

BROOKINGS-HARBOR PILOT

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Sense And Some NONSENSE



By Dewey

Those who heard Walter Winchell, Sunday evening over Mutual Broadcasting Co., were not particularly surprised at what he said, concerning Russia and the probabilities of war with that nation in the not too distant future. Certainly the closing of the Russian frontier to all foreign news men and to the group of U. S. Senators who wished to visit that country, would indicate that much. Russia, through her actions at the United Nations assembly indicates she intends to put up a smoke screen while something is going on.

Her vitriolic denunciations of America through the controlled press do not indicate that Russia wants harmony with the world, and especially this country which saved, through lend-lease, that nation from being eliminated by Hitler in the dark years of war.

Russia has a plan to force the world to become communistic—the steps she will take to accomplish this fall short of nothing.

Winchell, during his time on the air, pointed to the bacterial warfare that Russia was working on, and told of the possibility that such was being practiced in Egypt today, where a cholera epidemic is in sway and costing many lives. This he did not assert as fact, except that certain actions points strongly in that direction.

Congress, by failing to keep America strong in way of military strength, has let the gates down for foreign aggression, and today, this nation is as hopeless as Pearl Harbor found it. Caution should be the policy of congress, instead of apparent indifference.

Readers of Del Norte Tri-plate, last week noted the scathing editorial comment directed at the Pilot for criticizing outside papers of keeping aflame the school fight of this district. Ye editor of the Triplate believes it good journalism to give "free space" to outside interests which do not help in building a community harmony.

In its defense, the Triplate stated that it threw open its columns for benefit of the large Brookings circulation. Maybe it can be used for an excuse, but who is kidding whom—about this idea of helping.

Courtesy, as practiced by so many newspapers, especially if the towns are seeking special favors, may be compared to a steel fist encased in a kid glove. Boy, there have been volumes written on salesmanship, but none included the type practiced by a few contemporaries.

Any Crescent City faction which

might come to the Pilot to defeat an issue in that city, naturally would be the opposition—such, as was seen through the school affair. The Pilot management feels that it can tell the difference between constructive and destructive aid. Just any of the people of this area felt the same way about the action of these papers in this school matter, which was made look foolish by the vote recently.

Contrary to what the Triplate would have readers believe, the Brookings budget called for better education, better schools—not the kind Triplate said was given to children of Japan. The Triplate would find it lots more profitable to tell people of the tourist cabin accommodations in Del Norte county.

Greyhound Will Maintain Policy

SAN FRANCISCO—F. W. Ackerman, President of the Pacific Greyhound Lines, stated today that the consent decree entered in the United States District Court in litigation instituted by the Government against his company and others will require no change in the policies or practices of the Pacific Greyhound Lines in its relationship with other bus lines, operation of terminals or establishment of rates, since the company has been operating for a long time in the manner required by the decree.

However, pursuant to the decree, the operating rights of the Dollar Lines, in which Pacific Greyhound Lines have a minority interest, will be sold. Southern Pacific Company will be permitted to retain its minority stock interest in Pacific Greyhound Lines on a non-voting basis but will have no representative on the Board of Directors or as an officer of the Pacific Greyhound Lines.

In 1929, with the approval of the then Railroad Commission of the State of California, California Transit Company and Pickwick Stages System consolidated their operations to form the immediate predecessor of Pacific Greyhound Lines. Southern Pacific Company, which directly and through subsidiaries was operating several bus routes, became a party to the arrangement and received stock in the merged company which now amounts to 34% of the outstanding stock of Pacific Greyhound Lines.

The Greyhound Corporation, with headquarters in Chicago, owns 61% of the outstanding stock and has always controlled the selection of a majority of the directors of Pacific Greyhound Lines. The company's operating policies have always been determined by its own officials and

will continue so to be. It has always been active in negotiation between Pacific Greyhound Lines and Southern Pacific Company and the competition continue since the very nature of the services operated by the companies is definitely competitive.



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