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FRIDAY, APRIL 5, 1957

Democratic Galahads Prepare For National Glory

'Soapy' Slays Michigan GOP

WASHINGTON
GOV. G. Mennen 'Soapy' Williams, a liberal young Democrat, this week displayed a remarkably impressive pair of coattails in the typical pivotal state of Michigan.

In an off-year election marked by voter apathy and with an unremarkable slate of candidates, Democrats swept the boards clean. Williams, elected last fall to his fifth term as governor, was not on the ticket but in a hard-hitting statewide campaign laid his own prestige on the block for it.

Even his opponents are now saying "It was Soapy who did it." The net to him is increased national stature which will force Democrats to reassess his 1960 possibilities.

REPUBLICAN CLASP
The Williams rise is accompanied by a comparable collapse of the Republican state organization. Michigan observers are talking in terms of the Michigan GOP and suggest that Republican Sen. Charles E. Potter will need a miracle to win re-election next year.

The general expectation is that Williams will not oppose Potter but will run for a sixth term and win. Such a victory would make him easily the senior in terms of service among the 48 state governors.

Of that 48, there are 20 Democrats. They will head their delegations to the national convention and carry great weight in the selection of the national ticket.

The probable opposition to Pot-

ter is Lt-Gov. Philip Hart. Like Potter, Hart was badly wounded in World War II combat; unlike many Democrats, he has good connections with the business community of Detroit.

Williams has from the start had the constant support of labor in populous Wayne County, which includes Detroit. His ability to win re-election shows, however, that he has wide public acceptance beyond labor. He has also built an effective state organization under a talented state chairman, Neil Stabler.

Stabler's work in Michigan attracted the attention of the National Committee, which made him head of a committee on organization to teach his fellow Democrats how it's done. The Stabler committee report is now in the hands of National Chairman Paul Butler, who has said he would promote its general acceptance.

FACTIONAL STRIFE
The story of the Michigan Republicans seems to be chiefly one of factional strife and uninteresting candidates. However, their ticket which just met defeat was said to be as good as that of the Democrats who won.

Blame is attached to Postmaster General Arthur Summerfield by some observers who charge him with trying to run the state from Washington, a maneuver which rarely succeeds in politics. Also, the factional GOP quarrels multiplied the big contributors disappeared, a normal reaction in the political picture.



G. MENNEN WILLIAMS



JOHN F. KENNEDY

Kennedy Keeps Busy Talking

WASHINGTON
WHAT precise planning and unlimited means can do for an attractive politician who wants to be President will be demonstrated at the 1960 Democratic national convention.

The politician is the young World War II veteran, John Fitzgerald Kennedy, who was elected to the Senate from Massachusetts in the Eisenhower landslide of 1952 after three terms in the House. A sudden avalanche of southern support to Sen. Estes Kefauver with the big city leaders almost put Kennedy in the second round of the Stevenson ticket in 1956.

The drama of that occasion and his sportsmanship in defeat made him one of the most sought-after speakers of the campaign. With a shrewd eye to the future, he made himself and his own smart staff available to Democratic candidates all over the country.

NATIONAL DEMAND
That demand continues. Between January 1 and March 27, 1957, Kennedy had 668 written invitations to speak, with virtually every state of the Union represented. This was in addition to similar requests by telephone at the rate of one or two a day.

He has accepted 38, 15 of them in Massachusetts. The balance is discreetly distributed among Democratic gatherings elsewhere, including Missouri, Alabama, California, Ohio, Nebraska, Delaware and New Mexico. The high percentage of home

state engagements reflects the senator's immediate goal, which is to prove himself the greatest voter getter the swing state of Massachusetts has ever seen. Kennedy will be up for re-election in 1958.

TIDAL WAVE
Victory by a tidal wave could well serve his hopes in several ways. Obviously any candidate gains prestige when he swamps his opposition, but the special circumstances of the 1960 contest would give Kennedy an extra dividend.

Democrats regard Vice President Nixon as the man they will have to beat in 1960. They perceive that he is already directing an unabashed appeal at the minorities, especially the Negroes, and hold the balance of power in the big states where elections are now or lost.

They have learned twice against President Eisenhower that the iron hold of Franklin Roosevelt and Harry Truman on the minorities has been relaxed. They fear it has been dangerously relaxed.

This is the reason southern Democrats have been induced to moderate their adamant stand against federal civil rights legislation.

Massachusetts is a big state with vocal minorities. The Kennedy party is already moving toward the kind of avalanche of Democratic votes there next year which will enable them to argue that their man is the answer to Nixon.

New Mechanical Inspection Bill Meets Standards Of Logic And Convenience

AFTER two months of artful dodging and furtive fidgeting, the General Assembly is finally face to face with the responsibility to act on a motor vehicle inspection law. A bill to establish a system of safety checks at state-licensed garages was introduced Wednesday by Rep. Carroll Holmes of Perquimans.

It is a reasonable and feasible proposal designed to overcome principal objections to the short-lived 1947 law. If enacted it will be a major contribution to the cause of highway safety.

But elephants and politicians never forget. Reaction to North Carolina's first mechanical inspection law was fierce. Long waiting lines at inspection lanes made car-owners impatient. When the vehicle was disapproved, the driver had to get the defect remedied and then go through the whole waiting process again. Many motorists felt that strict inspection standards which went beyond the requirements of laws in force were not clearly related to safety. Some car dealers doubted the periodic inspection was necessary; others just didn't want to be bothered.

This ample supply of left-over ire is easily transferred to the new proposal and certain obliging politicians are happy to lead the crusade.

THIS is unfortunate for several reasons.

First, the present proposal differs in many important respects from the old 1947 law—and these differences deal effectively with the objections which led to its repeal.

Second, there are welcome signs that the Tar Heel public is at last coming around to the idea that safety checks are worthwhile. In 1956, North Carolina led the nation in the number of mandatory inspections. During one week campaigns last May, nearly 200,000 automobiles and trucks were inspected in 102 cities and towns in the state—roughly one-eighth of all the motor vehicles registered in North Carolina. Over 31,000 cars were rejected for mechanical defects, 13,000 were brought back for rechecks after defects were corrected.

UNLIKE the 1947 law, the new plan would not involve state-operated inspection stations. It is proposed that motorists take their cars to the garages they usually patronize. Most garages and many service stations would be inspection stations. The motorist could and would tell the mechanic to fix whatever needed fixing and to put an approval sticker on the car. The charge for the inspection and the sticker together would be not more than \$1. Any repairs necessary would, of course, be extra.

It would be possible for the motorist to have his car inspected at one station and repaired at another without an additional inspection fee.

There are possible disadvantages in

the new plan, of course. For instance, there might be a variation in standards of inspection among the various garages or service stations. Favoritism might be shown to some individuals or vehicles and some garages might even repair equipment which did not need repairing in order to get more business.

But the new measure would enable the commissioner of motor vehicles to get up a program of inspectors to supervise safety inspections with some care and diligence on the part of state inspectors, reasonably fair and uniform standards could be maintained from one station to the next.

At any rate, the advantages outweigh the disadvantages. A large number of inspection stations would be available to provide rapid service with a minimum of waiting in line. Motorists would travel a minimum distance to be inspected. Repairs could also be completed within a few weeks instead of being carried on throughout the year.

THE need for regular safety checks should be self-evident to anyone who does much traveling on Tar Heel highways at night. The number of cars encountered with a headlight out or tail lights missing is often rather frightening. In addition to lights, the brakes, horn, steering mechanism and windshield wipers should be inspected under the terms of the new law. Registration cards would also be subject to inspection as a means of detecting stolen cars.

It is conservatively estimated in North Carolina that mechanical defects are responsible for 10 per cent of all motor vehicle accidents.

Says the State Department of Motor Vehicles: "Even if mechanical failure caused only 5 per cent of the accidents in North Carolina, that would mean that mechanical failures more than 50 people now dead might still be alive."

Critics of the bill have already pointed out that statutes covering mechanical equipment and its operating condition are already on the books for use any time the State Highway Patrol cares to make a spot check. It is true that the state already has the authority to inspect equipment in road blocks (G.S. 20-183) and when there is reason to believe that some item is defective (G.S. 20-49 d). But this hit-or-miss technique is totally inadequate. What is needed is a regular, systematic program of mechanical inspection of all motor vehicles, one which leaves nothing to chance.

A system of periodic mechanical inspections is a necessity in North Carolina. It will save lives and money. Rep. Holmes has introduced a bill which would provide the basic minimum program. It has the blessing of the Motor Vehicles Department. It is simple. It is logical. It should be enacted into law.

Dulles' Biographical Halo Has Some Big Holes In It

By STEWART ALSOP

WASHINGTON
EXHIBIT A in the forthcoming inquiry into American policy in the Middle East ought to be a new book about Secretary of State Dean Rusk's Dulles-Bulfinch-Bolton Bell of Time magazine.

The book contains a long and passionate defense of the Dulles Middle Eastern policies, and according to the author it "benefits from personal interviews with [Dulles] which have provided insight into his official actions." In short, it is a kind of White Paper, or lawyer's brief, for the Dulles policies, based on facts and interpretations supplied in large part by Dulles himself.

As such it is a fascinating document. A previous report has described how Dulles consistently brought on the Middle Eastern crisis by withdrawing the American effort to aid Egypt in the Suez Canal, in the most brutal and insulting way possible. The rest of the Middle Eastern section of the book is designed to prove that, in thus forcing a Middle Eastern showdown, Dulles brought off successfully "a masterly gambit in the cold war," greatly to the benefit of the United States.

VIOLENT REACTION
Because of the evident authority with which Dulles writes, this thesis deserves further scrutiny. The Bell, or perhaps Dulles-Bell, version of the crisis may be summarized as follows:

Egypt's Colonel Nasser reacted violently to the calculated slap in the face, as Dulles had expected. He nationalized the Suez Canal, and thus "precipitated the sharp crisis the Western Powers had faced in the Middle East, and before it was over produced a tremendously shocking split among the Western powers themselves."

The split occurred because the British, after much "wavering" joined the French in a "plot" which the French had already cooked up with the Israelis. In so doing, Dulles' opposite number, British Foreign Minister Selwyn Lloyd, consciously "misled" the American government. The "treacherous" French-British plot to seize the canal" made President Eisenhower

throughout the crisis, however, Dulles followed a "consistent and purposeful" policy.

"Facing a weak and misguided neutral, Dulles believed that the best course was to swing moral opinion to bear on him and show

him, if possible, in what way he was misguided. Despite British French rejection of this theory, the Dulles method prevailed in

the end." The Dulles method prevailed because he "studied the influence of the United States so vigorously that fighting was stopped within a week. This was a winning peace with genuine skill."

Thus the end result of the Dulles-forced Middle Eastern showdown was a big net plus for the United States. It created a "completely new understanding of motives in 'neutral' parts of the world which added immensely to the stature of the United States as moral leader in the fight for peace."

"Well, We Certainly Botched This Job. What'll We Stamp It—'Secret' Or 'Top Secret'?"



Postal Service Must Be Maintained

ALTHOUGH the furor may seem to belie the fact, there is nothing un-American about Postmaster General Summerfield's threatened cutbacks in the postal service. Pony express riders are a permanent fixture in American history, and many living Americans remember when the mailman used to meander along in a horse-drawn buggy.

That was, however, an earlier America. And the horse-and-buggy aspects of the Summerfield emergency plan have no place in a modern society held together by the sines of swift communications. Fast, efficient postal service is no luxury in 1957; it is an industrial, commo-

cial and personal necessity, particularly at such distribution centers as Charlotte. Mr. Summerfield's plan of insufficient funds to maintain present service seems justified in some respects. Certainly rapidly spreading residential areas have necessitated increased spending for personnel and machinery.

Congress can determine whether the department has spent wisely, and whether there has been excessive experimentation in the use of gadgets. It should do so with an eye to the new budget. Meantime, funds actually required to maintain present service should be provided.

Buffalo Bill is defunct.

REST CURE—RUSSIAN STYLE

SOCHI. In the Soviet Union, is a health resort. It is necessary to understand this in order to explain the strangeness of its atmosphere.

Before I arrived there, I had not known what to expect. The beauty of the coastline of the Black Sea is legendary, it would be as gay and romantic as Capri? Or, since it was in Russia, would it not rather be like a loud and overorganized holiday camp?

Sochi was none of these things. Instead of hotels, the town consists exclusively of sanatoriums, the word having here not the German Baden-Baden sense—that is, a place to cure people of any given disease—but meaning a place where people rest, in the sun and air, with diets and physical exercises and attendant medical staff and segregated beaches, and where they prepare themselves for the coming year's work.

The atmosphere, in spite of the incredible beauty of the surroundings, was dead. I noticed this very soon after our arrival at the sanatorium for railway workers at which we stayed. I was sitting on the grounds of the sanatorium, surrounded by shade trees. From time to time, Russians, dressed mostly in striped pajama tops, were seen everywhere there, walked past, usually in groups of two or three talking sometimes, picking leaves and giving short

laughs, that had none of the gaiety or spontaneity that one would expect in such a place.

It was later, sitting on the mixed part of the beach attached to the sanatorium, that I think, I discovered the reason for this apparent lack of gaiety: there would be a chaperon, without whom no foreigner is allowed to beach, and even, never mind into the sea—a safety precaution—I had sitting with me a blonde Russian woman who had informed me with some pride that she was an "ordinary" railway worker.

"Are you alone?" I asked quite honorably. "I mean, are you staying here by yourself?"

"Yes," she replied.

"Are most of the people staying here with their families?"

"No." "Where are their families?" "Back at home at their jobs. The workers apply for permits to come here to rest, and if they get them they come. But they can't bring all their families with them."

Drew Pearson's Merry-Go-Round

A LITTLE-NOTICED but vitally important incident took place on the Senate floor the other day. It occurred in full view of the press galleries, and little appeared in the newspapers about it.

Two senators, first a Republican, Williams of Delaware; then a Democrat, Douglas of Illinois, tried to get a roll-call vote on a move to reduce the tax concessions given to the big oil and gas companies. They could not get even 10 senators to raise their hands.

Shy Solons
The 10 hands needed were not necessarily to vote against the oil companies, but to record the vote either for or against oil. But if a senator ticked off, didn't want the public to know how they voted on oil.

The roll call was made with the hundreds of thousands of dollars dumped into the presidential and Senate campaigns last year, indicates a political circle of great importance to the American people.

Round And Round
The circle goes round and round, like this: "The oil men get tax concessions. They use the money they save on taxes to elect their friends as senators and their man as president. Then their sen-

Senate Ducks Roll Call On Oil Taxes

ators cooperate by voting for continued tax concessions." Little of this, however, was recorded for the public to read and know about. Here is the full story of what happened.

Honest Champion
Sen. Williams is a staunch Republican turkey farmer and feed dealer who, coming from the oil State of Delaware, could not easily be elected if he were not a conservative. He had been given a long-time campaign for honest taxes and honest tax collection. For a time, he got some support from Secretary of the Treasury Humphrey, who stated publicly that the 27 1/2 per cent depletion allowance given the oil industry was too much.

The Bonanza
Before the corporate tax bill came up for re-consideration last week, Williams appealed to Humphrey to support a reduction. Humphrey declined. Williams nevertheless moved in the Senate to reduce the 27 1/2 per cent tax bonanza to 15 per cent. He got nowhere.

So two fellow Republicans, Aiken of Vermont and Potter of Michigan, gave him whispered advice to try a compromise at 20 per cent. He did so. But a roar of negative votes drowned this proposal, too.

Those leading the "no" chorus were Democrats Lyndon Johnson of Texas, great friend of the oil lobby, Russell Long of Louisiana, who owns underwater oil lands in the Gulf of Mexico, and Frank Carlson (Kans.) with Everett Dirksen (Ill.), Republicans.

Williams then tried for a show of hands to get a roll-call vote to require senators' names to be recorded for and against the oil companies. He got only four hands: Douglas (Ill.), Neuberger (Ore.), Democrats; with Aiken and his own (Williams) hand, Republicans.

New Compromise
Then Douglas, a former economics professor at the University of Chicago and a tax expert, proposed a further compromise. He urged that little oil companies with a net income of less than \$1,000,000 be allowed the full 27 1/2 per cent rate. Companies with a net income of \$1,000,000 to \$5,000,000, he proposed, should get 20 per cent allowance. Companies making more than \$5,000,000 should get 15 per cent.

This, however, was also roared down. Democratic leader Lyndon Johnson led the chorus.

Pocketbook Senator
Then Douglas asked for a roll-call vote. He needed 10 hands. The Democrats pride themselves on being the champions

of little business and the common man. Only six of them, however, were willing to stand up and be counted: Lausche of Ohio, McNamara of Michigan, Humphrey of Minnesota, Carroll of Colorado, Neuberger and Douglas. Three Republicans also raised their hands: Javits of New York, Aiken and Williams.

While Williams and Douglas made repeated pleas for a roll-call vote, Sens. Long, Kerr, Carlson and Dirksen, together with Lyndon Johnson, slipped around on the Senate floor, urging colleagues to keep their hands down.

Kerr's Holdings
Afterward Sen. Kerr confided to Charlie Murray, son of the elder-statesman senator from Montana: "If they'd got a roll call, the opposition could have rolled up 40 votes against us."

By "us" he meant the oil companies. Sen. Kerr, through his company, Kerr-McGee, owns \$10 million of oil-gas lands, on which he has received a gross income as high as \$14 million in 1950 his net was \$1218,627, on which his company paid a tax of only \$649—as a result of generous tax benefits given the oil industry.

A senator who has a pocketbook to invest in it, let alone lobby. But Kerr was busy as a bird-dog blocking any roll call on the oil depletion allowance.