FRIDAY, OCTOBER 15, 1948

Brush-Off For Parking Plan

Trs pretty obvious by now that the City

Council doesn't want to do anything
about parking. This week, after the Planning Board's recommendation for offstreet parking recommendation for
the street parking facilities had had plenty of
time to sink in, the Councilmen sat around
and talked about parking in general terms,
but did nothing. They did nothing two
weeks before. They are not likely to do
anything two weeks from now.

The Planning Board spent some two
years finding out all it could about parking. It made every kind of survey you can
think of about the local problem. It canvassed dozens of other cities throughout
the country to find out what their problem has been and what they have done
about it. It studied the findings of state
and national traffic associations and buryana.

Trans.

and naumal trains an answer. The only completely satisfactory way to guarantee completely satisfactory way to guarantee completely satisfactory way to guarantee control of the complete completely satisfactory way to guarantee control of the completely satisfactory of the complet

cise.

There is no way to measure the irritation and veration of trying to find a place to park. But the accumulated experience is already driving shoppers out of the main business district and nito the suburbs and, eventually, will discourage the flow of business from Charlotte's big, populous trading area. When that happens there will be a drop in downtown property values and a general disintegration of the main business district which has already cost dearly such cities as Boston and Baltimore.

more.

It is not too late in Charlotte. But it will be one day unless the Council decides to rely on the judgment of its Pianning Board which, up to now at least, knows a good deal more about parking than the Council does.

Global Aspects Of A Southern Problem

THE average Southerner finds himself harassed so often by what he terms the "race problem" that he may come to feel that other sections of the world know nothing about such inner frustrations.

othing about such inner frustrations.
But the global press reveals every day
low differences in skin pigment and racial
haracteristics bring sorrow, fear and anger
o people sverywhere, not only in the
outhern regions of the United States.

Southern regions of the United States. Pearl Buck, the novellat who is an authority on the Far East, pointed out recently in a lecture how easily man sins against his brother—aimost unconsciously. Miss Buck thinks Warren Austin, the chief delegate to the United Nations, was guilty last week. — but wholly uninstentionally. Mr. Austin described the new Russian atomic energy proposal as a "piece of Oriental trickery" while (Miss Buck declared) "many of our Triends of the East were present and must have felt a sting."

"many of our friends of the East were present and must have felt a sing."

Our Teutonic conception of the Far Eastern populations as a g rou pof "yellow
races" which may one day threaten the
white domination of the world is as deeply
engrained in the psyche of the West as the
race fear in the mind of a white man in the
Mississippi Delta country. Mr. Austin's offhand remark in Paris was a manifestation
of that attitude, and although the U. S.
delegate had no malice in mind, he was
careless in turning a silek-sounding phrase.
Other recent inglicints show the same
pattern of behavior all over the world. In
Washington, D. C., the Ethiopian Minister
to the U. S., attending a meeting of the
Association for the Advancement of Science, was asked by an usher to move his
seat from the ground floor to the Balcony,
Instead, he removed himself from the con-

ference altogether and almost precipitated an international incident.

ference altogether and almost precipitated an international incident.

In France Spain the National Film Censorship Board banned the showing of "Gentlemans" Agreement" and accompanied it with a statement which denied that the Catholic Church should call the Jew a "brother". This brought an instant protest from Cardinal Septiana in New York and counties other repercussions, expanding the statement of the Cardinal Septiana in New York and counties of the repercussion, expanding the Cardinal Septiana in New York and counties of the repercussion, expanding the Cardinal Septiana in the unending sags of man's ishumanity toward man. There is no patent 'solution' in the accepted sense of the word, for all these world frustrations. Only the fuller practice of the baste tenets of the Christian philosophy of brotherhood holds any answer whatsoever to the fear-wought confusion gripping the world. We do not stand to the control of the world of the world with the world with the control of the world with conditional through such methods, but followays change only when the human heart changes.

This emphasis on the world-wide scope of the problems of race and creed does not in any manner lessen the responsibilities of pur Southern regions for finding ways to further the ents of justice for all our peculiary in the world with considerable justification recently: "The United States is in grim competition for the support of the people of the world, three-fourths of whom are colored. The time is past when we can wait for slow, evolutionary improvement to right our wrongs. The South may defend, its rights to do the job in its own way, but the South cannot insist on doing it in its own good time.

Trucking Industry Chooses Well

THE American Trucking Associations fi-nally prevailed upon Charlotte's Her-man DeWitt (Buddy) Horton to accept the

In nally prevailed upon Charlotte's Herman Dewitt (Buddy) Horton to accept the responsibilities of this organization's presidency—and at a time when the long-line motor transport industry is contending with problems even more diverse and complicated than in war-time.

Since 1938, Mr. Horton has been first vice-president of the ATA, topmost organized representative of this industry. Pressures of his own affairs during the past ten years complied Mr. Borton to retail the representative of this industry. Pressures of his own affairs during the past ten years completed Mr. Borton to retail the representative of this most brilliant managerial feats. Men well informed of shipping problems incident to the post-war boom realize that Mr. Horton mow has presented before him other opportunities to demonstrate his abilities as an industrial manager and diplomat.

Despite the steadily accumulating burden of his corporate duties through the past twenty years, Mr. Horton still arranged time to participate in affairs of civic and Masonic organizations. Though he climbed the hard way upward in industry and france. Mr. Horton retained his cheerful.

iarity.

So high, and relatively rapidly, has Mr.
Horton expanded his official activities that activities that here has been supported by the history of hose business men who know him welf have not acquired a full appreciation of his career, which in some respects is rather spectacular. Largely through a combination of circumstances over which he had little control, Mr. Horton found himself in the motor trucking ton found himself in the motor trucking. over which he had little control, Mr. Hor-ton found himself in the motor trucking business in 1922. Previously he had oper-ated a modest tire and batter; shop here. Three years later, he bought the business he had worked for from receivership. Then he operated 30 trucks as Horton Motor Lines. Now, he is chairman of the board of Lines. Now, he will be the short of the board of the previous as a commonent in that chairmans. 1943 with the Horion Lines and their 500 trucks as a component. In that chairmanship, he directs 5,500 motor trucks on regular routes extending over the area from Boston to Pittsburgh to the Deep South—the world's greatest operation of its kind. Capable, aggressive, and confident, Mr. Horton still is "Buddy" to those who know him best and feel assured that ATA's guidance is in good hands.

From The Greenville (S. C.) News

41 Million Cars

AN ESTIMATE by the Public Roads Administration places the number of motor vehicles on the nation's roads now at all million, three million more than the

41 million, three million more than the previous peak last year.

The reason why so many trucks and cars are now operating before the manufacturers have been able to catch up with their order backing is that several million owners are being forced to drive which where ready for discard because replacements their discard cars going a relative property of the care to the care of the care o

hazards on the highways and adds to th.

And this new record high for the num-ber of vehicles operating serves to warn the per of vehicles operating serves to warn the country of its growing need for improved highway and atreet facilities, to say nothing of the parking problem in urban areas. When cars are plentiful again traffic problems will some to new high peaks unless adequate steps are taken to cope with them.

A man doesn't have any influence around the house after he passes the age of five.

Little Rock Arkanses Gazetts.

'While I'm Waiting I'll Just Look Around A Little'



People's Platform

Watch The Russians In Berlin

Editors, The News:

THIS country got into a whale of a lot of trouble
because at Teheran, Yalta and Potsdam we made
what seemed to be "small concessions."

Those concessions have kept the world in tur-

brewed.

It is wonderful for Hull and Stimson to write fat volumes showing they had not done it—it was all Rocerell—but these old men are through, while the next penetration flay have to go to war on account representation of the present setting that concerning the properties of the presentation of the present setting that country down the river.

It is amaxing to listen to great men asy now that they should have resigned but that they stayed on deck because the country was at war. But the country was a stay in the present that of ways at all a war—chough it is a different kind over the present that they have the present that they have the present that they have the present the present the present that they have the present the present that they have the present the present the present that they have the present the present the present that they have the present the present that they have the present that they have the present t

off oder seature was—though it is a different kind of war.

We have a right to be in Berlin. The British have a right to be in Berlin. He was recommended by the seature of the seature of

Now the danger is that the Russians have again occumented us. They picked the months of a President of the Comment of the Comm

Republican Aspirations

Thanks From The UDC

Definite Services of the Service Servi

Marquis Childs

A Vote Against

the country his daily schedule gar-change of every kind is occurring as settly.

The country has been described as the country his daily schedule gar-change of every kind is occurring as and Thomas trevit in lower be-recipilated by the processor of the largest total con-trol and processor of the largest total of the country his own of the country his scarcely necessary to add, is of an entire of the country his own of the countr

James Marlow

The Merit Raise

CAN an employer share to the Supreme Court refused to reconsent of the union representing this workers?

There may be conclusion over the U.S. Supreme Court this week.

it by the U. S. Supreme Court this wave with the union representing wave.

If a supplemental the control of the

Drew Pearson's Merry-Go-Round Rep. Chapman Loses Governor's Support

November. It will not elect a Democratic Senator—for two reasons. The Republican Senator John Coopers has had good Senatorial record and deserves to be re-elected.

1. The Democratic candidate, frequently unsober Congressman Virgil Chapman, has such a miserable record that many Democrats are getting affect by with him. Thereby solve the properties of the properties of the properties of the public. Policy are the public, Policy are the public, Policy in this superstant of the public. Policy in this superstant of the public, Policy in this campaign are getting a fair in the sampaign are getting a fair the public. Policy in this superstant in the sampaign are getting a fair the public. Policy in this sampaign are getting a fair the public. Policy in the sampaign and has concentrated on Truman and Barkiey.

In YESTERDAY'S column it was suggested that not all the issue in this campaign are getting a fair to be samped in the sampaign and has concentrated on Truman and Barkiey.

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and would give him labor's enforcement, such as the would give him labor's enforcement, and the would give him labor's enforcement being the would give him labor's enforcement. This would give him labor's enforcement given him labor's enforcements. Him labor's end in the would give him labor's end give hi

Pinally, when War Assets Administrator Jesse Larsen not ured of Republic's favored position and sold the Government's Cleredand blast furnace to Henry Kaiser, higher-up for weeks, refusing 10 GHz shale to Kaiser, an independent.

The shale to the shale to Kaiser, an independent.

The shale to Kaiser and Chair and the shale to Kaiser, an independent.

The shale to Louisville.

NOTE—U. S. Steel's pipeline into the Truman Cabinet is likeable, bumbling Secretary of the Treasury John Studer. Republic Steel's pipeline in a-While House, plater George Republic Steel's pipeline in a-While House, plater George dent Charley While that he could get the While House on the phone day or night.