



EDITORIAL PAGE

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Regulating Converted Landlubber

Boating has become so popular in this country the federal government has agreed to step in and help regulate the growing number of converted landlubbers where the states do not act. Federal "encroachment" in this field can be welcomed.

Under federal legislation adopted at the 1958 session of Congress, states have until April 1, 1960, to number boats and issue certificates to their owners. The federal government will do the job thereafter for the states which have not taken action themselves.

In the state of Washington, Substitute House Bill 151 passed in the House during the last session of the Legislature, but the Senate took no action on the measure. As the Legislature does not meet in 1960 it is likely the U.S. Coast Guard will number all motorboats in the state over 10 horsepower used on federal waters after the April 1960 deadline.

Another arm of the 1958 Federal Boating Act is in requiring boaters to report all accidents involving motorboats or pleasure craft on federal waters to the Coast Guard where they result in loss of life, injury to any person causing incapacitation for over 72 hours or in damage of property in excess of \$100.

Regulations embodied in the federal act are designed to reduce accidents and loss of life among our boating population. "Safety on our recreational waterways is the result of common sense, courtesy and education," Vice Admiral A. C. Richmond, commandant of the U.S. Coast Guard, has stated. "Whether a motorboat becomes a pleasure boat or a menace to life and property depends upon the manner in which it is maintained and operated," he said.

Many tragedies in boating accidents

during the last month have been scored by human errors. Death toll will continue to rise among recreation boaters until chances for errors of this kind can be minimized.

Local power squadrons, Coast Guard auxiliaries and similar agencies offer the best opportunity for boaters to learn more about how to handle themselves and their craft once on the water.

An indication of the growing popularity of the Longview Power Squadron is contained in plans for holding an instructor techniques course this fall to train more instructors who will, in turn, train boaters in courses ranging from seamanship to engine maintenance.

Interest in these programs has extended beyond the boat owner to those who have enrolled because they will be on the water, guests of a skipper.

Local boat safety programs are being outstripped by boat sales, however. Sales of outboard motors are reported running 50 per cent ahead of last year in some areas. An added inducement to buyers is the "pay-as-you-cruise" plan, and "boatels" are springing up along waterways in association with marinas which combine the features of service station-restaurant-general store.

If pleasure boating is to become a safe national hobby—last year alone an estimated 37 million Americans enjoyed boating—the cooperation of local, state and federal agencies will be required to assure that safe practices are developed and followed. The programs of these agencies will be rendered ineffective, however unless the individual boater is willing to absorb the course material and practice what he learns. An alternative is to become a part of the mounting statistics developed by drownings at sea.

They're Their Own Worst Enemies

Alabama segregationists have forced the removal of "The Rabbits' Wedding," a harmless little fantasy written for pre-school youngsters from open library shelves in Montgomery. The book is, they claim, propaganda for integrationists.

The reason? Because the book shows that the romance is between a white rabbit and—horrors—a black rabbit.

Garth Williams, the author and illustrator of the little book, says he made the rabbits different colors for pictorial reasons.

Williams said the book "was written for children from two to five who will understand it perfectly. It was not written for adults who will not understand it because it is only about a soft, furry love and has no hidden messages of hate."

Stupid complaints of this nature do more to hurt the segregationist cause than all the high-sounding phrases which can be put together by all the writers and speakers on the subject.

(This is as bad as the complaints of the super-super-anti-Communists that "Robin Hood" should be removed from library shelves because it was Communis-

tic in that Robin took from the rich and gave to the poor.)

These people are their own worst enemies.

Barbs

When a newly married couple gets a roof over their heads you can't blame them for wanting to raise it.

We hope you have such a swell time on your vacation that it'll be worth going broke for.

Some day a contractor is going to build a living room large enough to hold all the youngsters' toys.

Having your car overhauled before a long trip can save you the trouble of having it hauled over to some garage.

Think of the time wasted by folks in an office explaining to others how busy they are.

There are so doggone many things to live for it makes it easier to live on less.

DREW PEARSON

Pearson Attends World Conference In New Role

BY JACK ANDERSON
 Editor's Note: While Drew Pearson is serving as a delegate to the Atlantic congress in London, his column is being written by his associate, Jack Anderson.

WASHINGTON—Although his reputation is built on scoops and scandals, Drew Pearson at heart is a crusader. He is now in London pursuing his favorite cause: people-to-people friendship.

For the first time in over 30 years of covering diplomatic doings, he is attending an international conference not as a newsman but as a delegate. He must find it strange covering the talks from the inside instead of buttonholing the participants for news leaks.

Before departing, Drew confessed with a sly smile: "I don't know whether I should leak to myself or not."

From the Washington arms conference in 1921 to the Summit conference at Geneva in 1955, he has watched history unfold from ringside. But, of all the great world conclaves, none could stir him more than the Atlantic congress of the NATO alliance which he is now attending. For its people-to-people theme is a tune he has played more than any other on his typewriter.

Drew probably originated the idea of people-to-people diplomacy. Readers of this column will remember:

1. The historic friendship train which rumbled across Europe with food from the American people. Drew conceived the idea and organized the train.
2. The freedom balloons which floated friendship messages to people behind the Iron Curtain. Those were the days before the first parts appeared in the curtain.
3. Such other projects as the vote-for-democracy letters to Italy and the messages-to-Moscow contest for high school students.

Chat With Ike
 But what readers won't remember, because Drew never wrote about it, is that he talked to Ike as early as 1958 about a people-to-people campaign to penetrate the Iron Curtain. They chatted privately at a luncheon where Ike presented Drew with the Father-of-the-Year medal.

At this luncheon, Drew predicted Ike would become president of the United States, and tried to sell him on the need to win friends among the common people, not the commissars in Communist countries. Drew pointed out that dictatorships could start a war without worrying about a congress, churches, or a free press. But even dictators had to consider their people. Consequently the best guarantee against war, he said, was to reach the Russian people.

Ike showed little interest in the idea which 10 years ago was considered revolutionary. It was one reason why the late Sen. Joe McCarthy attacked Drew on the Senate floor. But undeterred, Drew kept flailing away at his idea in the column, on the radio, among government officials. He even took a trip along the Iron Curtain from Turkey up through Yugoslavia to Berlin, trying to organize a European committee to help get friendship messages to the Soviet and satellite peoples.

Some thought Drew was becoming a crank. Others, like Gen. Omar Bradley, then chairman of the joint chiefs, and assistant Secretary of State George Allen liked the idea.

Now it seems to be paying off. Thousands of students, teachers, scientists, businessmen, artists and tourists are working at people-to-people friendship on both sides of the Iron Curtain. Even Ike, a skeptic at the start, has endorsed the program.

Perhaps you will excuse my boasting now that the boss has finally got some recognition as an official delegate to this people-to-people conference.

The "Big One"
 Spitting out the words harply, President Eisenhower made it clear the other day that he would use the H-bomb if a future "little war" should get too big for our conventional weapons.

He disclosed this to John Mahan, commander of the Veterans of Foreign Wars, during a private, 40-minute White House conference. The young, live-wire VFW commander stressed the need for a 900,000-man army and 300,000-man Marine Corps to meet the threat of limited wars.

Ike removed his glasses and slammed them down on his desk. "Well, I'll tell you about limited wars," he snapped. "If three Army divisions, two Marine divisions and those . . ."

He stumbled for the right word. "Those darn things that float on the water and launch airplanes—what do they call them?" "Aircraft carriers, Mr. President," said an aide.

"Aircraft carrier," echoed the President. "If they can't handle it, we will throw the big one at them."

By the "big one," it was clear he meant the H-bomb.
Foreign Flashes
 From Baghdad the American embassy reports that Premier

Kassem is successfully checking the spread of Communism in Iraq. He has refused to carry out the death sentences slapped on Iraqi nationalists by the pro-Communist military tribunal. In one embassy dispatch, Kassem is quoted as calling Court President Mahdawi a "court jester." . . . Yugoslavia's Marshal Tito snubbed a secret invitation to meet with Russia's Premier Khrushchev when he was in neighboring Albania last week. Khrushchev sent word he was ready to talk about a reconciliation with Tito if the Yugoslav leader would come to the Albanian capital of Tirana for a meeting. Tito didn't even bother to answer, but he let it be known indirectly that Khrushchev could come to Belgrade if he wanted to talk . . . For nearly a month, American Ambassador Tom Whelan has been bombarding the state department from Managua with urgent cables predicting an invasion of Nicaragua. Unfortunately, the State Department refused to believe his warnings. But almost to the day Whelan named, three plane-loads of rebels landed in Nicaragua to spearhead the revolt.

BRITISH HERO ILL
 LONDON (UPI) — A hero of the Battle of Britain, former RAF Group Capt. A. G. (Sailor) Malan, is in London to receive treatment for Parkinson's Disease. Malan, who had 32 enemy planes to his credit, now runs a farm in South Africa.

QUOTES FROM THE NEWS

MEADVILLE, Pa. — White House Press Secretary James C. Hagerly, predicting that an instantaneous world-wide telecast would take place in less than 2½ years:

"It could be an important key in unlocking some of the barriers that now limit a free exchange—a broad communication of ideas—among the peoples of the world."

EAST ORANGE, N.J. — Ciro Bravata, on plans to divorce his wife and marry the woman who bore him quadruplets Saturday:

"I always intended to legalize it. My intentions were honorable. But how was I supposed to know we'd have quadruplets. If we'd had twins this wouldn't have happened."

WASHINGTON — Senate Democratic Leader Lyndon B. Johnson, calling for flexibility in this nation's foreign relations:

"We cannot stake our future on one policy or program any more than we can rest our bodies on a one-legged stool."

MCRAE, Ga. — Mayor George Callihan, on proclaiming a state of emergency after the derailing of two tank cars containing deadly chlorine gas:

"Everyone is staying awake. There's no peace of mind knowing all that poison is waiting there."

New Rocket Plane Gets Glide Flight

EDWARDS AFB, Calif. (UPI)—The X15, America's experimental rocket ship, was slated to take its first glide flight today.

The sleek, stub-winged craft will be taken aloft under the wing of a giant B52 jet bomber and then cut free at about 30,000 feet for a swift free flight back to earth. It will be without fuel.

The test, repeatedly postponed because of bad weather and technical difficulties, is part of a long series of tests leading to an operational capability of the needle-nosed craft. It is designed to penetrate the fringe of space 100 miles high at speed around 4,500 miles an hour.

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