

A 'Light' Booze

Myth on Lightness in Drinking Destroyed by Importer of Elixirs

By DICK WEST

Washington (UPI)—A large segment of the population still accepts as gospel truth three proven fallacies. They are: That you can always be sure of getting good meals during cross-country trips if you stop at the places where the truck drivers...

To this treasure of folklore there has lately been added a fourth great myth: "That if you drink a 'light' type of booze, you won't get stoned so fast."

We had here recently a coincidence of events that my friend "Diamond John," last

of the big freeloaders, described as a two-night double-decker.

In the late afternoon the French National Association of Cognac Producers gave a brandy-tasting reception, and in the early evening the California congressional delegation gave a wine-tasting reception.

Needless to say, French brandy was served at one and California wine at the other. "Diamond John" was beside himself with glee:

"This is what has been missing in my life," he chortled. "Dramatic conflict. The importers and the domestics pitted against each other in a battle of the freeloaders."

At the brandy freeloader, the host was I. M. (Tex) Bomba, a New York importer who was pointed out to me as an authority on American drinking habits.

"Bomba is an expert on the subject of getting bombed," my tipster reported.

I approached the elixir oracle and requested that he elucidate. He responded with a stimulating and enlightening commentary on myth No. 4.

"The trend nowadays is toward lightness," Bomba said. "A lot of people are buying brands that are advertised as 'light' without even knowing what the term means."

"There is a widespread impression that liquors are 'light' if they are pale in color. That is not necessarily true. Good cognac, for instance, is 'light' but has a dark color."

"It also is widely believed that light liquors are less intoxicating. That is nonsense. The percentage of alcohol is the same whether they are light or heavy."

I thanked Bomba for the information and I pass it along on the chance that it might keep some misguided tippler from going out like a light.

Goldwater May Be Obstacle for Gov. Rockefeller

By LYLE C. WILSON UPI Correspondent More important to Gov. Nelson A. Rockefeller's political future than his divorce and re-marriage could be the fireball developments that are beginning to spark the Gold-

water for president movement. The G-for-p movement is showing political muscle. There is a powerhouse of enthusiasm under the hood of the G-for-p bandwagon. Goldwater is a crowd pleaser. He has been and may still be somewhat of an underdog, coming as he does from politically insignificant Arizona. But, however that may be, the senator arouses among his followers a boisterous affection.

Consider some recent political developments: State and regional Goldwater-for-president headquarters are popping up at a great rate.

These are accompanied by enthusiastic draft-Goldwater efforts.

Favored by Majority - A Congressional Quarterly poll of delegates to the 1960 Republican national convention found a majority personally favored Goldwater even though a majority also regarded Rockefeller as most likely to be nominated.

Goldwater was the personal preference of every section of the country in this poll except the East and by a good margin.

The Atlanta (Ga.) Constitution polled Republican party officials in Southern states and reported:

"Sen. Barry Goldwater is almost the solid choice across the South for the Republican presidential nomination - and some 250 delegate votes are his more than a year ahead of convention time."

"Those votes are almost half enough to give Goldwater the nomination. And the people who hold these delegate votes say they could carry every Southern state for Goldwater if he were nominated."

The Constitution poll found some Rockefeller strength in Arkansas, Tennessee and Virginia and a bit in Georgia and Kentucky for Sen. Thurston B. Morton (R-Ky.). The evidence of convention strength in the Constitution's poll is a reassurance much needed by Goldwater's friends.

Republican nominating conventions long have been loaded against conservatives. The Republican party has not nominated a conservative for president since Calvin Coolidge in 1924.

Out-Promise the Democrats - It has seemed to some observers that the convention would be the greatest obstacle between Goldwater and the White House; that it should be less difficult to elect than to nominate him. That is because Republican conventions have been dominated by Eastern Republicans whose political strategy increasingly has been to outpromise the Democrats instead of out-slugging them.

In publisher John S. Knight's "Editor's Notebook," published May 5 in the Detroit Free Press and other Knight newspapers, this point is made: "Until someone such as Goldwater heads the Republican ticket, the conservative strength in this country never will be tested."

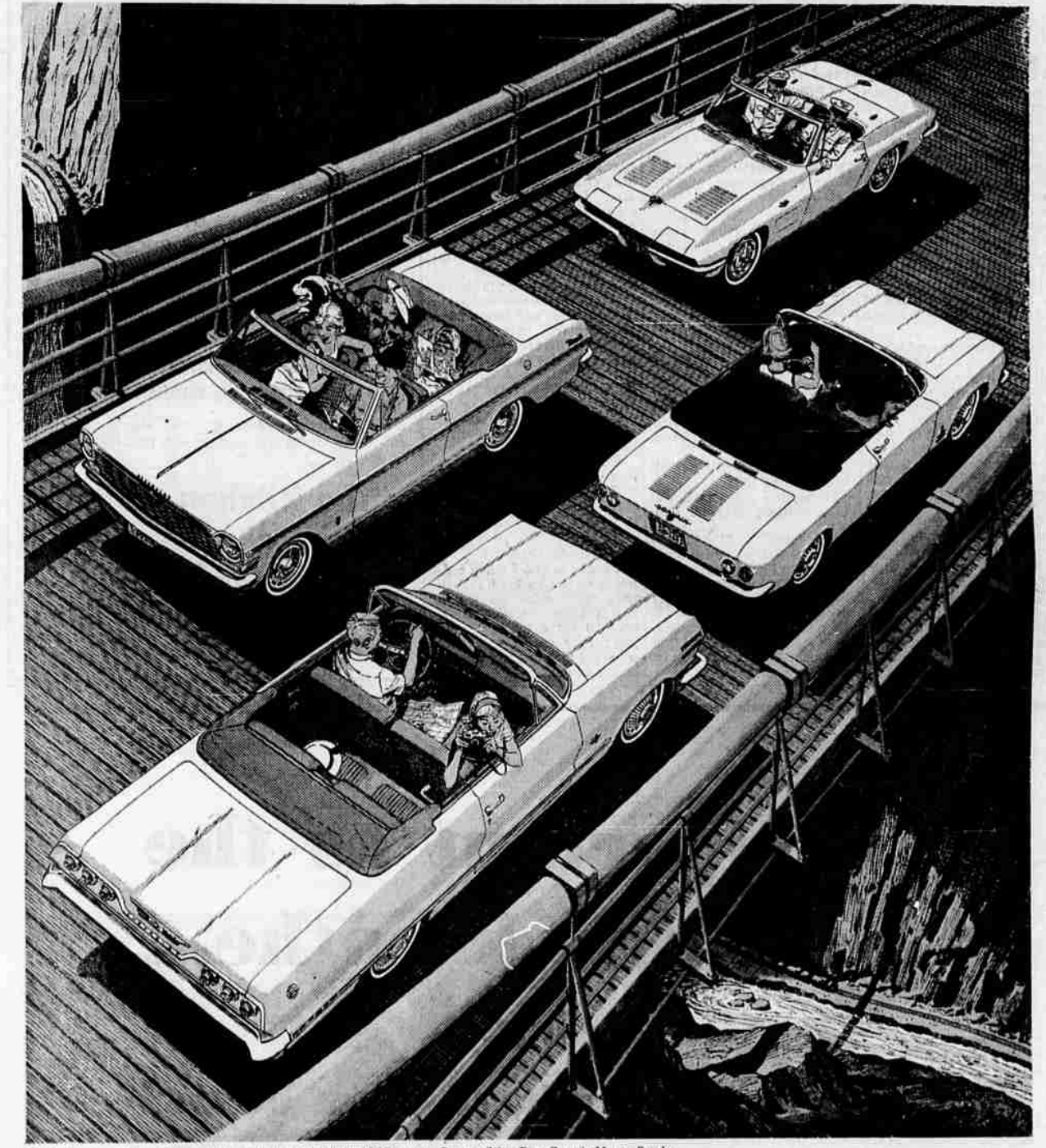
Knight doubts that Goldwater could lick President Kennedy. But he asks a question that Republicans long since should have been asking themselves: "Why should the Republicans, basically the conservative party,

down, the kingmakers of the Republican party are more interested in victory than in principles. Conservatives have not much representation in either major party. Goldwater could change that although the odds are long against him.

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Tax Relief for Heavy Truckers Passed by House

Salem (UPI)—A bill to give \$500,000 in tax relief to heavy trucks, and raise the optional flat fee used by log truckers by 10 per cent, passed the House 52-8 Monday and went to the Senate.

It is an outgrowth of the findings of the Illinois Road Tests. A broader bill passed both houses in 1961 but was vetoed because the tests were not completed.

The bill involves the tax paid by trucks on the basis of weight and mileage, a tax that netted Oregon \$16.7 million last year and is increasing by about 2.5 per cent a year.

Slight Increase - Effect of the bill would be to increase the tax slightly for lighter trucks and lower it for heavy trucks.

Reps. John Dellenback and Edward Branchfield, objected to the increase in the optional flat fee which log-truckers can pay instead of the weight-mile tax. Rep. W. O. Kelsey (D-Roseburg) said, however, it was a compromise.

The bill went to the Senate, even though the Senate already passed a similar bill, because it was decided such a revenue measure should originate in the House to assure constitutionality.

HEADS DEPARTMENT - Corvair - Dr. John W. Keltner, 44, Annandale, Va., has been named chairman of the Oregon State University Speech department.

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