EDITORIAL PAGE

La Grande Evening Observer

Frank Schiro, Publisher

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They Send a Boy to Do a Man's Work

EVENING OBSERVER'S PROGRESS PROGRAM

IRRIGATION—Complete the Grande Ronde Valley irrigation project.

LA GRANDE — A city of 10,000 — Extend the city limits.

THOUGHT FOR TODAY

Thunder on! Stride on! Democracy. Strike with vengeful strokes. — Walt Whitman.

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Unreasonably Regional

This country is so full of regional pride and prejudice that inevitably a lot of political journalists hastened to explain the first president from Missouri with Missourian symbols.

There was a marked tendency, especially among the Washington and New York writers, to appraise Mr. Truman's qualities and predict his course of action in terms of the healthy skepticism and mulish resolution with which tradition has endowed the natives of his state.

Less specific writers sought to interpret the new president against the more general background of his midwestern origin. But a quick look around might convince the most casual seeker after typical midwestern political characteristics that there ain't no such animals.

It might be noted first that Alf M. Landon comes from Kansas, and Henry A. Wallace from Iowa. Senator C. Wayland Brooks is from Illinois. So is the poet and assistant secretary of state, Archibald MacLeish. Wendell Willkie was a native Hoosier, as is Senator Ray Wills. Senator Joe Ball hails from Minnesota, and former Senator Gerald Nye from North Dakota.

Now scramble them all together and try to find a common political denominator. You find instead that the theory of typical midwestern political temperament has been nipped right in its grass roots.

The same divergence can be found among prominent politicians from any other section of the country. No further examples are necessary to prove that you can no more explain Harry S. Truman politicaly in terms of prairie farmland than you can explain Franklin D. Roosevelt in terms of Groton and Harvard.

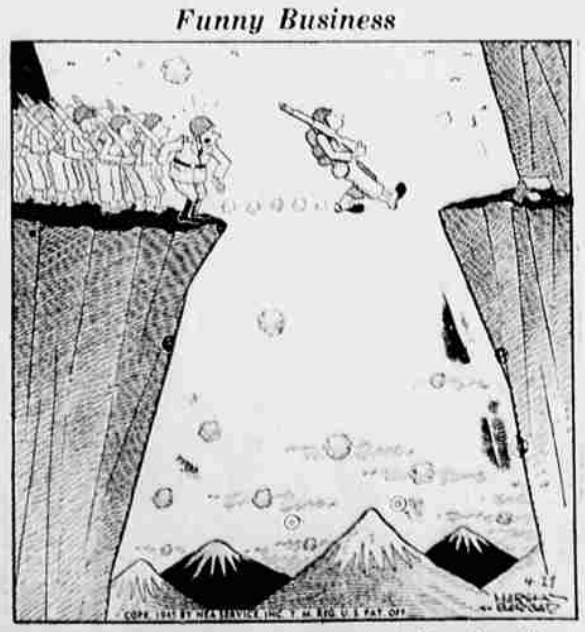
Probably our regional thinking is a holdover from a century ago when the gulfs between industrial New England, the argicultural south and the frontier west were very real and very wide. Some of the basic economic differences remain today and probably always will. But the expansion and development of our country, and particularly the abundance and speed of transportation, make any barriers of thought inexcusable today.

And yet regionalism still exists as a result of habit, thoughtlessness and, to some extent, a political expediency that fosters it. It is a mild form of bigotry and not too serious, perhaps. But it is not good, either.

Today especially we need to be Americans first of all in our political thinking. President Truman has appealed to "every American, regardless of party, race, color or creed," for support in the effort to gain lasting world peace. He will need that support in all his new and difficult duties.

That does not mean we must be uncritical, unthinking robots. Unity, not uniformity, is what we need. And it will be easier of attainment if we can get over the habit of viewing our fellow citizens in other sections of the country with contempt, suspicion or condescension, and crediting them with mass thinking based on some cock-eyed geographical concept.

Funny Business



"What I wouldn't give for a company of all magicians!"

• SO THEY SAY

The war cannot last much longer in my opinion. We have sunk very low.

—Goebbels.

We cannot have prospedity in the United States if the rest of the world is sunk in depression and poverty.

—Secretary of State Edward R. Stettinius, jr.

People here think well of Harry Truman. They think he will do quite well.

—Arthur Aull, Lamar, Mo., publisher.

President Roosevelt was one of the great men of all times—a builder of human values.

—Rep. John W. McCormack of Massachusetts.

Hidden or not, Japanese industry will not survive the bombardment in store for it.

—Maj.-Gen. Laurence S. Kuter, acting AAF chief of staff.

Washington Merry-Go-Round

By DREW PEARSON

SAN FRANCISCO — Last fall it leaked out that there was a drastic difference of opinion between the state department and the treasury over a soft peace for Germany, and after several weeks of discussion, President Roosevelt definitely threw his weight with the treasury in favor of a hard peace.

Top war department officials, influenced by the atrocities committed against American and allied prisoners, finally agreed with the president, and even the state department reluctantly swung into line.

For a long time it has been no secret that a group inside the state department favored a soft peace for Germany with a view to making her a bulwark against Russia after the war. But as long as Roosevelt was in the White House, the state department appeasers kept quiet.

However, on the day after his body was buried, a meeting of the German reparations committee was held in the office of assistant secretary Will Clayton at which both the state and war departments suddenly reversed Roosevelt's policy of a hard peace.

Specifically, they argued against the removal of nazi factories, machine tools, plant equipment or goods out of Germany. The Russians have proposed the removal of German war plants to help build up the hundreds of Russian factories destroyed by Germany. But the state and war departments maintained that no such German equipment could be removed from Germany without the unanimous consent of the reparations commission. Naturally this means that either the United States or Great Britain could block such removal since both sit on the commission.

This meeting, Assistant Secretary Clayton argued that American policy should favor leaving factory equipment and machinery in Germany so she can get back on a sound economic basis. He even mentioned that fact that Germany would need to import cotton to manufacture clothes and should be permitted to have enough exports to pay for the imported cotton. (Clayton is the biggest cotton exporter in the world and did a heavy business wih the nazis before the war.)

Russians Remember

Unfortunately the Russians are all too familiar with the attitude of the state and war departments toward them. Unfortunately, also, some observers believe this distrust of the U. S. state department is one reason why the Russians demand a strong, all-communist Poland.

However, no matter how efficient the peace machinery devised at San Francisco, it will not work if the two strongest powers supposed to keep the peace already have begun jockeying against each other.

The Russians cannot forget among other things the strategy of the Cliveden set in England (with which Churchill was once sympathetic) to stir up war between Germany and Russia while England sat on the sidelines. The Russians also know all too well the type of anti-Russian conversation that goes on at the home of Mrs. Evalyn Walsh (Hope diamond) McLean, when she entertains the elite of Washington society at her famous dinners at what is sometimes called the headquarters of the American Cliveden set.

The Russians knew in advance, for instance, that the Douglas Aircraft company had sold the plans for its DC-4 to Japan for $1,000,000 before Pearl Harbor.

And they have been especially interested in the war department's survey of the damage done to German war plants by U. S. planes, a survey to be undertaken by a group of bankers and top insurance executives, including: Henry C. Alexander, vice-president of J. P. Morgan; Fred Searles, Jr., president of several J. P. Morgan mine companies; Franklin O'Olier, president of the Prudential Life Insurance Co., and Robert P. Russell, president of Standard Oil Development Co.

Considering the manner in which Standard Oil of New Jersey collaborated with Hitler's cartels even after the war broke in Europe, and considering how the J. P. Morgan branch bank in Paris collaborated with the nazis even after Pearl Harbor, you can't blame the Russians for wondering whether this survey actually isn't for the purpose of getting a line on German industry and building it up after the war.

American Industry Wants In

Already, the state department is being bombarded by American industrialists who owned factories in Germany before the war and want to get back to start operating them. Among the leading pressure boys is Graeme Howard, vice-president of General Motors in charge of operations in Europe (and Germany.) Howard helped organize Franco's

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WE, THE WOMEN

By RUTH MILLETT

The women around the bridge table were comparing notes on what they should have been doing at home, instead of playing cards for a whole afternoon.

But they all agreed that they still belonged to their bridge club—even when they couldn't afford the time—because they simply had to get out and talk to people once in a while.

There are a lot of women in the same boat. They don't like to give up the social clubs they used to have time for because they still like to get out and see their friends—and yet they aren't really comfortable spending whole afternoons in which they accomplish nothing, when they have so much to do at home.

Why wouldn't it be a good idea for women like that to start having some over-all parties, instead of bridge parties? Instead of meeting at Mrs. Jones' for a fancy luncheon and bridge, why not meet for a picnic meal and planting Mrs. Jones' garden?

When it's Mrs. Smith's turn to entertain she may want help with the family mending, with painting the kitchen, or with refinishing an old piece of furniture.

But whatever the job — it would not seem like real work if it were done to the tune of laughter and gossip and the swapping of ideas.

And the women could enjoy getting together without being bothered by the nagging thought that they were wasting hours they had no business wasting.

Just think how much could be accomplished in the time it takes eight or twelve women to play three rubbers of bridge.

Behind Scenes in Washington

By PETER EDSON, La Grande Evening Observer Washington Correspondent

Where the department of state gets on and off in the present misunderstanding with the senate foreign relations committee over postwar international aviation treaties and executive agreements is a little involved.

An effort has been made to hang the blame for the whole business on Adolf Berle, former assistant secretary of state and chairman of the 54-nation conference on civil aviation held at Chicago last fall.

But an equally strong case can be made to show that the senate is at fault: first through a law that can be interpreted two ways; second because the two senate delegates to the Chicago conference weren't on the job; third because several senators in key positions gave loose permission to the department of state to go ahead with the executive agreements and now wish they hadn't.

The whole thing has been kicked around. Berle's part goes back to January, 1944, when he was put in charge of the international communication and transportation divisions of the department of state. The president and Secretary Hull were too busy with the war, so Berle had clear tracks and lines, and he went ahead to shape a postwar aviation policy for the United States.

Berle formed an inter-departmental committee with representatives of CAB, commerce, war, navy and other interested agencies in Washington. In March he went to London to talk things over with Lord Beaverbrook, his opposite number in the British government. In July Beaverbrook came to Washington. There were other conferences with representatives of nearly a dozen countries. What was said is a closed book, but out of these conferences came the state department policy and the plan for the international conference which finally opened in Chicago Nov. 1.

A special senate committee under ex-Sen. Bennett Clark tried to stop any commitments, pending senate approval, but couldn't make it stick. People who don't like Berle or what came out of the Chicago conference say he swallowed what had been British policy for the last 20 years and even gave the British more than they asked for, after which they put up a show of reluctant acceptance.

But there are just as many people who say Berle did a grand job, traded and maneuvered the British out of their scheme to control world aviation, and won a lot of new rights for U. S. postwar aviation.

Take your pick. Only time and actual experience will prove which is right.

But with Berle eased out of his job and packed off to Brazil as ambassador, the job of carrying out the Berle policies has fallen on others, principally Assistant Secretaries Will Clayton and Dean Acheson, and Stokeley W. Morgan, head of the aviation section in the department of state under Clayton. Morgan was the only one of the three at Chicago.

Morgan admits there is room for a misunderstanding on what passed between Senators Bailey and Brewster and Assistant Secretary Berle. But Morgan as a technical expert was on the drafting committee that drew up the interim agreement and the two-and five-freedoms agreements and it is his contention that these documents were drawn up within the scope of the present law. This opinion is supported by state department counsel.

The supporting argument is: Under the civil areonautics act of 1938, the civil aeronautics board has the power to enter into bi-lateral agreements with any government for foreign air rights.

There were 12 such bilateral agreements in force at the time of the Chicago conference.

The only difference between those agreements and the agreements drafted at Chicago is that this government proposed to do by multi-lateral agreement what is had already been doing in bilateral agreements with Canada, Great Britain, Italy, Norway, the Netherlands, New Zealand, France, Portugal and others. In other words, it is claimed that an agreement made with all the 54 nations at Chicago would be a tremendous thing for U. S. aviation, opening unlimited prospects for development of U. S. air routes all over the world.

Side Glances

"But it helps, Mom, to put on my shirt before I wash in the morning—then I know just how far I have to go!"

• McKENNEY ON BRIDGE

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

THE OLD CHALLENGE RULE CONTROVERSY

Another of the famous names of a few years back is George Reith, who for years was associated with the Knickerbocker whist club. George wrote several books on bridge, but he is probably most famous for his effort to get into the rules the "challenge." As a matter of fact, the Knickerbocker whist club adopted the "challenge."

The "challenge" was an attempt to end the confusion as to whether a player making it wanted his partner to bid or wanted to play the hand for penalties. Under this rule, if you doubled you meant that you thought you could beat the contract and wanted to play the hand for a penalty.

However, if you challenged, it meant that your partner had to bid.

There was quite a feud over the "challenge." Ely Culbertson resigned from the Knickerbocker whist club in protest.

Here is an example of how the "challenge" was used:

South has made a fairly weak opening bid. Now if West doubles, under our present conventions that would be demanding East to make a bid. But under Reith's plan, if West wanted his partner to bid, he could say "I challenge," in which case East would respond with a bid or, if he felt his hand was strong enough to, he could change the challenge into a double.

But in today's hand West would double because his side is not vulnerable and he feels he can defeat South's contract. Therefore, although East had a fairly weak hand, he knows that he is safe in passing as his partner has told him he thinks he can defeat the contract.

You can see that after cashing three diamonds and shifting to a club, the best declarer can do is take four tricks, thereby going down three for a loss of eight hundred.

Questions & Answers

Q—Who is Sir James Grigg?
A—British war minister.

Q—How many rivets go into a B-24 Liberator?
A—About 400,000.

• IN FORMER YEARS

30 Years Ago

Mr. and Mrs. Robert Rudd returned from Eugene. Rudd was employed in the La Grande garage. They were making their home temporarily with Mr. and Mrs. Frank Chatas.

Robert Mays, former postmaster of Elgin was in the city on his way to visit his brother Charles Mays of the North Powder district.

Mr. and Mrs. J. D. McKennon left for Arkansas and other eastern points to remain for several weeks visiting old friends and investigating business conditions.

Mrs. W. H. James and daughter, Mrs. Garey, arrved from Winnipeg, Canada, to make their home in La Grande.

15 Years Ago

The heaviest rain in several weeks fell in La Grande. The majority of the crops had been planted in the valley and the rain was welcomed by most farmers.

The Rev. W. H. Hertzog arrived from Salem to occupy the pulpit in the First Methodist church.

10 Years Ago

Peggy Bohnenkamp has gone to Portland where she will visit friends and relatives. She took a carload of girls to Forest Grove to take part in the state glee club contest.

Bart Robbs and John Warnstaff killed three rattlesnakes near Union. They were hunting coyote dens when they found the reptiles, the largest one measuring four feet in length with 11 rattles and a button.

The Imbler P-TA gave a surprise party in honor of Mr. and Mrs. James King, in Wade hall.

This Curious World

NEXT: Nature's flying instructors.