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**NATIONAL WHIRLIGIG
 Liberal Wings Repudiated
 By Leaders of Both Parties**

By RAY TUCKER

WASHINGTON, Jan. 16 — Republican and Democratic leaders in Capitol Hill have defied and repudiated the liberal wings of both major parties in organizing key committees for the current session. They disregarded the common wishes of both the Eisenhower and the Stevenson-Truman factions.

Their selections vest control of committees dealing with social, economic and industrial problems in the hands of conservatives. They took special pains to deprive the White House or Democratic "outsiders" of dominant influence over such questions as taxes, appropriations, business and industry and finances generally. Only in the field of foreign affairs did they forego approval of Ike's general policies.

Although they violated the sacred seniority and preference systems when they satisfied their purposes, they refused to ease the path for an Eisenhower Civil Rights program when they re-named Senator James O. Eastland of Mississippi to the Judiciary Committee. And no more than a handful protested against placing such an opponent of Civil Rights in this all-important post.

New Dealers' Advice Rejected
 The Democrats snubbed National Chairman Paul M. Butler's abortive Advisory Committee with apparent deliberation. They emphasized again that the Rayburn-Johnson regime would take no advice from New Dealers as Harry S. Truman, Adlai E. Stevenson or Eleanor Roosevelt.

In naming Senator John F. Kennedy of Massachusetts to Foreign Affairs over Senator Estes Kefauver, who ardently sought this honor, they showed how they felt about their 1956 Vice Presidential candidate. They took this way of revealing their resentment against the New Deal-Fair Deal campaign waged by Stevenson and his running mate from Tennessee.

Honor Frank Lausche
 The Democrats' honoring of Senator Frank J. Lausche, a rebellious conservative, also offended the liberals. They named the man who supported the late Senator Taft's Roosevelt-Truman hybrid shirt, to such important committees as Banking and Currency and Interstate and Foreign Commerce. This is an unusual honor for a



**'56 GROUP VOTE ANALYSIS—NO. 1
 Negro Vote for Ike Rises
 18 Points in 4-Year Period**

By GEORGE GALLUP

EDITOR'S NOTE: Following is the first in a series of special reports by the Gallup Poll on how major groups in the population voted in last November's election. Today's report deals with the Negro vote.

PRINCETON, N.J., Jan. 15—Of all the major groups in the nation's population, the one that shifted most to the Eisenhower-Nixon ticket last November was the Negro vote.

In a special post-election analysis, based on survey data, Institute statisticians found a falling away of Negro voters from their old Democratic allegiance of 11.2 percentage points nationwide.

In 1952, Negro voters gave Adlai Stevenson 79 per cent of their vote. In 1956, Stevenson polled 61 per cent of the Negro vote.

Official election figures, which have just become available, show the Eisenhower-Nixon ticket receiving 45,509,270 votes, compared to 26,044,590 for the Stevenson-Kefauver ticket. An incomplete canvass of the vote for third party candidates shows a total vote of approximately 800,000.

Based on the nationwide majority-party vote only, the Eisenhower-Nixon ticket polled 57.3 per cent, compared to 42.2 per cent for the Stevenson-Kefauver ticket.

In its final estimate of the election outcome, the Institute gave the Eisenhower-Nixon ticket 59.5 per cent—an error of only 1.7 per cent. This is the third election in which the Institute's new "pre-test sampling" system has scored almost perfect accuracy.

Although the Republican party has historically been looked upon as the champion of the Negro, the Negro vote has been heavily Democratic since New Deal days. Negroes in the 35 states outside the South have constituted one of the most solid voting blocs for the Democrats.

During the 1956 campaign, the Republican party emphasized a drive to win back the Negro vote. The extent of the GOP's success can be seen in the following tables:

NEGRO VOTE—1956

Stevenson-Kefauver	61 per cent
Eisenhower-Nixon	39

NEGRO VOTE—1952

Stevenson-Sparkman	79 per cent
Eisenhower-Nixon	21

WHITE VOTE—1956

Eisenhower-Nixon	59 per cent
Stevenson-Kefauver	41

WHITE VOTE—1952

Eisenhower-Nixon	37 per cent
Stevenson-Sparkman	63

By way of comparison, here is the vote of whites in 1952 and 1956:

WHITE VOTE—1952

Eisenhower-Nixon	59 per cent
Stevenson-Kefauver	41

During the next few months, a great deal of legislation and political activity will turn on the Negro vote.

The Northern liberal wing of the Democratic party will be battling for a civil rights program that will be designed to woo back the Negro voters who defected from the party last November.

Opposed to this wing of the Democratic party will be Southern conservative Democrats who will attempt to block legislation designed to improve the lot of the Negro in the South.

Evidence that the switch to President Eisenhower on the part of many Negroes was a "vote for the man and not for the party" turned up in a special deep interview survey conducted by the Institute during the election campaign.

A special team of Institute reporters, working in Negro districts in several large northern cities, found that with many Negroes it was "Eisenhower" when they were praising the Republican party and "the Republicans" when they were damning it.

Interviewers reported that the typical Negro voter still feels economically most secure as a Democrat.

"The Negro's first concern today is that of getting enough money to feed, clothe and keep his family in decent fashion. Only after this is accomplished does he find the time and interest to think about the civil rights problem."

"With most Negroes, the GOP will have to offer something more than the personality of Eisenhower before they will consider a wholesale switch to the Republican party," the report concluded.

When Northern Negroes were asked in the survey which party had done the most for Negroes in the last 10 years, 67 per cent named the Democratic party, 16 per cent the Republican party and 17 per cent said there was no difference between the two parties or expressed no opinion.

Salem 51 Yrs. Ago

By BEN MAXWELL

Jan. 16, 1906

President Theodore Roosevelt and the commission had decided that the Panama canal should be due by contract and under the supervision of the commission of engineers.

Capital Journal has noted that some enterprising boat builder could make a good business on many of the resident streets of Salem. Cottage street had several good sized lakes on it. (Paving of Salem's streets did not begin until a year later when work started on Court street as reported by the Capital Journal Weekly for Oct. 31, 1907.)

Claude Barker, a young religious enthusiast in North Salem who had gone for 34 days without food and only occasionally sipping hot water, had broken his fast by eating popcorn and canned tomatoes. During fasting his weight had dropped from 180 to 130 pounds.

Fred T. Merrill of Portland had presented an application to the city council for use of the armory floor as a skating rink. (Then the armory was on the third floor of city hall.)

Grading right of way for the Willamette Valley Traction Co. had been completed to Chemawa and electric trains were expected to be running to Portland come June of 1906. First electric car from Portland arrived in Salem Jan. 18, 1908.

E. L. Irvin, the "practical shoe man," 326 State St., was cutting prices this day 51 years ago: regular \$2 shoes for misses, \$1.55; \$2 shoes for boys reduced to \$1.45; and \$2 shoes for women priced at \$1.50.

COULD BE
 Sherman County Journal
 Some day Americanism is going to break out again and some one is going to do something all by himself and without asking the government to do it for him.

HE DID
 Sugar Ray Robinson
 Every one reaches the end of the road some time.

**POOR MAN'S PHILOSOPHER
 Original King of Jazz Era
 Undamaged as Age Advances**

By HAL BOYLE

NEW YORK (AP)—All the kings of what Westbrooke Pegler so aptly called "the era of wonderful nonsense" are dead, dignified, or retired—except one.

At the age of 87, Paul Whiteman, the original "King of Jazz," looks 20 years younger, still boiling over with the tempestuous energy that made the 1920's one of history's most memorable decades.

Paul, who for a time at the old Hippodrome conducted his band atop a white horse (can Arturo Toscanini match this claim?), has put together a golden anniversary record album to celebrate his 50 years in music.

The album has taken many an aging jazz lover back to the sprinting of his life when Bix Beiderbecke, who died young, blew a trumpet as no man has since, and a young unknown called Bing Crosby was one of three "Rhythm Boys" and didn't have a race horse to his name.

The rest of this piece is a monologue of memories and summaries by "Pops" Whiteman, who keeps the 1920's wrapped in his soul but remains as fresh as tomorrow.

"They didn't call it jazz when I started. They called it ragtime. I began on the viola in the Denver Symphony Orchestra in 1906 when I was 18. By 1909 I had my own orchestra and came east."

"I had 9 pieces and I built the band up to 46, counting the singers."

"Those were the years! In 1925 I grossed \$600,000 — before taxes, thank the Lord!"

"They talked about the \$125,000 party that Texas oil man just threw. Around 1922 our band played for a party for Clarence Mackay on Long Island that cost \$400,000."

"I got a \$10,000 tip myself — not unusual in those days. When they threw a party then, they weren't fooling."

"What killed the big bands? Well, I quit myself. But what destroyed most of them was the handleaders got fat-headed. Over a period of 10 years they taught the people to listen to singers instead of dancing."

"Guy Lombardo didn't. That's why he's still big. The others made the singers bigger than their bands."

"The greatest entertainer I ever knew? Bing Crosby, as of now. But Sinatra will be a fourth record album to celebrate his 50 years in music. Do you know that guy's given away 26 Cadillacs to people he likes?"

"I wouldn't write off this Elvis Presley too fast either. That guy is a symbol to a lot of kids with troubles—but he's got something in his neck, too, and it comes out."

"Talent is God-given, although a lot of performers don't bother to give God equal billing. A thousand guys can practice equally hard—but only one has the spark."

"What destroys many performers is that their head gets so big it gets in their own way. And as their head gets bigger, their heart gets smaller."

"That never happened to Bing. You notice he never has a bad word to say about anybody—except himself. Perry Como is the same way."

"I still do all right. I keep busy in radio and television."

"In this world you are either over-secure or under-secure until, if you're lucky, you find the right groove."

"There's nothing left that I particularly want to do. But I can tell you one thing—I don't feel bored!"



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Building Revolution Looms

The current issue of the building magazine, Architectural Forum, predicts that over \$1 trillion will be spent in American building construction by 1977. New building will include skyscrapers built like trees, houses made with chemicals, "sandwich" walls and sourceless light are among the many changes forecast over the next 20 years.

Almost any building conceivable today can now be built. Forum reports. The major new types of buildings that are beginning to appear are suspended-roof structures, thin concrete shells, space frames, hollow cores, and domes of great variety. These buildings take advantage of the great rise in strength-to-weight ratio in materials, and to recent progress in mathematical analysis which makes it possible to fully estimate the destructive forces inherent within a building.

Tomorrow's skyscrapers will be different in that they will more nearly reflect the engineering concepts of trees. Today's towers are elaborate steel cages on which are hung walls, floors and service shafts. Future skyscrapers may reverse this arrangement by making the service shafts large hollow cores or backbones, like tree trunks, from which floors branch out like limbs, and walls become like curtains.

A revolution in materials is asserted under way, which will utilize every basic building material and may develop many new ones. Chemistry will play an important role as building supplier with new plastics to rival steel.

The wall of the future will be a "sandwich," a multipurpose structure in which exterior and interior surface, airspace, fenestration, insulation, wiring, lighting, heating and air-conditioning form a complex tissue as "organic as human skin."

Thermoelectric heating and cooling which promises to do with wires what is now done with miles of expensive piping and ductwork will be built into the house of the future, says Forum. Incorporated into wall panels, it heats and cools without moving parts by a simple reversal of electric current. Radio Corporation of America which has already demonstrated such a room, estimates that the system may be ready for commercial production within five years. In the kitchen this would lead to the disappearance of the refrigerator. A multitude of other changes loom in construction of all kinds of building, for illumination, heating and cooling, odor control and ironization.

It's a pretty complex world we are planning. The next twenty years will see urban growth in the U.S. reach its crest, with the whole nation more or less urbanized. At the core will be today's central cities rebuilt in patterns that provide more planned space. Today's best architects, says Forum, are preparing for this rebuilding by going back in history to study such patterns as the walled city of Peking, the Moorish Alhambra, the villa gardens of the Italian Renaissance as conspicuously shaped examples of city space.

But the chances are that this push button Utopia, a world-wide Disneyland, will be indefinitely postponed by Old Man Inflation.—G.P.

For Safety on Highways

Death on the highways these days is riding on our backs. When he snaps his finger, you've had it, and you're another statistic in the national traffic slaughter.

There are many ways to curb the growing traffic death toll. First, of course, is more highway patrols, for experience has shown that when highways are well patrolled accidents decrease. But there are not enough state police to do this, so a burden of accident prevention falls upon the driver.

Insurance rates have just been increased in Oregon for young drivers under 25 years of age and single, for most of the serious accidents have been ascribed to that age group. Because of the reckless superiority that some drivers feel when behind the wheel other drivers must pay a higher insurance premium.

Isn't there some way to test drivers psychologically to determine their mental dependability? A committee of experts should be appointed to study this problem and report back to the Legislature in time for adoption of a new code for licensing automobile drivers.

For example, in Oregon, drivers may renew their licenses by mail by forwarding the fee. Some drivers have been doing this for years and since they passed their last driver's test they have lost their hearing and their eyesight has become defective. Records show that these drivers are not involved in many fatal accidents on the highways, but indirectly they cause many.

Why? Because, knowing their physical deficiency, they drive down the highway at a slow speed of 30 miles an hour, usually in the middle lane, on a throughfare where traffic usually moves at a speed of 50 to 60 miles an hour. Before long a string of cars lines up behind for a mile. This type of driver stays right out in the center lane. Sure, he's a taxpayer and has a right to use the highway, and believes that he is driving at a safe speed. He is. Safe for himself.

Finally, the driver behind, goaded to recklessness by the slow driver, tries to pass, and because his judgment is warped by anger, makes a mistake. There is a collision. Someone dies.

The slow driver? He tells his wife, "These reckless fools! It's getting so that a safe driver is afraid to drive!"

Why not revise our system of licensing drivers? Why not give every driver a complete examination every two years when his license expires? Should anyone who is qualified to drive a car, which in fact can be a deadly weapon, object to this? But they will.

How many of you would ride in commercial airplanes if the pilots, once they had a license, could renew them by mail from that time on?

How many?—M. F.

Dooley Eager to Get Started

Although hampered by failure of the State Senate to get organized, Speaker of the House Pat Dooley is going as far as he can to get the legislative ship cleared for action.

Quite rightly he is urging emphatically that all of Governor Holmes' recommendations, particularly those dealing with finance and taxation, be gotten into bill form as early as possible so the House can give them thorough consideration. Since finance bills must originate in the House it is evidently Dooley's idea that they should be exhaustively debated and, if necessary, amended before they go to the Senate for further consideration.

The first bill to appear was one to repeal the income surtax. It bears the names of Rep. Clarence Barton and his House tax committee, but actually it was introduced by nearly everyone in Oregon who pays state income taxes. The surtax is that unpopular. And its repeal was recommended by both the retiring Governor and his successor.

While Speaker Dooley is loyal to his chief, and expresses it by saying Governor Holmes' message produced general high enthusiasm in the Legislature, he adds that the House will not be a mere rubber stamp for the Governor's recommendations. This attitude, if maintained throughout the session, will be helpful to the state and to the new administration.—S.S.

A Reminder of Other Days

Permanent retirement of old SP locomotive No. 1785 arouses nostalgic memories.

Driving from the farm to town 50 or more years ago in the wagon or the hack, with the dog trotting alongside, was likely to be precarious if the road paralleled the railroad track. When the train came along, pulled by a locomotive just like old 1785, belching a great cloud of black smoke from its stack, you had to keep a tight line on the horses to keep them from running away. But the dog wasn't scared. No, sir. He tore out after the train.

We never knew whether the dog actually thought he could pull a moving passenger train off the track or was just trying to make an impression. Some of the politicians we have to listen to in every election campaign remind us of that dog.—S. S.

**Much Depends on Answer
 To Request by President**

By DAVID LAWRENCE

WASHINGTON, Jan. 15 — Will history repeat itself? Will Congress hesitate to give the President of the United States in advance power to act in a possible emergency—and will there be another world war due to an enemy's miscalculation of the intent of a vacillating America?

These questions are asked because of the strange parallel now developing here with what happened just before World War I, World War II and the Korean War, respectively.

On March 4, 1917, the Congress adjourned and the resolution of authority requested by President Wilson to arm American merchant ships failed of passage because of a notorious filibuster. Just 29 days later the President was asking for and Congress was passing a resolution to ratify a "state of war" which had begun when the imperial German government sank American ships without warning. The Berlin government had calculated that America would not intervene.

On May 27, 1941, President Franklin D. Roosevelt declared an "unlimited national emergency" and on August 12, 1941, the request of the President to extend the term of service under the Selective Service act was granted by a margin of only one vote in the House of Representatives — 203 to 202. This was a widely interpreted abroad as indicating a division in America's ranks — weakness and vacillation. Less than four months later the President was asking for and Congress was voting a declaration of a state of war with Germany and Japan. The Nazi government had calculated that America would not intervene.

In January 1950, the secretary of state, Dean Acheson, announced that America's defense perimeter did not include Korea but that this would be left to the U.N. to protect. Six months later, the Army, Navy and Air Force of the United States were engaged in a war inside Korea "to repel aggression." No congressional resolution had been requested in advance and the enemy miscalculated that American military power would not intervene.

The language used by President Wilson in asking for authority to place the armed forces of the United States aboard its merchant ships in 1917 was almost identical with that of President Eisenhower in his message of January 3 this year. Mr. Wilson told a joint session of Congress on February 26, 1917, that, since adjournment was near at hand, it might take an unusual length of time to assemble and organize the next Congress.

He said:

"I feel that I ought, in view of that fact, to obtain from you full and immediate assurance of the authority which I may need at any moment to exercise. No doubt I already possess that authority without any sort of warrant of law, by the plain implication of my constitutional duties and powers; but I prefer, in the present circum-

ENDURANCE

J. J. Rousseau

The first thing a child should learn is how to endure. It is what we will have most need to know.

OPEN FORUM

Schools Might Use Rooms in Churches

To the Editor:

Your recent articles dealing with the overcrowded school conditions in the Salem school system has been read with some concern.

Since the Junior High schools can't be built for the coming school year, why couldn't the school board rent for a nominal fee sufficient classrooms from various churches? These classrooms are vacant during the week and could be used especially by the first, second or third graders who require only one teacher and who use tables instead of desks.

I realize that a good many things would need to be ironed out, but to me, it seems better than jamming a bunch of youngsters together at staggering shifts.

Alma Smith
 Salem, Ore.

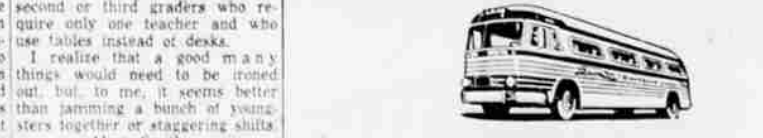
ELOQUENCE

He is an eloquent man who can treat subjects of a humble nature with efficacy, lofty things impressively, and moderate things effectively.

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