

Democratic Convention Manager Has Big Job of Making All Happy

Editor's note: Following is the first of three articles on advance planning for the Democratic National convention.

By EVERETT R. IRWIN
United Press Correspondent
Chicago—(U.P.)—Neale Roach, Democratic national convention manager, is playing a jig-saw puzzle with 11,200 hotel rooms, 4,640 convention delegates, 2,500 newsmen, too many VIP's and not enough guest tickets.

He has the job of making everyone happy at the presidential nominating assemblage which opens here Aug. 13.

"It isn't easy," he said. "And it's going to get worse before it gets better."

Across Roach's desk pass plans for housing delegates and party bigwigs, seating delegates and important guests, setting up press and radio-TV workrooms, providing ample telephone service, arranging for committee meeting rooms.

He's spending \$250,000, dug up by the city of Chicago, to stage the colorful political show, and said the Democrats "may have to dig up some funds of our own" to pick up all the tabs.

More Delegates
Roach's biggest problem currently is housing the state delegations—2,744 delegates and 1,896 alternates. His contacts in the various states are getting the names of the delegates, collecting their deposits and sending them in as the delegates are chosen.

But the task of allotting them hotel accommodations out of Roach's 11,200-room pool can't be completed until mid-July after the last delegations are chosen.

In addition, the convention tries to take care of the delegates' families and an estimated 2,500 other persons with business at the convention.

"I recall one woman delegate who should have got family rate," Roach said. "She always brought her family of six along and reserved two rooms."

The seating arrangement at sprawling International Amphitheater is a perennially knotty problem made knottier this year by a sharp boost in the number of delegates. At the 1952 convention there were 1,576 delegates and a like number of alternates—a total of 3,152. This year there's a total of 4,640.

Press Arrangements
"We won't be able to seat them all on the main floor," Roach said. "That means we'll probably have to put the alter-

nates somewhere else. And that will cut down on the spectator space."

He estimated he'll have about 2,000 less guest tickets to parcel out than four years ago, when there were seats for 5,500 on-lookers.

Roach has arranged for a 30,000-square foot press workroom at the Conrad Hilton hotel, Loop convention headquarters, and 40,000 square feet of press workroom space in a wing of the amphitheater.

The Standing Committee of Correspondents is handling the accreditation of reporters and

editors from daily newspapers and wire services, and the Radio-Television Gallery of the Senate performs the same chore for radio-TV. Roach's office also has to accommodate representatives of periodicals.

"We're arranging for approximately 900 seats for the wire services and daily telegraphic platform and for about 300 radio seats," he said. "We expect to get about 4,000 press and 1,500 radio requests."

(Next: Shuttle service to fly newsreel, TV film.)

Auto of Tomorrow To Be Low in Price And Operation Cost

By ROBERT G. SHORTAL
United Press Financial Writer

New York—(U.P.)—Buy it, drive it and junk it in three years—that's the car of tomorrow.

Frank R. Nichols, president of Nichols Wire & Aluminum Co., believes a low-cost, "disposable" car will dominate the American auto market within the next decade.

This revolutionary car will cost around \$1000 and will be practically maintenance free during the relatively short period it takes to complete installment payments, he predicts.

High Scrap Value
"Even when it has been completely worn out," Nichols asserts, "the car will have a high scrap value, thanks to the val-

uable light metals in it." Nichols says his "car of the future" will be a product of European engineering concepts and America's growing supply of aluminum, magnesium and, ultimately, titanium.

The Davenport, Ia., businessman says the new car will not only cost less to buy and operate but will weigh only half as much as present cars.

"Perhaps only the bumpers will remind you of today's cars," Nichols said. "Springs will be replaced by air or coil cushions, the engine will probably be air-cooled and the car will be so low and well-engineered it'll take a corner at 70 miles an hour."

Nichols says lighter, more efficient engines will give the new car "the acceleration of an airplane and the economy of a motorcycle."

Strictly Economic
What's behind this revolution? Well, Nichols says it's strictly economic.

"Present expensive and obsolete when-new automobiles keep their purchasers out of the auto market for too long a time, because of the cost of operating them and the length of installment payments necessary to pay for them."

The auto industry's profits depend on selling cars, he adds. To regain its maximum market, he notes, the industry in the next decade will do "the same fresh creative thinking that the European makers were forced to do long ago."

TAKES NEW POST

Portland—(U.P.)—Dr. Myron C. Cole, minister of the First Christian church of Portland, yesterday announced his resignation to accept a similar post at the historic Central Christian church in Indianapolis, Ind.

UPSETS PATROLMAN

Ironton, Ohio—(U.P.)—Patrolman Robert M. Griffith gets upset every time he arrests a Flatswood, Ky., man who is in a habit of coming here to get drunk. The man's name is Robert M. Griffith, too.

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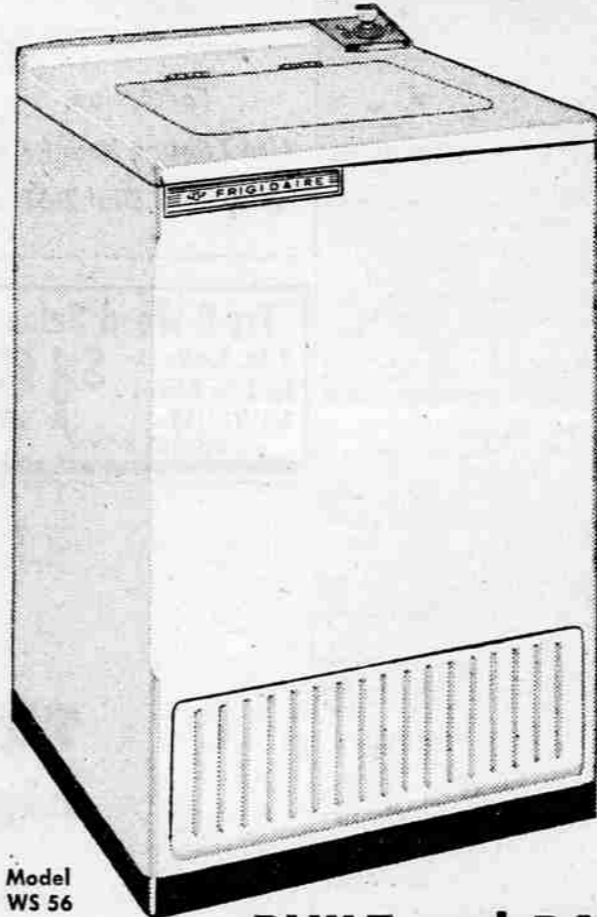
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