

## 86th General Assembly Grass Rooters Will Open Thursday With Strength Split

GOP to Control Senate as Democrats Hold Upper Hand in House

By ROBERT BLOEM

Thursday marks the start of Indiana's biennial 61-day madness in the General Assembly.

For the record, it's the 86th regular session. There's no law compelling the legislators to remain in session that long, but they always do.

Republicans will control the House 60 to 40. Gov. Schricker, who will be the third arm of the legislature, is, of course, a Democrat.

Seventy-three members of the assembly have never served before. Fifty-four of these neophytes are Democrats, 19 Republicans. Even the old hands will have much to learn because the chambers have been modernized and mechanized.

So much for the record. Legislative intentions for the session are not yet clear, may never become clear if history repeats.

### Seek to Get Credit

Both Democrats and Republicans have hinted that fewer laws will be enacted than ever before. That seems likely since bills must pass both the Democratic House and Republican Senate and signed by the Democratic governor before becoming law.

But this outlook will not prevent new record numbers of bills from being introduced. Many measures will be introduced in duplicate with both Republicans and Democrats trying to grab credit.

Why anybody would want credit for thinking up some of these bills is an unsolved mystery.

The range of complex problems to be met by the 86th General Assembly will run the full scale from figuring out how to pay the soldiers' bonus to outlawing bob-tailed Cocker Spaniels.

So far no more than two dozen of the 150 legislators have agreed on any one method for paying the bonus. There has been no official comment on the bill already being drafted to prohibit bobbing of dog's tails.

### Need New Roads

There also is a wide divergence of views within both parties on the subject of statewide direct primary elections. There will be several bills to set up the statewide primary, and many legislators who will oppose all of them.

Although writing letters to Santa Claus is supposed to be over for another year, it's just beginning for the legislators.

Indiana needs new roads. The old ones need new pavement. The Highway Department will need millions of dollars more than it had last year and the year before to do the job.

The state health department has put in for a new law to enable it to give a helping hand—

## Want GOP to Get 'New Look'

'Wall Street' Tag Likewise Disliked

WASHINGTON, Jan. 1 (UPI)—

The grass root rank and file of the Republican Party apparently want the GOP to get itself a "new look."

But there is considerable difference of opinion as to just what kind of look it should be.

That's the impression gleaned today from a stack of letters which have poured in on GOP National Chairman Hugh Scott

Stockholders of the company, valued in December, 1947, at

\$10,767,000.

Mr. Scott asked for suggestions

in a post-election letter mailed to the party faithful asking for contributions to wipe out a \$350,000 deficit. Some of the answers, with the signatures deleted, were made available to show how party thinking is running.

They boiled down to a grass root feeling that the GOP:

ONE: Must take on a "new look."

TWO: Can't win elections by

posing as a watered down "me too" version of the New Deal.

THREE: Must rid itself of the "Wall Street" and "party of privilege" label with which President Truman tagged it in the last campaign.

FOUR: Should remain conservative, but not ultra-conservative.

Mr. Scott hopes to get some material out of the letters which he can use at the Republican National Committee meeting he has called in meet in Omaha, Neb., Jan. 26-27.

In taxicabs, trains and planes, transportation is sold on a mileage basis. The farther you ride, the more you pay.

But paying for the length of the ride in a bus is a different matter when the bus travels within the confines of a city. Interurban busses can be on a mileage basis with destinations scaled to give a proper return. City buses stop too often. It should cost little more to an extra block, more or less. So it cannot be worked out on an exact, block-by-block basis. But it can be worked out in a zone system.

Seeking Easiest Road

One of the problems of the traction company and the PSC is to work out a system of fares which will cause the least resistance. This means simply that any increase should not affect the majority of the riders.

Since most cities are divided into two or three zones, it is possible that this solution may be repeated by acting as a weakly repeated water-down imitation of the New Deal."

A Chicago came up with the demand for a "new look." "This must take place from the top down," he wrote. "Ninety per cent of the big names used are worn out. Get rid of them."

## Zone Bus, Trolley Fares May Arrive in 1949

### Called Painless Way To Boost Revenue

By HAROLD H. HARTLEY

Times Business Editor

One of the important changes in our living habits this year may well be how much we drop into the fare boxes of Indianapolis Railways, Inc.

Dropping change in the fare boxes is a steady habit of the citizens. They do it some 84 million times a year.

Officials of Indianapolis Railways, Inc., discovered years ago that running a public transportation system wasn't apple pie. Indeed, they have been over to the State Public Service Commission and complained that they were earning next to nothing, which far from satisfied the stockholders of the company, valued

in December, 1947, at \$10,767,000.

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Establish a one-pace party platform now," he wrote.

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Since the PSC functions in the public interest, convenience and necessity, it is probable that any upward adjustment would have to be passed by the majority of riders.

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