Rayburn Leaves Mark On U.S. Scene

Arbogast, chief of the AP staff covering the House of Representatives, takes a long look at Sam Rayburn, who has made an indelible imprint on U.S. politics. In discussing the Rayburn saga, Arbogast writes not only as a close observer, but also as a friend of the speaker.

By WILLIAM F. ARBOGAST

WASHINGTON (AP)—The political saga of Sam Rayburn nears its tragic end today.

The end isn't likely to find the hero of the Sam Rayburn story proudly and authoritatively wielding the gavel of the highest office he ever sought. Instead, physicians have decreed for "Mr. Democrat" a less majestic fadeout, a victim of cancer.

But if the end comes soon — as doctors say it must — it will find Sam Rayburn still officially holding the title of speaker of the United States House of Representatives. The House is in recess. It won't meet again until Jan. 10.

The story of Sam Rayburn is the story of a lonely little boy helping grub a living out of Texas cottonland and dreaming of a future in politics.

It is the story of a dream come true in the face of adversity and obstacles which would have discouraged a less determined man.

Sam Rayburn wasn't born to be speaker of the House. He got there on his own.

He was born to be a farmer and at farming he spent his early life, first in his native Tennessee and then in Texas, which his father adopted as a permanent home for the Rayburn family of 11 children.

As a boy, Sam Rayburn's life was one of toil and monotony.

"When I was a boy," he once said, "I would sit on a fence on Sundays and wish that somebody would ride by on a horse—just anything to relieve the monotony."

He surprised almost everyone by seeking election to the Texas House of Representatives at the politically tender age of 24.

He won, and became, at the age of 29, the youngest speaker in the history of the Texas Legislature.

In 1912, at the age of 30, Rayburn achieved a burning ambition—election to the U.S. House of Representatives. He has been there ever since.

He rose to the chairmanship of the Interstate and Foreign Commerce committees and to the floor leadership of his party. Then in 1940, when the speakership was vacated by the death of William Bankhead of Alabama, he won the job.

Except for four interrupted years when Republicans were in control, Rayburn has held it ever since. His tenure as speaker set a record.

If Rayburn ever aspired to higher public office, he never disclosed his aspirations. He loved the House.

He brought to the speakership a mixture of "the stern guidance and loving care" which he said his parents gave to him. Between the two courses, he sought compromise.

Rayburn left no doubt about who was boss of the House when he held the gavel.

He believed that "if you lose control for even a split second, you are in serious trouble."

He never lost control. When gavel-tapping failed to produce results, gavel-banging did. Rayburn broke more gavels than did any of his predecessors.

Presidents addressed him as "Mr. Speaker." Without his help, they were in trouble on Capitol Hill and most of the eight under whom he served knew it. He did not hesitate to "tell them off" in plain English.

Rayburn brooked no meddling in the affairs of the House. To him it is the greatest deliberative body in the world. He was jealous of its powers and prerogatives. He respected the Senate but often gave the impression that he considered it "bush league" compared with the House.

As speaker, Rayburn was a back-room operator. When he needed votes, he went after them. By personal persuasion, cajolery or threats if necessary, he frequently snatched victory from seeming defeat.

But he never asked a colleague to vote against personal conviction. He put loyalty to conscience, country and party in that order.

He called himself a Democrat "without any ifs, ands or buts."

To the chairmanship of three Democratic National Conventions, Rayburn carried the same vigor and at times seeming arbitrariness which marked his rule over the House.

Television viewers will long remember the scowls and defiant glares with which he nipped convention uprisings. He was the boss and he left no doubt about it.

Rayburn enjoyed few things more than a good fight. He won more than he lost.

He failed to win presidential nominations for two fellow Texans, John Nance Garner in 1932 and 1940, and Lyndon B. Johnson in 1960.

He laid his personal prestige on the line last January when he championed enlargement of the House Rules Committee. He had his way by a slim edge, but whether he actually won is debatable. The Rules Committee still doesn't jump everytime the House leaders crack the whip.

On the subject of leadership, Rayburn had a homespun saying: "A man doesn't learn his job in the House until he's had his head damn near well bloodied a couple of times, but a leader may as well quit if his head is bloodied too often."

Opponents complained at times that he was harsh, arbitrary, dictatorial. But in the same voice they conceded fairness.

Rayburn insisted on respect for the office of speaker, if not for the man who held the office.

To him the title "Mr. Speaker" was honor and glory enough for any man.

Last June 12, when Rayburn doubled Henry Clay's record of almost eight and one-half years as speaker, colleagues poured forth tribute to Rayburn.

Fighting back tears, "Mr. Speaker" acknowledged them with these words: "My career is crowned. I have achieved everything I ever hoped or desire. When I leave here I will leave without any regrets."

DYING OF CANCER — Speaker of the House Sam Rayburn, 79, is dying of cancer in a Texas hospital, Rayburn served as House speaker almost 17 years.

Take It From Kathy

By KATHY PETERSON

Q — Ever since I can remember, I have bitten my nails. I try to stop, but most of the time I don't even know I'm doing it. I'm ashamed of my hands. Is there anything that will help? — Joanne.

A — If you have really made up your mind to stop, a series of little aids to make you become aware of your nail the minute it reaches your mouth will help.

Even people with pretty nails will tell you that a ragged edge is an invitation to nibble. If you work carefully, enough nail to bite should mean enough nail to smooth. Get a short emery board and orange stick that fit in your wallet or purse for use the minute you need them. Otherwise, you might postpone smoothing that rough spot. The result—you'll chew it off!

An unbroken cuticle that is pushed back will make your nail look longer. If this part looks good, it gives more incentive to care for the tip.

Every time you dry your hands, take a second to push back the cuticle with the towel. Normally, once a week would be often enough to use cuticle remover, but — use it every few days to remove dead cells and permit living tissue to slide back in place.

Your skin is like elastic, too! Improve yours by applying a little oil as often as possible, but definitely just before bedtime. It will soften bristlelike spots enough so that if your hand is near your mouth, your tongue won't send a nibbling signal to your teeth.

Your druggist could tell you about a liquid that is helpful, too. A drop on each fingertip will change your taste sensation enough to be a reminder.

Figure out the time you are most inclined to chew your nails. Then, keep your hands busy with something else — perhaps knitting.

To bite or not to bite, it's up to you. These things will help, but YOU have to make the decision each time you're tempted.

Los Angeles Jet Port Just Bean Field Once

LOS ANGELES (UPI)—A barnstorming pilot of the 1920's who has been an employe of Los Angeles International Airport since it was little more than a bean-field has more than a passing interest in the new modernistic jet-age facilities of the airport.

Henry Bakes, now director of operations for the Los Angeles Department of Airports, was first hired in 1928 as an airport attendant. He has seen the airport grow from a little airstrip that was a haven for the few daredevils who took to the air to what has been called the world's most modern air center.

Twenty airlines will ily out of the new $70 million futuristic terminal when it is completed. Work schedules call for completion by the end of the year, with some carriers making the change during the summer and fall as their quarters are readied.

"I used to drive out here on Sundays and I would have the only automobile to be seen," Bakes reminisced as he watched the progress on the new facilties. He recalled how pilots had difficulty even taking off in the mud before the airport's first runway—1,200 feet of decomposed granite—was built.

Bakes estimated the airport now handles 18,000 passengers, 150 million pounds of airfreight and express freight and 48.5 million pounds of airmail every day. Passenger traffic is expected to at least triple in the next 10 years —from 1960's 6,605,036 passengers to anywhere from 18 to 23 million in 1970.

Bakes recalled that the airport first gained nationwide attention during his first year of employment when the National Air Races were held here in 1928. He told how race officials mapped out a 2,200 - foot macadam runway through the crops and constructed two hangars that could hold 20 biplanes each.

The "hot" race planes streaked off the runways to a top speed of over 200 miles per hour.

In the years that followed, the 640 acres that were leased and then bought by the city have been expanded until there are now 3,000 acres—with not a bean in sight. There are four runways—one of them 12,000 feet long—and a taxiway system that totals 5½ miles.

Bakes was the only attendant at the airport in the old days. Now he has four assistant superintendents and more than 5,000 airport, airline and tenant personnel to help him keep the airport running smoothly 24 hours a day, every day of the year.

'Specialize' Trap Trips Students

FORT WAYNE, Ind. (UPI)—If your son's ambition is the executive suite of a corporation, he can best prepare by avoiding the "specialization trap."

This is the gist of advice from a corporation president who advised youth to take a long look at the changing business world as he prepared for a career.

Tomorrow's corporation will demand an executive who is "a broad social being—unhampered by a totally specialized background" said Edward A. White.

"As a result increasing emphasis is being placed on the liberal arts background as the foundation for top management," White said. He is president of Bowmar Instrument Corp., a firm that makes miniature components for aircraft and missiles.

"More and more," he said, "major corporate decisions involved knowledge of economics, sociology, psychology, political science and philosophy—and the ability to relate the separate components of modern business to company goals and the economy as a whole."

As the executive sees it, too often today, youngsters tend to specialize too much and too early.

"So anxious are they to gain intensive training in applied subjects, such as accounting, engineering, finance, marketing or production," he said, "that they miss the fundamentals of the humanities and social sciences which are becoming so important today—and will be even more vital tomorrow."

The danger of this "specialization trap," said White, was stressed by the eminent management-statesman, Clarence Randall, who observed:

"It is easier to teach the liberal arts student metallurgy than to teach human relations to the student of metallurgy."

In line with this thinking, White points out that the man who will wind up on top tomorrow is the man who can, because of his talent in human relations, direct the largest number of people to produce the most.

What should be the college curriculum for the youngster heading for top management? White cited conclusions of the Association of Consulting Management Engineers — that the best undergraduate training for the executive career should place more than half of its focus upon liberal arts courses. In brief, he said, the recommendation stressed these points:

—Based upon 120 semester hours required for graduation, the student should devote 60-66 hours to the humanities, mathematics, laboratory sciences and the social sciences, with primary stress on English literature and composition.

—A total of 27-30 hours spent in business foundation subjects such as principles of economics and business methods.

—Another 27-30 hours devoted to functional business subjects such as personnel, production, finance or marketing; plus concentration on one as a major subject.

With this, said White, the student then can seek more specialized education through post-graduate work.

Where's the best spot to start job-hunting? In keeping with the changing emphasis toward "the executive with wider vision" White said the chances now favor the young man starting out with a small-to-medium sized firm, rather than with an industrial giant.

"This too is part of the educational process," he says, "and the more well-rounded view of business problems and solutions will be better provided by a challenging position in a smaller firm."

Vanishing Town Of Whitehorse Housed 2,000 In 17 Years Existence As Logging Camp

By J. O. McKINNEY

MOUNT SHASTA — Whitehorse, a lumber camp now abandoned for 15 years, lives on in the hearts of those who once lived there. Each year some 200 former residents of the camp, that was a part of the McCloud River Lumber Company's lumbering operations, meet for a reunion at Mount Shasta. To one who once lived in the old camp, all others who also lived there will always be blood brothers—or sisters.

The numbers that attend the reunion each year is explained by the fact that while not more than 200 people ever lived there at one time, the shifting of transient labor saw more than 2,000 people live there during its 17 years of existence.

The strong ties that mark the old members of "The Whitehorse Gang" can partly be traced to the depression days of the early 1930s. Then groceries were difficult to procure—but venison was plentiful. At one time there were 24 deer hanging in the Whitehorse Commissary. No one looked into the legality of all these deer, but all were welcome to use all they needed. And no venison was wasted.

Mrs. Anita Sullivan, who was postmistress at the lumber camp, said that the post office had 30 boxes. They were all rented most of the time. And all the patrons shared newspapers, other reading material, until the community spirit involved was nearly as perfect as a swarm of honeybees. The days of isolation during deep snows may have a bearing on the Whitehorse spirit today. Enough sociability developed to eliminate cabin fever. Friends grew close, and remained that way.

Ole Olsen, retired timberman now living in Mount Shasta, says that when he cleared brush off the site of the camp that was established in 1928, crosscut saws were the tools used in timber falling. He still likes to hear the "whang-whang" of two men "fiddling down a tree," than to listen to the whine of a chain saw.

But the logged-off area caused Whitehorse to be abandoned in 1946. Today there are but four shells of houses left standing, and the imposing sight on a lava rock chimney that stands all alone. The old chimney belonged to the house in which Dewey Anders lived, and was the showplace of the settlement.

Besides being enveloped in an air of desolation, roads to Whitehorse discourage visitors. There are three ways to get there. None is good. This will probably be changed in the distant future. Sustained production plans will bring logging back to the region. But transportation will probably take care of getting men into the place without having to rebuild the old camp.

There are several versions of how this camp got its name. Some say that it was called that in honor of a big gray horse owned by a man who once lived in the flat where the camp was built. Others say it was to honor the emblem of a popular brand of whiskey that found favor with loggers.

That could be. In the garbage dump of the old camp, there are still a few such emblems in evidence.

SURVIVOR — This home is one of the four remaining houses of the seven that once comprised the lumber town of Whitehorse, now abandoned.
—Photo by J. O. McKinney

CHIMNEY — This lava rock chimney was once a show place in the now abandoned lumbering camp of Whitehorse.
—Photo by J. O. McKinney

Missile's Mission Dictates Fuel Choice

By JACK STILLMAN

HUNTSVILLE, Ala. (AP) — Which method of propelling a rocket is better, with liquid or solid fuel?

Ask this question of an expert and he will tell you: It depends on what your rocket is supposed to do.

Dr. Wernher von Braun, director of the Marshall Space Flight Center, says the Russians use liquid propulsion in their biggest space missions—including the recent man-in-space flights. The Saturn space booster, the 1½-million-pound thrust vehicle that is the free world's largest space vehicle, also uses a liquid system.

But in space vehicles of the future, says Von Braun, liquid and solid systems likely will be combined, and some vehicles might use nuclear and electronic propulsion systems as well.

Experiments Under Way

"In my opinion, there will be in the foreseeable future important places in the science of rocketry for both liquid and solid boosters," Von Braun said.

"Undoubtedly the future will see more and more a mixture of propellants in muli-stage rockets--liquid, solid, nuclear and electric. We are conducting research in all of these areas and intend to use each to the maximum practicable extent."

The solid propellant rockets are descendants of ancient Chinese rockets. When Francis Scott Key wrote about the rockets' red glare, he was writing about solid-fuel rockets.

Rocket men refer to propellants as fuel in a general sense, since all chemical propellants are composed of two constituents—a fuel and an oxidizer.

Getting a giant booster off the ground without it blowing up is not like shooting a firecracker. One scientist said that should a rocket the size of the Saturn booster blow up, it would reak untold havoc for many miles.

Solid propellants, which look something like hard rubber, have built-in oxidizers and are ready to go at the touch of a spark. Those working on the Saturn system frankly admit they would not relish working with such a booster filled with solid fuel.

"If it went off accidentally, you wouldn't have a chance," said one. "But that goes for a liquid motor, too, although the chances of a liquid engine exploding are considerably less."

The solid rocket comes already loaded, since the solid fuel first is liquefied and then must be cooked to its hardened state. This must be done at the factory.

Thrust Is A Factor

The advantage of solid rockets for military use is obvious. They are ready to go at a moment's notice.

But solid propellants are unable to produce the thrust that liquid propellants produce. The power of a propellant is determined by its "specific impulse." A pound of solid propellant would produce only about 75 or 80 per cent of the thrust obtained from the same amount of liquid propellant.

The second major drawback is that the entire casing of a solid fuel rocket is subjected to the full pressure of the combustion chamber. This is because the flame burns inside the entire length of the casing.

There are several arguments in favor of liquid propellants. They give a higher thrust; they are safer; they are easier to control during flight, and they are easier to make.

In a liquid propellant rocket, the fuel is stored in tanks at modest pressure. Pumps force the fuel into the high pressure combustion chamber of the rocket shortly before firing.

But liquid propellants have drawbacks, too. There are hundreds of nozzles, valves, pumps, regulators and other parts necessary to control the flow of the liquid. If they all work properly, that's one thing. But when one goes wrong, chances of a failure are high.

Looking To the Future

A nuclear rocket would be similar to conventional chemical rockets except that the fuel would be heated in a reactor rather than burned in the nozzle. This would mean a lighter rocket, since the fuel tanks or solid-fuel casings would not be needed.

The nuclear rocket also would have a higher specific impulse.

A liquid propelled rocket like the Titan has a specific impulse of somewhat over 300. But the furst nuclear rocket expected to fly would have a specific impulse of about 900.

Development of the nuclear system has its difficulties, however. Revving up a nuclear engine in a rocket would be like trying to carry a lighted acetylene torch in a tin pail. The problem of carrying the engine still has to be solved.

The electron-ion propulsion system is in the distant future.

In this system, a reactor would heat cesium vapor from which electrical power would be provided. Although the specific impulse would be extremely low, once an ion rocket is in space it would build up power as it traveled since there would be no drag.

Such a system, say scientists, will be necessary if we are ever to get to Mars.

ADDED STARTER

CONCORD, N.H. (UPI) — New Hampshire celebrates one holiday —Fast Day—which is not observed in any other state. It dates from colonial times and is a Spring Thanksgiving.

It falls on the fourth Monday in April.

The crater of Haleakala, a slumbering volcano in Hawaii, is 26 miles in circumference. It could almost hold the entire island of Manhattan.

ATLAS
Uses Liquid Fuel

MINUTEMAN
Solid Fuel Rocket

Student Writing Effort Draws Scowls From Dean

Efforts of high school students to write are a scandal, and their efforts to speak are a calamity, according to Dr. Robert D. Clark, dean of the University of Oregon College of Liberal Arts.

Dr. Clark spoke Friday at Denver, Colo., during a meeting of the Colorado Education Association.

He urged that students be asked to write more short compositions, and that teachers read and evaluate them carefully and critically. "The student learns to write and speak by writing and speaking under critical conditions imposed by the teacher."

He said he once met a freshman at the University of Oregon who told Dr. Clark that in four years of high school he had not written a single theme.

Dr. Clark recommended that language teachers be better trained, and that better teaching conditions be provided for high school teachers of English.

Oregon is doing a good job in preparing its teachers, he continued. A study of Portland high school English teachers shows a median preparation of 40 to 45 hours in college English courses. "A very commendable level of preparation."

Under present teaching conditions, high school English teachers have average loads of 126 students or more, he said.

One theme a week would be a minimum requirement to expect improvement in writing, but if the teacher spent only ten minutes grading each paper this would require 20 hours a week of reading time, he pointed out.

He said English teachers tend to protect themselves by requiring fewer papers, or do not read all papers.

"Where does the teacher find the time, even if the school board reduces her load to 100 students? The only solution I can see is a drastic reorganization of the classroom."