

# EDITORIAL PAGE

La Grande Evening Observer

Frank Schiro, Publisher

FRIDAY EVENING, JULY 13, 1945

Page Two

## Got the Tree Almost Smothered to Death



**EVENING OBSERVER'S PROGRESS PROGRAM**  
**IRRIGATION—Complete the Grande Ronde Valley irrigation project.**  
**LA GRANDE — A city of 10,000 — Extend the city limits.**

## Air Needs For La Grande and Area

A primary consideration for the people of this area, perhaps more important than it may seem at the moment, is the development of its airport facilities and services.

This is vital, not only to provide the area with nicely balanced service from the air channel point of view, but also to keep on equal footing with similar communities throughout the area so that its businesses and residents will be under no competitive disadvantages — those here located at the present time and those which we hope to attract in the future.

The chamber of commerce, through its various committees, has kept in close contact with feeder line developments in the west, having made application for stops on several major lines. During the hearings in San Francisco, a representative of our local chamber sat in, presenting, insofar as possible the needs of this section of Oregon.

Since those proceedings closed, most communities have been marking time in completing their airport expansion programs, but several developments are underway which need the attention of civic bodies and individuals.

The civil aeronautics administration after requesting the assistance of the Oregon state board of aeronautics, held a series of meetings throughout the state to find out at first hand, the needs of communities, large and small, throughout Oregon.

At that time, it was made clear federal and state programs were decidedly indefinite. Legislation was not yet formulated and the amount and kind of assistance which could be expected from the federal government had not been decided. The state's program, necessarily dependent on the federal program, was also indefinite.

At this time, the same indefiniteness and incompleteness remains. The difference is this: the federal government is now considering legislation for the purpose of enlarging commercial and private aviation.

It is our task to be sure that our federal representatives are made familiar with the character and kind of our airport and aviation needs so that ours and similar communities will not be held back in the next few years.

Northeast Oregon has enough residents and businesses to demand regular air stops and airmail service. We need these immediately and should be sure that no obstacles are set in the way of our acquisition of them.

Civic bodies and organizations should be urged to continue their work on this matter by every individual interested in our air development and it would not be amiss to contact our federal representatives personally.

While we are on the subject, we should point out that in the last few months there has been developing at the local airport a fairly complete service through a concern which has a lease arrangement with the city.

Area citizens now have available to them competent flying instruction, can charter airplanes for necessary trips; farmers are now able to obtain many air services formerly unavailable, such as crop dusting, range salting, etc.

Shortly the concern expects to put underway a daily flight to Portland and return. These services are valuable. Every effort should be made to encourage their expansion.

## SO THEY SAY

"We want to ask the United States of America to be our guardian and protector."  
 —Petition of Majura Atoll in the Pacific.

"I'm tired of hoodlums coming in from neighboring areas and giving Chicago a bad name."  
 —Mayor Edward J. Kelly, of Chicago.

"Japan's big business is not in any way interested in anything short of total victory."  
 —Akihiro Fujiyama, Japanese industrialist.

"We have already run into some cases where veterans have been taken advantage of by unscrupulous promoters of non-operated machines who give the impression that owners have nothing much to do but sit back and watch the money roll in."  
 —Nathaniel Leverone, president, National Automatic Merchandising association.

# Washington Merry-Go-Round

By DREW PEARSON

WASHINGTON — There is more than meets the eye behind the appointment of Carl Moran, ex-congressman from Maine, as new assistant secretary of labor. It probably means a gradual movement away from left-wing labor groups and no more "clearing it with Sidney."

Moran is one of the early New Dealers, a forthright, hard-hitting liberal; one of the few democrats ever elected to congress from the rock-ribbed republican state of Maine. He joined with GOP Senator Owen Brewster, when the latter was governor, to fight the Insular power interests, and he, himself, came within a close margin of being elected a democratic governor of Maine.

After two terms in congress, Moran was appointed to the maritime commission, got fed up with the dictatorial methods of Admiral Land, and went back to Maine to run his father's insurance company.

Moran is pro-labor, will fight for labor when it is right, but will also fight against labor when it is wrong. No one could have had a more pro-Roosevelt record when in congress; but, on the other hand, Moran is one of the closest friends of labor-enemy Ed Burke, counsel for the coal operators.

The two got to know each other when Burke was in the house and later in the senate from Nebraska. And John L. Lewis would have had fits the other night if he had looked in on a private party where the new secretary of labor, Lew Schwelienbach, and his new assistant secretary, Carl Moran, were entertaining Ed Burke, representative of the bituminous coal operators and bitter enemy of the United Mine Workers.

What is bound to rile the CIO regarding the Moran appointment is that the first assistant secretary of labor is an AFL man, Dan Tracy, and the job of second assistant secretary was to have been given to a CIO man, John Gibson of Detroit. Gibson was named just before Roosevelt died, but his name never went to the senate. Now Moran gets his place.

Moran will be a fair and impartial sup-

porter of labor. But his appointment undoubtedly means an increasing rift in the already widening gap between Hannegan and Hillman.

## Wrangling Over Berlin

Insiders who have watched the current American-Russian wrangling over areas in Berlin say there is one important lesson to be gained—in the future we must decide these questions while our allies' tears are hot.

That was the advice which Wendell Willkie once gave the late president. Referring to the way Russia and Britain were calling on us for aid in the early part of the war, Willkie advised Roosevelt:

"As lawyers, you and I know that it pays to collect your fee while your client's tears are hot. Once their case is won, they forget. So now is the time to get commitments from our allies regarding what we want after the war."

Inside fact is that it was because of bickering between U. S. agencies that arrangements for governing Berlin were not worked out exactly one year ago. The Russians, during the summer of 1944, were ready to arrange the details regarding post-war Germany. The matter had come before the European advisory committee on which Ambassador Winant sat as U. S. representative, and at that time—"while the tears were hot"—we could have written pretty much our own terms.

However, the war department wanted sole authority to handle post-war Germany. They didn't want Ambassador Winant in the picture, nor other U. S. civilian agencies. Things drifted all during the summer, until finally Secretary of the Treasury Morgenthau brought the situation to a climax by pointing out to the president that almost nothing had been done.

The army then called for a showdown and stuck to its demand that it have sole authority to handle Germany after the armistice. Roosevelt concurred.

# WE, THE WOMEN

By RUTH MILLETT

Things that by now we could get along without:

The salesperson's reminder that "You're lucky to get this" after you've walked all over town looking for a scarce article and are paying a handsome price for it.

Public figures who exhort us not to travel, when members of their own families are making trips we read about in the papers.

Movie stars who are with their husbands or in the process of divorcing them telling war wives how their men should be treated when they get home.

Smart alecks who brag about how they managed to get a pound of butter, extra gas, or a nice thick steak without giving up any ration tickets.

Pictures of actresses and movie stars telling housewives who wouldn't think of wasting a tablespoon of fat (because they have to cook with it) not to throw away waste fat.

Hotels that let you set your heart on ham

or steak because they keep listing a la carte menus, when they haven't had any of the food in months just so, as one waiter put it, "the menu won't look so empty."

Magazine advertisements that show beautiful pictures of food, the ingredients of which haven't been available in months.

Home decoration magazines telling how charming are curtains and bedspreads made of enough gingham for a three-year-old's play suit.

Articles on post-war living that practically promise everybody a stream-lined dwelling place where the work is miraculously done by pushing buttons.

Government statements that civilians actually have more meat per person than they were consuming in the "good old days"—when after waiting in a long line before the butcher counter often your only choice is cold cuts or tripe.

# Behind Scenes in Washington

By PETER EDSON, La Grande Evening Observer Washington Correspondent

WASHINGTON, July 13—Don't be in too much of a hurry about trying to buy a ticket for an airplane ride to Europe. Best dope seems to be that it may be three months, possibly six months or a year before the three U. S. airlines can get going on the new trans-Atlantic air routes just authorized by President Truman and the civil aeronautics board.

Pan American Airways, American Export Airlines and Transcontinental Western Airlines are all anxious to begin, but three things are holding them up.

1. Lack of planes. Pan-American has five Boeing Clippers, Export two Sikorskys, all under contract to the military. TWA has five Stratoliners in domestic service, but if it can get replacement for them in two-engine planes, it may get the jump with service to Paris via Newfoundland ANF Foynes, Ireland.

2. Need to arrange for air bases, communications systems, weather reporting service and ground crews in European countries. U. S. army air force installations in Europe can't be turned over to commercial airline operators without a lot of dickering.

3. U. S. department of state must complete agreements with some 24 countries to which routes have been authorized. This is the most important requirement of all. Agreements for landing rights have not been completed with Canada, Iceland, Ireland, Sweden, Denmark and Spain. In addition, the state department made agreements with France and Great Britain before the war and Pan-American has landing rights in Portugal and Marseilles, France.

Briefly, the new routes approved are these: American Export to operate over a northern route to British Isles, Scandinavian countries, Berlin and Moscow.

Pan-American to operate via British Isles and the middle-Europe to Turkey, the Near East and Calcutta. TWA to Paris, Spain, the Mediterranean countries and Bombay.

In negotiating for transit and landing rights in countries along these routes, the international civil aviation agreements worked out at Chicago last fall now appearing to be a considerable advantage. For instance, British aviation interests may have natural desire to block American competition in Europe. The pre-war British-American agreements permit airlines of the two countries to operate on an even basis. That is, British Overseas Airways corporation can now operate only four schedules a week to

the United States, so U. S. airlines may operate only four schedules a week to the British Isles.

But, the British government signed the so-called "Two Freedoms" agreement at Chicago and this gives any U. S. airline the right to operate through the British Isles to points beyond, just so the U. S. airline does not pick up or discharge passengers and cargo at British airports. Under this deal, Pan-American and Export Airlines might run 50 flights a week through London to refuel for points beyond. The hope is that when the British see all this traffic going through without their getting any benefits from it, they'll want a piece of the business and let down the bars.

Now that the three U. S. airlines have been officially designated for service to Europe, it is expected that many of the smaller countries will be ready to sign agreements permitting unlimited service by American planes to and from their territory. When these agreements are made, the only thing holding up the service will be securing the necessary equipment.

All three of the airlines given post-war commercial rights to Europe are now operating services for army and navy. There is terrific pressure on the army to release some of its four-engine transport planes for commercial service. So far, this pressure has been resisted because the Air Transport Command has been given the job of flying back some 50,000 troops a month. After that, many of these planes may be assigned to the Pacific. But, it would take only a dozen planes to put the airlines in international business.

U. S. airlines now have 400 four-engine aircraft on order, from Douglas, Boeing, Lockheed and Consolidated. Military transport models are now in production and when army and navy requirements are met, production lines could be easily converted to commercial orders.

Even when the airlines have the planes and even when all the necessary treaties or signed, there will be other obstacles, foreign commercial airports must be designed, radio communication and weather reporting services established, crews trained to operate them. Finally, all these planes, crews and services will have to be inspected and licensed to operate in the United States and foreign countries to insure the safety of the traveling public. That will take more time.

## Side Glances



"After two years with a job of inspector in a bomber plant, it'll take me a while to get used to hard work again like this ironing!"

## McKENNEY ON BRIDGE

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

### TO LOCATE MISSING QUEEN, LEAD JACK

There is an old saying in rubber bridge that you should play the queen over the jack; you will find tournament players doing

AK7	AK3
J1063	QJ983
AJ1097	AK8
Q64	AK8
742	QJ983
97542	AK8
84	QJ983
AK7	AK3
J1063	QJ983
AJ1097	AK8
Q64	AK8
742	QJ983
97542	AK8
84	QJ983

Dealer

Duplicate—N.-S. vul.

South	West	North	East
1 Pass	2 Pass	2 Pass	2 Pass
4 Pass	2 Pass	2 Pass	2 Pass
Opening—♥7.			14

duplicate club the other night win top score on this hand following that theory. The opening lead was won with the king of hearts and the declarer now led the jack of spades. West covered with the queen, and the trick was won in dummy with the king. The ace was cashed, dropping the ten spot. Again maneuvering to get a queen over a jack, the jack of clubs was led from dummy and East made it easy by covering with the queen. Thus, the declarer was able to make five spades, five clubs and the ace and king of hearts for six odd.

## IN FORMER YEARS

### 30 Years Ago

Dr. George O'Connor was a visitor in Boise last week. He reported business conditions were not the best.

Many improvements are being made about the grounds of the S. E. Miller place in north Union, adding much to the beauty of the place, recognized as among the most beautiful-grounds in the city.

Prof. Aubrey Smith and family came over from Union yesterday to attend the Liberty Bell celebration.

### 15 Years Ago

Between 400 and 500 members of the Knights of Pythias lodges and their families of Union and Wallawa counties met today at Elgin for the annual picnic. After the potluck dinner early in the day, there was a baseball game and a horseshoe pitching contest.

The La Grande municipal band was announced second winner in the Northwest band contest held at Jantzen beach.

### 10 Years Ago

Mr. and Mrs. T. R. Maxwell, Mrs. Lester Bramwell and daughter, Virginia, and Frances Waugh returned from Wallawa lake where they spent a week camping at the Stringham cabin. Miss Bramwell continued to Hood River where she will finish her vacation.

A marriage license was issued recently at Walla Walla to Elvin King and Millicent Hanson, both of La Grande.

## This Curious World



ALL FISH LEAVE  
 ORIGINALLY CAME FROM THE OCEAN!  
 NEW RACES DEVELOPED WHEN  
 GROUPS BECAME ISOLATED OR OTHERWISE ISOLATED.

WHAT ARE THE ROARING FORTIES?  
 WHOOPE!

ANSWER: A region of heavy gales in the North Atlantic, between the 40th and 50th parallels of latitude.

NEXT: How candy used to get that pink look.



"Oliver insists on the steak being cut into exactly even portions!"