

Whatever Tokyo Does, They Are Good Americans

THE Japanese government has modified its plan to detain Americans in Japan as "hostages." The plan immediately affected about 100 Americans who had made all arrangements for departure.

There are many Japanese, aliens ineligible for citizenship, in the United States. Those who came here, came of their own free-will and are at liberty to depart when they please.

Children of Japanese parents have for years had the benefit of the American system of free education. Those born in this country automatically become citizens at the age of 21.

These young men and women and children of Japanese parents are in this country by right of birth. They belong here; all of them know it, and most of them truly feel it.

If any alien Japanese in this country wish to leave it, the government, as has been said, will not detain them; no one will say them nay.

These are things for all Americans to remember and govern speech and action accordingly, no matter what does the Tokyo government may cut, nor how severe the strain upon international relations may become.

It's About Time

PARALLELING in news value the story of a man biting a dog is the story of a federal administrator withdrawing sanction to spend money.

Taking inspiration from the success of the Seattle Housing Authority in procuring permission to deface Yesler Hill, a group of county busy-bodies decided on a similar project.

None of the few residents of Black Diamond asked for this kind of housing; but whether they wanted it or not made no difference to the promoters.

Administrator Carmody was a recent visitor in this neighborhood. He was interested enough to take a look at Black Diamond and talk with people who live there.

It Carried Your Mind Afar; But Now the Steeple Is Gone

AT the end of Fairview Avenue, as one drove along it southward from the lake, a church steeple once rose among the rooftops. It was not an elaborate steeple, but it was tall and slender and its lines were good.

This steeple had nothing of the grace and beauty of the spire of Trinity Church in New York, but it somehow reminded you of that metropolitan Trinity, seen from the neighborhood of Wall Street.

But it could carry you away, too, to some little village church of the Middle West, a little white church with a pointed white spire, set among shady elms or maples, and, as you remember the scene, with hitching rails in front where the carriages and the patient horses waited on lazy Sunday noons.

And seeing this steeple as you drove up Fairview Avenue, your mind might wander also to the lovely Gothic spires atop the little churches of Normandy, which you have seen in pictures and now may never see in stone.

You traversed in your reverie Henry Adams' journey from St. Michel to Chartres, through the pleasant countryside of northern France, whence came so many of the more picturesque words of our English tongue.

The steeple at the end of the avenue carried you far and away to distant places and remote times; but that is what a steeple is supposed to do, pointing upward toward an ideal. And now the steeple is gone.

PRIVATE LIVES

By Edwin Cox

PAYDAY! EVER WISHED YOU WERE A "MAN OF DESTINY," WITH MILLIONS DEPENDANT ON YOUR WHIMS? BETTER INQUIRE ABOUT THE PAYCHECK FIRST! MR. JOE STALIN, FOR INSTANCE, DRAWS WHAT AMOUNTS IN OUR CURRENCY TO \$33.50 A MONTH. AND CHINA'S HEROIC CHIANG KAI-SHEK ISN'T MUCH BETTER OFF. HE'S PAID THE SAME AS HIS MINISTERS - \$800 A MONTH. BUT THAT'S CHINESE DOLLARS. IN OUR MONEY, IT'S ABOUT \$45. BY CONTRAST, DICTATOR SALAZAR OF PORTUGAL IS A MILLIONAIRE - HE MAKES ALMOST \$5000 A YEAR.

Bad Case Made Worse

SAVAGE reprisals are sure to follow upon the shooting of Pierre Laval. Nazis and Nazified Frenchmen, already engaged in ruthless persecution of all who dissent from the Berlin-Vichy combination.

Not even those who know him best and who have used him most would be likely to consider Laval the nicest person in occupied or unoccupied France.

But assassination, achieved or attempted, is not a sound political device. The Communist comrade who shot Laval blundered badly.

Laval is but one of the number of those joined in the betrayal of France. Whether he dies or lives, the course of France under Nazi rule will not be altered in the least.

Dangerous Days

DANGEROUS days are approaching for motorists in Seattle and the Pacific Northwest. The months of October, November and December are so designated, almost officially, for in those three months will be waged the contest between Seattle and Portland for the Gov. Arthur B. Langlie trophy.

The slogan of the contest, inscribed on the trophy cup awarded to the winning city, is "Save Lives in the Dangerous Days."

Seattle motorists and traffic enforcement officers, however, need not wait for October 1 for "dangerous days." Every day, these days, is a dangerous day, and among the most dangerous are the days of the approaching Labor Day week-end.

Then, if ever, careful driving will be necessary, if the appalling fatality rate which Seattle and King County already have recorded this year is not to be made more appalling still.

Dangerous days are ahead. Do not wait until October to make Seattle streets and Washington highways safe. Make them safe now!

Sentence Sermons

- THE WORST EVILS—Are those we conjure up through our imagination. Are those which never actually arrive. Are those we prepare for ourselves. Are those we cannot excuse. Are those we planned for others and they come home with us. Are those we have made terms with. Are those we have decided were necessary and inevitable.

Trouble Due in Coast Aircraft Industry As Result of Mediation Board Mistakes

By DAVID LAWRENCE

WASHINGTON, Thursday, Aug. 28.—Trouble is brewing in the aircraft industry on the West Coast. Strikes may soon tie up the plants so vitally needed for national defense.

Contracts which have many months to run are being threatened with disruption by union leaders who claim that they have the backing of the O. P. M. for the reopening of existing agreements.

The difficulties may be traced to the mistake made by the National Defense Mediation Board which gave the strikers, who defied the government in the North American Aviation Company dispute, just about 100 per cent of their demands.

Before the mediation board acted, there was a chance of labor tranquility, but since that time, the O. P. M. has agitated for a stabilization agreement and, of course, this has introduced the question of making all plants on the Pacific Coast accept the closed shop and union maintenance plan.

THERE would be no difficulty in adjusting wages or working conditions. The employers have not taken any adamant position on that point, but they now are asking what good are the written contracts they already have with industry when Sidney Hillman of the O. P. M. is condoning the reopening of contracts that have many months to run.

Likewise, the aircraft makers are asking what value there is in a master contract covering a series of plants when the same sort of a master contract covering fifty-three shipyards was totally disregarded with the full moral support of the National Defense Mediation Board in connection with the dispute at the Kearny, N. J., shipyards.

The American people are being told that the word of the Defense Mediation Board is final and that refusal by either party to a dispute to heed the recommendations subjects a plant to seizure.

The employer member did dissent from the findings, but the public is told that a majority of the board decided against the company.

As for the third member, the panels contain only persons known to be friendly to unions and to the principle of unionization. This is America's labor policy decided at this time by one man.

THE compulsory unionization plan whereby the employer becomes responsible for the policing of the unions is something which even the National Labor Relations Board has never ventured to impose by any of its rulings or decisions.

THE National Defense Mediation Board has gone farther afield and is handing down decisions telling what industry must do.

Clearly a re-casting of the whole mediation machinery to provide that only government officials may mediate or that a panel of three be selected from the federal judges of the country would probably bring industrial peace sooner than can be accomplished by a board which has two of its three members, in every panel with a direct interest in the dispute.

Give the Army Boys Modern Equipment And There Will Be No Talk of Low Morale

By JAY FRANKLIN

WASHINGTON, Thursday, Aug. 28.—Reports of low morale in the new Army are so detailed and come from so many different sources that they may be accepted as true on the whole.

I remember well what the late F. A. Slocum, the brilliant South Carolinian who served as Roosevelt's chief forester for nearly eight years, told me about the C. C. C.

THAT this question of equipment is at the root of Army morale is shown by the fact that Navy morale is excellent. The sea imposes its own discipline on men who serve on warships and the naval craft themselves are efficient fighting equipment which gives confidence, unity and purpose to naval personnel.

There are no reports of bad morale in the Army Air Corps, where men are actually using planes, or in the tank or artillery units which have received the tools of their military trade.

HERE it seems clear that the United States Army is terribly at fault. Since the bulk of our new equipment is being lend-leased to the British, with

probable extensions in favor of the Russians and Chinese, it makes no sense whatever to have followed this desultory and immature policy of "Squads Right" and kitchen-police duty.

There is ample excuse for not supplying our new Army with tanks, etc., needed to defend Suez, but there is no excuse for failure to give the new Army training in other appropriate fields of modern war.

Modern war is a combination of mechanized forces and what used to be called "Indian fighting"—small units, snipers, operating almost independently.

THEN, too, why did not the Army follow the pattern of mobilization developed by the C. C. C.? The selectees could and should have been trained in small units, taught simple military pioneering, taught how to operate in rough country.

These companies would and could have developed their own esprit de corps in small units before being merged into the larger units required for military operations. It would have been fun and it would have made sense.

Moreover, this system would have spread the Army pretty widely throughout the country and thus helped to teach both the mass of the public and the men themselves mutual understanding and respect.

Georgians Gape at British; Air Cadets Gape Right Back

By HENRY McLEMORE

AMERICUS, Ga., Thursday, Aug. 28.—This is a town of mutual astonishment. The Royal Air Force cadets here in training astorish the south Georgia natives, and the south Georgia natives astorish the Royal Air Force cadets here in training.

THE cadets and the citizens are now in the process of getting adjusted to one another. I talked to an Americus woman, mistress of a house that has stood so long that the termites in the white pillars stop gnawing when "Dixie" is played.

So, to protect the fledglings, England sends them thousands of miles from any danger. Here they work from 5:30 a. m. to 9:30 p. m. Over peaceful farms they learn the art of warfare in the clouds.

Driving back to Americus, on the clay road that led through the magnolias and the pines, even as poor a thinker as I could not help but wonder if this world of ours was always going to be busy cleaning up juries of some sort or other; that if my time came, your time and the time of those who are to follow after us will always have to be devoted to shooting.

A CADET from Manchester told me of a most unusual experience he had when asked to Sunday breakfast by some hospitable Americans in nearby Moultrie, Georgia.

THE main reason for the R. A. F. schools in this country is this: The training ships that all the countries use, Germany included, must necessarily be easy to handle and to be easy to handle they must be slow.

Speaking of Women, Let's Go Where We Can Talk Privately

By DALE HARRISON

NEW YORK, Thursday, Aug. 28.—Being a great fellow for gals myself, I am lately encouraged to expound my conclusions on the subject of the sexes at greater length, inasmuch as some folks have written in to say I show some talent in the matter of advice to the loveless.

It causes me great delight, as it comes right natural for me to write about love, marriage and the connexes thereof; and I fancy myself quite some pumpkins on such matters.

MY main discovery about women is that they do not bring the same spirit of adventure and joie de vivre to matrimony as do men. Men are sentimental, emotional, loving. Women are practical.

IT will be said by women that husbands, no matter how lovey-dovey they are in the honeymoon stage, turn out to be sourpusses of the first water as time goes on, and with this I agree; and the reason they are apt to become sourpusses is that slowly they find their dreams of love were indeed dreams.

CONTINUING, there comes with the years a constant change in the feelings of husband and wife for each other, the change often being for the better, so far as society in general is concerned, but for the worse if we judge by the standards of each person's individual integrity.

There comes in marriage a resignation to circumstances, a realization that "I gotta right to live my own life" is a false premise. So marriage adjusts itself in its essentials to the will of the stronger, the more determined one. That one, more often than not, is the woman.

The hurt to the husband is deepest but the wife suffers more probably because she does not hold as tight a rein on her nerves as he. I could be all wet on this. I'm just saying how it looks from the ringside.

THE NEIGHBORS

By George Clark

Illustration of a woman in a swimsuit talking to a man in a suit. Text: "If you're going to blow bubble gum, you can just wait in the car while I shop. I don't want people staring at us!"