

EVERYONE LOOKS ALIKE

Wall Street Dress Undergoes Changes From The Old Days

By ELMER C. WALZER
UPI Staff Writer

NEW YORK (UPI)—Back in the old days in Wall Street, every man was dressed differently, wore a different type of hat, vest and coat, and cut his beard in his own personal style.

Today all dress alike. They conform. If narrow lapels are in style, they wear 'em narrow. The same goes for all other details—narrow neckties, wide neckties, peg top pants, padded shoulders, narrow waistlines, and so on and on.

And now, it seems, this conformity is going to be world wide.

Wagons Rolling Through Wyoming; Personnel Drops

COKEVILLE, Wyo. (UPI)—Oregon's Centennial wagon train pushed on through the high country of Western Wyoming today toward this town near the Idaho border.

The train's personnel was down to 24 following the departure Wednesday of Gail Carnine and his wife Palma for their home in Roseburg where Carnine said he wanted to take care of an "urgent medical matter." They are scheduled to rejoin the train in about 10 days.

The wagons were rolling through country 8,000 feet above sea level.

Tuesday's visit to Kemmerer was a red letter day for Rudy Roudabaugh, driver of the Drain wagon, whose daughter Judy was married to Al Hollaman in an impressive covered wagon ceremony in Kemmerer's Triangle Park.

"This is the town that made a man of me," Roudabaugh said. He recalled that he ran away from home 22 years ago and ended up in Kemmerer working as a hay hand for Al Sutton whose son, Ralph, was present at the wedding.

A Wall Streeter will look like a citizen of Chicago, San Francisco, or Johannesburg, South Africa.

Ruby Back, president of I. L. Back & Co. of Capetown, and largest menswear manufacturer in South Africa, says there can and should be universal men's fashions. He holds, however, that within a particular fashion there can be deviations to meet climatic needs of particular countries.

Universal Sport Shirt
The men's fashion group is going to start its universal fashion with a sport shirt. It will be shown at the congress of the International Fashion Council in New York on May 5, 1960.

This fashion show will exchange information from leading manufacturers of menswear from 25 countries (North America, Europe, Africa and Australia).

The show will include latest men's fashions from all the nations, the latest fabrics, methods of marketing, sales, advertising, color, style, promotions, and packaging.

The Phillips-Van Heusen Corp., U.S. member of the group, will be its host at the 1960 meeting. "The interchange of fashion concepts, as well as marketing and manufacturing techniques, is bound to help menswear manufacturers throughout the world," according to Stanley C. Gillette, vice-president-sales, of Phillips-Van Heusen.

Gillette holds that every company like his can always use additional ideas. He notes the wash and wear shirt was first

developed in England and many other innovations first appeared abroad.

Back and Gillette feel that the stiff formality of European dress is breaking down with people wearing the same types of clothing in leisure hours.

Conformity and Comfort
As these experts put it, men are for conformity and for comfort in their clothing. They see a blending of various fashion ideas with the ultimate situation one in which it will be difficult to tell the British, French, Spanish, Italian or other national from an American.

This isn't going to happen overnight. For some time, you'll be able to distinguish the various nationals.

The start comes in the sport shirt which is an accepted U.S. custom.

Until recently, sports garments produced in Europe were used primarily by the wealthy when they engaged in sports. They were not used for leisurewear as they are in the United States, according to Back. The standard of living being raised abroad, particularly in Europe and Africa, more and more men will be increasing their wardrobes, says Back. "Previously, they only bought dress shirts. They are now buying leisurewear garments as well. This trend will increase tremendously."

All this is going to mean more income for the producers of men's wear, it is held. As men conform more and more, they aren't going to wear last year's lapels or shoulders. Good news for the textile business which makes the goods that make the shirts, the suits, the neckties and the hats that men will junk to buy new shirts, suits, neckties, and hats to conform with the other men of the world.

And once this thing really gets going, you won't be able to tell a stock broker in Wall Street from a plumber in Milan or a pilot on the Suez Canal.

Hopkins And Wallace Confirmed Despite Lack Of Qualifications

By LYLE C. WILSON
UPI Staff Writer

WASHINGTON (UPI)—Old-timers around town will remember that Harry L. Hopkins and Henry A. Wallace were confirmed for service as Secretary of Commerce, the job for which the U. S. Senate has refused to confirm Adm. Lewis L. Strauss.

Neither Wallace nor Hopkins had qualifications for that cabinet post either by experience or point of view. Their nominations shocked the business community. This shock was aggravated by the belief that, in both instances, President Roosevelt was seeking to provide himself with a hand-picked successor in the White House.

Wallace got the cabinet nomination because he had been a good boy in the 1944 presidential campaign, making powerful campaign speeches to the political left wing in behalf of the Roosevelt-Truman ticket. FDR had wanted Wallace to be renominated for vice president in 1944 but the Democratic National Convention would not have him.

Could Have Bolted
Wallace could have sulked or bolted the Democratic ticket but

he stayed on the team. FDR made room for him in the cabinet by firing Commerce Secretary Jesse H. Jones, a financier with ample qualifications for that post.

"Henry is entitled to what he wants," FDR told Jones and that was that. The nomination went up on Jan. 21, 1945. In his autobiography, Jones recalls:

"The suggestion sent to Congress by President Roosevelt that Wallace, who possessed odd and mystic notions about business and finance, should be placed in charge of the government's lending agencies, which were dealing in billions of dollars, startled the country and shocked Congress. "Congress immediately took steps to assure that, whatever else Mr. Wallace got hold of, he wouldn't get his hands on Uncle Sam's check book."

Jones as Secretary of Commerce also had been Federal Loan Administrator (FLA). (That included supervision of the Reconstruction Finance Corporation and its subsidiaries. How Congressional Republicans and Democrats alike felt about Wallace in that kind of clover was indicated by the vote in the House to separate the FLA from the Com-

merce Department. The vote was 400 to 2.)

Ran For President
The Senate Commerce Committee voted 15 to 5 against Wallace's confirmation as Secretary but he finally was confirmed. Finally, also, he ran for President. That was in 1948 as the nominee of the Progressive Party, which was invented, operated and ballyhooed by the Communist Party of the United States.

Hopkins was nominated for the Commerce Department in 1938. Some days before the nomination was made Gallup pollsters put this question: "Would you approve Harry L. Hopkins' nomination for Commerce Secretary?" The returns: Yes, 34, per cent; No, 66 per cent.

Harry the Hop, as FDR called him, was confirmed, however, and served an undistinguished cabinet term. In furtherance of his White House ambitions, Hopkins planned to buy a farm in his native Iowa and joined an Iowa Methodist Church. Nothing came of that.

The Wallace, Hopkins, Strauss incidents suggest that the Senate is working under new ground rules on confirmations.

Put Women Before The Men When It Comes To Driving

By GAY PAULEY
UPI Staff Writer

NEW YORK (UPI)—Two experts behind the wheel, a man and a woman, put us ladies before the men in driving ability. Although I must confess that Carl C. Crim, the "1959 Driver of the Year," was reluctant to discuss women motorists.

"You're trying to put me on a spot," laughed Crim, when I asked him who in general was the safer driver—man or woman. "The woman is quicker, her reactions are fast," he said. "She is more alert. Not easily flustered."

Crim, who lives at Okmulgee, Okla., owns his own tank truck and leases it on jobs. He has had 28 years of accident-free driving. Covered more than a million and one-half miles, and this record—plus his life-saving efforts on and off the highways—won him the American Trucking Association's national citation.

The lady expert is Miss Patricia Jones, a 30-year-old stunt driver touring with Jack Kochman's hell drivers.

Lady Stunt Driver
Miss Jones, a tall blonde from Wichita, Kan., proved this year

that she can drive with thrift as well as thrill by piloting a Dodge to victory in the annual economy run. She has used the same make of car in the seven years she has been a stunt driver and estimates she has logged half a million miles.

"To get to be 30 in this business, you have to be careful," she said.

"I do all the stunts the men drivers do, but maybe I'm a little bit more cautious and less aggressive behind the wheel—and the same holds for the 60 million women drivers across the nation. Statistics show they're naturally safer than men."

Many male drivers are "over-confident," she said.

She believes the courtesy factor is the prime reason for the low accident rate among women drivers.

Chivalry on the Road?
Her advice to the woman driver is this: Don't assume that there is a lot of chivalry on the open road.

"You may think your femininity entitles you to go first. But don't risk it. Let the man driver cross ahead of you, cut in or pass," she said.

As for Crim, he believes the rules of the road apply to either sex in the same degree.

Crim said, "I give a lot of the credit for my driving record to my wife. She gets up and fixes me a good breakfast...and that's something, for I begin work at about four in the morning. She never starts out with an argument."

Said his wife: "At that hour, who's awake enough to argue!"

Prisoner Dies From Injuries After Rioting

SPRINGFIELD, Mo. (UPI)—A prisoner hurt when lawmen crushed a 16-hour riot in the homosexual wing of the U.S. Medical Center died Wednesday night of a fractured skull.

He was Richard Smith of Salt Lake City, a 24-year-old inmate serving seven years for threatening to kill or harm the President of the United States.

Meanwhile, Warden Russell O. Settle said he is in no hurry to take action against the ringleaders of the riot. He said he and his staff have found no rational explanation for the outbreak.

He said Earl C. Taylor, 31, of Phenix City, Ala., "one of the most vicious prisoners in the entire federal prison system," was the principal ringleader. Taylor's two lieutenants were identified as Bryan D. Reed, 24-year-old murderer from Los Angeles, and Carl Roberts, 19, of Kansas City, who is serving time for car theft.

Smith was injured when 100 officers stormed the wing where 106 homosexual and mental patients held five guards captive with knives at their throats. It was not made clear how Smith was injured; whether by officers in the attack force, by another prisoner, or by accident.

Settle said he was in no hurry to take action against the rioters because "mental responsibility" is involved.

A board of inquiry continued to question inmates searching for the reason behind the riot. "I think it was just a compulsive, aggressive act," Settle said. "They haven't been able to name any of the demands they said they would make, nor give a rational reason."

BRITISH LAUNCH MISSILES
LONDON (UPI)—Britain opened its first guided missile range Tuesday with the launching of a U.S.-made Corporal missile. The range is located in the Hebrides Islands west of Scotland. An official announcement said the launching "was successful."

Old Fort Clatsop Renamed For Rilea With Ceremonies

WARRENTON (UPI)—Old Fort Clatsop one mile south of here Wednesday was formally renamed Fort Rilea in honor of the late Gen. Thomas E. Rilea, Oregon Adjutant General who died last February.

For 32 years the camp has been a training site for headquarters troops of the Oregon National Guard.

The dedication ceremonies climaxed Governor's Day in which 1,200 guardsmen at their annual summer encampment were reviewed in a parade. Among the reviewing stand guests were Mrs. Rilea and Major General George Haskett, Washington State Adjutant General.

Gov. Mark Hatfield was unable to attend the ceremonies.

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