

# LAS VEGAS ISRAELITE

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## Emigration Policy

As has often happened in the past, constant public pressure and an aroused world opinion has forced the Soviet Union to retreat, at least temporarily, from some of its harsh, restrictive policies.

Thus, recent reports from Moscow that the diploma tax will no longer be implemented are to be welcomed.

However, until the tax is officially abrogated--it is still on the books--and until the new policy has been promulgated over an extended period of time and applied to every emigrant, not just a selected few to assuage public opinion, particularly in the United States, it is still too early to be over enthusiastic and relent in the effort to have all barriers to emigration removed.

According to recent Soviet emigrants, these barriers still exist. Soviet Jews seeking to emigrate, they say, still suffer loss of employment, are still subjected to indignities and humiliating procedures, and to the arbitrary rejection of visa applications. And there are still Soviet Jews languishing in prison solely for the crime of wanting to go to Israel.

In addition, if the education tax has indeed been permanently abandoned, its abandonment was not due only to world opinion, but as importantly, if not more so, to some Congressional leaders' attempts to deny the Soviet Union most favored nation status and other trade concessions unless its emigration policies were eased. The fact that some 60 Soviet Jews were recently exempted from paying the head tax can then be seen as an attempt by Soviet officials to mollify the majority of Congressmen in both Houses supporting amendments to the East-West Trade Act. Some fear, therefore, that once the Soviet Union gains these trade concessions, the old, restrictive policies will be reinstated.

The Jewish community must not relax in its efforts to continue gathering support for the Jackson-Mills-Vanik amendments, which seek to terminate all emigration barriers once and for all. Nor must activities cease on behalf of Soviet Jewry in general.

## That Versatile Rabbi

BY RABBI SAMUEL SILVER

Few men reach the heights of excellence and versatility attained by Rabbi James Heller who died recently in Cincinnati.

Dr. Heller could play bridge like a professional. He wrote music and program notes like a professional musicologist. His writings glisten and are on a level with the works of any man who lives by the pen. His biography of Isaac Wise is a stylistic masterpiece.

But most of all Dr. Heller was an expounder of Judaism. He did it for years in the Isaac Wise Temple in Cincinnati. He derived his love for Judaism from his own father, Rabbi Max Heller, once of New Orleans.

Max Heller was himself a notable personage. At the turn of the century when almost all Reform rabbis were anti-Zionist, Max Heller became a disciple of Herzl. In spite of that, he was made president of the Reform rabbinic group; the central Conference of American Rabbis, a post James Heller also occupied.

James Heller, a Reform Rabbi, became the darling of the mainly Yiddish-speaking Labor Zionists and was elevated to the presidency of the Poale Zion.

He devoted his eloquence and his charm

## TELL TALES

"One Man Plus The Truth  
 Constitutes A Majority"

BY JACK TELL



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vice. Within minutes Delores Neonis called us back.

The ISRAELITE does not customarily solicit advertising on the theory that anyone who deems it advantageous to purchase our space should contact us. But due to the controversial nature of the circumstances, we asked if she would consider advertising her cause in our newspaper. She appeared excited and wanted to know if we would write a story denouncing the proposed monorail. We answered that the claims in the ad did not state sufficient evidence against the project to warrant our changing our mind. We said we would run a story written by her, with a disclaimer that we do not agree.

She said she did not have the authority to place an ad in our paper. She advised us to call May Advertising Co., which incidentally, is the exclusive agency appointed by Clark County Board of Commissioners to handle all advertising revenue producing contracts at McCarran Airport. We explained to Delores Neonis that she was the client of the ad company, paying for the ads, and she was the one to tell the ad company where to spend her money. Then she told us to contact Robert Smith at Checker Cab Co.

Now the cat was out of the bag.

Please do not misunderstand. Checker Cab has every right to spend its own money to impugn a proposed public project. A cab company may be 100 per cent accurate in its estimate that the present or an improved cab operation is more desirable than the proposed monorail. The Checker Cab campaign could be rendering a valuable service in alerting us. But why the subterfuge?

Why was it necessary to enlist a retired business woman to front for a vague group called Committee for Effective Mass Transportation? The uncertainty persists.

Checker Cab Company owner Eugene Maday, who is financing the anti-monorail campaign, told the Review-Journal he "doesn't know offhand" who is actually on the committee. Delores Neonis, who emerged as committee chairman, said the cab company's Smith is a member, along with other Las Vegas businessmen and interested citizens. She denied that ousted Howard Hughes Nevada chief, Robert Maheu, was a member of the committee. No mention was made, however, that Maheu, a business partner of Maday, attended the city Commission hearing on the monorail.

Now the plot begins to unfold.

We begin to unfold associations between newspapermen, who, on the surface appear to be most concerned with public benefits and honest unbiased reporting, emerging as champions of causes favored by personal friends. The ugly finger of suspicion points directly at Paul Price, and his boss, Sun publisher Hank Greenspun. Are they involved to give the reading public a fair shake, or is it their own personal gain and profit they are after? Follow this.

Morton Galane is the attorney handling Maheu's multi-million dollar lawsuits against Howard Hughes. Galane is also the lawyer for Checker Cab Co.; Maheu and Maday are business partners in at least one venture.

Maheu, in the past, had a "very pleasant relationship with Greenspun, which netted about \$10,000,000 of Hughes' money to the publisher in deals under strange and unusual circumstances. At one time Maheu put Price on the payroll of Mercy Ambulance as a p.r. advisor. Galane, a former lawyer for Greenspun, was an important figure in Greenspun's campaign to elect Paul Laxalt governor over Grant Sawyer. When Laxalt and Greenspun fell apart, Galane

and his braininess to the cause of better relations between Israel and the U.S. He was one of those responsible for the establishment of the State.

How sad that we have lost this person of verve and versatility! Let us keep alive his words and his works.

Israelite Ads Pay

became an important figure in Greenspun's campaign to elect Mike O'Callaghan governor over Ed Fike.

Maheu and Galane, and their wives, have been seen socially around town with Greenspun and Price.

The reporting of these various associations, in no way is intended to cast reflections on the aforementioned businessmen, who have every right to protect their own interests. The reflections we cast are on the newspapermen, who "chose" to sway public opinion in the cause of associates. Could they be coddling cohorts?

Greenspun, who knows better, is content to "chide" monorail's funding program of \$120,000,000 in the hands of crap dealers. The publisher (curely) suggests a Bernard Baruch or a J. P. Morgan to handle the finances. So do we. An editorial cartoon in the Sun depicts a taxpayer awaking with fright after a dream of being tied to tracks and about to be run over by a tramway with \$120,000,000 bond issue proposal. A more apropos cartoon could show a Strip pedestrian being killed by a car. But it is "hatchet man" Price who is carrying the ax for the slaughter.

Price's first of several columns commences: "The proposed Las Vegas elevated busline: its pros and cons," and goes on "I can't think of anything pro at the moment."

This is an "honest" reporter, with an open mind, about to discuss all sides of an issue? All columns, as of this writing, were out and out blasts of the monorail, without mention of a single pro.

His "impartial" coverage includes at least one of the usual Price vague accusations: "There are those who claim it is a gigantic multi-million dollar con game."

Just who are those who make this claim, Mr. Price. Is this another one of those, "I refuse to name the informant in the guise of newspaperman's privilege?" Forget the informants, Mr. Price, but at least tell us who is doing the conning and who will benefit from the conning? What you are doing to the cause of good news coverage, is a shame, Mr. Price.

Paul's column states: "Isn't it true that this project is strictly a tourist convenience to service local hotels and casinos, and in truth, will not benefit the average citizen at all? We maintain that any boost to tourism in Las Vegas is a definite economic advantage to all of us. Can anyone dispute this?"

Price says: "It may affect the average citizen in very serious and damaging manner." He talks of eminent domain, where property owners will have their homes confiscated, where outlying districts will not be benefitted, where old and poor will have no advantages. We disagree on every point. Added revenue to county and city is advantageous to all.

Paul contends it will not alleviate traffic along the Strip. Again we disagree. Some tourists who are now driving to Las Vegas will take advantage of the new facility and fly here. Even those who drive may very well leave their cars at the hotel where they are stopping and go hotel-hopping via the monorail.

Price talks: "What if it is a bust?" Our understanding is that some \$40,000,000 of the bond issue is to be held in reserve to tear down the structure, if it is a "bust".

He states: "Are we prepared to chance this fiasco in the interests of private enterprise?" We say nothing venture, nothing gained.

One item, not mentioned by Price, that disturbs us about the proposed monorail, is the possibility of the sale of bonds in this issue being a deterrent at some future date for the sale of bonds in a mass transportation system that will serve all of Clark County, however, the success of this tourist-oriented plan could very well be an inducement for bond purchasers to invest in an expanded system.

His column concludes: ". . . people have a right to know. . . terribly unfair. . . drastic measure. . . shove it down our throats. . . WITHOUT REVEALING ALL THE FACTS." (The last caps are ours.)

That's the classic misrepresentation of all time. Price never once mentions the money being spent by those who oppose the monorail. He is silent about their associates. He is mum about their relationship with him. And he wants a REVEALING OF ALL THE FACTS.

That's all we ask, Paul. Come on, REVEAL ALL THE FACTS. Who knows? If you do, we may believe you are backing a good thing.