies to our freedom had for years been making in secret.

—Sir Henry Dale, president Royal society of London.

Hitler will bring down the whole show. German public opinion cannot say they are sick of it. So it's got to go on.
 —Field Marshal Sir Bernard L. Montgomery.

This Curious World



Quoting Odebs
 MANY NEAR-SIGHTED PERSONS ARE FAR-SIGHTED. SAY PETER N. KHOURY, OFFICE, NEW YORK.

CALIFORNIA!
 NOTED FOR ITS "HONEY," DOES LEAD OTHER STATES IN THE PRODUCTION OF HONEY.
 T. M. REG. U. S. PAT. OFF. 4-25

NEXT: Glass jug sabotage.