THE CHARLOTTE NEWS

60th Anniversary Year

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SATURDAY, FEBRUARY 26, 1949

'Get Yourself A Good Rest, Harry'

HUMPTY - DUMPTY ROAD PROGRAM

(Editorial Correspondence)

RALEIGH — Despite all the "feudin', fightin', and fussin'," as Governor Scott calls it, some kind of road bond issue will be submitted to a vote of the people in the next twelve months. But unless the spirit of compromise brings the Governor and the General Assembly closer together than they now are, it will be somewhat less ambitious than Scott's original $200,000,000 project.

Reports were circulating around the capital this week-end that a compromise move is in the making, that the Governor will get together with key leaders from the House and Senate, probably next week, in an effort to achieve a united front on the road program. If so it will be the first time in this hectic 1949 session that a sincere effort to establish better working relations has been made.

The fact that both the leaders of the Assembly and the Governor are trying to achieve harmony on this measure indicates their realization that the tug-of-war of the past few weeks is not getting them, and the State, anywhere.

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WHEN the roads bill was first introduced in the House, it looked easy. The bill whooped through the House Roads Committee on a clamorous voice vote and, in the course of events, was referred to the House Finance Committee where it lies dormant at the moment.

But when an identical bill came up for consideration in the Senate Roads Committee, the legislative architects went to work and redesigned it to their own specifications:

1. The amount was cut from $200,000,000 to $100,000,000. Scott did not want this, said at one time he wanted the full amount or nothing at all.

2. An increase of one cent on the gasoline tax was made contingent upon approval of the bond issue. Scott did not want them tied together in any way.

3. An allocation formula, dividing up the funds among the counties on fixed allotment basis, was adopted. Neither did the Governor want this.

4. A limit of 2 per cent interest was set for the bonds. Scott definitely opposed this.

The bill, with those amendments, was reported out favorably, and was sent to the Senate Finance Committee.

Meanwhile, the House Roads Committee, which had previously approved the $200,000,000 bond issue referendum, tossed the Governor a curve ball when it approved a bill setting aside for municipalities the income from one cent on the gasoline tax. The Governor had recommended only $2,000,000 for municipalities. The House bill would give them some $7,000,000 a year, or $5,000,000 more than the Governor wanted to spend on city streets. If it is approved, the financial experts on the Highway Commission will have to shuffle their figures again, for it would give the highway fund some $20,000,000 less in the next four years than Scott had anticipated.

All this happened on Thursday of this week. In one day the original Scott proposal, like Humpty-Dumpty, had a great fall, and no one here knows exactly how it is going to be put back together again.

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IT is a striking paradox that this should be true, for there is substantial sentiment among members of the General Assembly for an expanded road program of some kind.

Partly responsible, of course, is the resentment which built up against the Governor during the first few weeks of the session and finally erupted this week. This Assembly is simply not going to turn the reins of government over to Scott.

Partly responsible is the opinion, shared by most members of the Assembly, that the $200,000,000 proposal is (1) too big, and (2) faulty in theory.

Some of them doubt the need for any kind of a bond issue, think the Highway Commission will have, from regular sources, all the money it can wisely spend in the next four years.

Others believe that the original theory of the State road program—surfacing the primary roads—should now be extended to cover all the rural areas, but think the Governor is in too much of a hurry and that the job can be done more wisely at a slower pace. This group will be in favor of a smaller bond issue, say $50,000,000 or $100,000,000.

A small minority of the legislators would go all the way with the Governor.

There is also the opinion, held rather widely, that the General Assembly can't put all its financial eggs in one road basket, that something of a major nature must be done for education. Though no one has yet suggested a completely satisfactory way to put the State into the school building business, there is strong support for the principle. And that increases the reluctance to plunge the State too heavily into debt on a road program.

Governor Scott, Commissioner of Revenue Gill, and the statisticians of the Highway Department have been very busy trying to convince the Assembly, and the public, that:

1. The State can handle the $200,000,000 bond load without undue strain;

2. The investment will begin to repay itself immediately in higher highway fund revenues and greater general prosperity throughout the State's whole economy;

3. Highway construction costs are coming down, as shown by the latest bids opened by the Commission; and

4. The bond market is favorable, which means a low interest rate.

So far, they haven't succeeded.

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ONE interesting development is the increasing opposition from certain rural areas, especially from farmers who live on roads which have already been paved or put in an all-weather condition. Several members of the Assembly have commented on this development.

Another interesting angle is the effective use to which an editorial in *The Asheville Citizen*, reprinted in THE NEWS, has been put. The editorial quoted several campaign speeches by Governor Scott last Spring in which he denounced Charles M. Johnson for suggesting a $100,000,000 bond issue, and said the whole project was impractical and unnecessary. Most of the members of the General Assembly are carrying copies of the editorial around in their pockets, showing it to all who haven't read it.

It is impossible at this stage to predict the final outcome of the rural road program. But it is more than probable that the bond issue, if and when it is finally approved, will not be more than $100,000,000, and might be as low as $50,000,000, and that some restrictions — especially that one which makes the one-cent gasoline tax increase contingent upon approval of the bond issue — will be tagged on.

The prevailing opinion was best summed up by a member of the Assembly who said:

"Sure, good roads are important, but they are just part of the State's services. We can't invest all our money in roads at the expense of other services needed just as badly." — Pete McKnight.

SUPERVISION OF SOLICITATIONS

THOUGH its background is largely Scotch, Charlotte's generosity to "worthy causes" is well-known. Thousands upon thousands of dollars are collected here each year for charitable and service organizations.

Before such organizations begin their campaign their directors establish a quota, or amount to be collected, for our city. Sometimes these quotas may be too high. It may be that the quota is set in the national office of the organization, where first-hand information about Charlotte is not always available. Or it may be simply that the organization over-estimates the city's capacity-to give.

It is true, in any event, that in some instances these quotas have been quite high in the past and Charlotteans have been pressed beyond their means.

A local group or commission would know more about it. A board composed of citizens of the city, citizens who know the economics of Charlotte, who keep their fingers on statistics concerning the city's wealth, would be able to advise charity groups and thereby avoid much wasted effort in fund-raising campaigns.

Charlotte has the core for such a commission—it's called the Charity Solicitations Commission. However, it is almost powerless, limited to the issuance of licenses to solicitors.

If this commission — or a similar board —were given the power to make a thorough investigation of solicitation groups, their goals and their methods, we are sure the city would profit.

This commission could do one of two things: It could be given the power by the City Council to decide whether quotas and dates of campaigns are suitable and have legal authority to enforce its decisions or (2) it could become simply an investigating committee which would have no actual legal authority but which could investigate campaigns and then, through the newspapers, inform the public as to whether campaign goals and dates were suitable (and the people would do the rest).

One notable example of a committee which functions in this latter manner is the group in Forsyth County's Winston-Salem. The committee was formed by the Chamber of Commerce, the Merchants Association and the Community Chest.

We emphasize the genuine need for such a committee in Charlotte.

It's a pleasure to see a normal egg after all the freaks we've had brought in lately. But don't get us wrong. We enjoy getting those freak eggs, too. Gives us something to write about and we're always glad to have a visit from the folks who bring 'em in. — *Crowley (La.) Signal.*

Statutory bans may exclude the Commies from university faculties and college dormitories But just how are we to exclude forthright Communist principles from the platforms of our venerable political parties? — *Oklahoma City Daily Oklahoman.*

Folks who argue that high-priced cotton means high-priced clothing simply do not know what they are talking about. It requires less than a pound of cotton, you know, to make a $5 shirt. — *West Point (Miss.) Times Leader.*

Marquis Childs

Position To Maintain

WASHINGTON

NOTHING succeeds like success. The Democratic National Committee has rarely, if ever, seen such a clamor for tickets to a Jackson Day dinner as this year when the Democratic treasury will be enriched by perhaps $300,000 here in Washington alone.

In the fine flush of victory certain things are happening that worry more thoughtful Democrats assembled for the Jackson Day rally. They are fearful of an alliance between old-fashioned spoils politics and the lobby-lawyer, fix-it industry in the capitol.

Chairman Howard McGrath of the Democratic committee has moved out of the spacious office at headquarters and turned it over to the new executive vice chairman, William M. Boyle Jr. Besides his job as Senator, McGrath has extensive business interests in Rhode Island and the objective is to turn the actual work of the committee over to Boyle.

This includes the all-important function of dispensing patronage. It could be a full-time job.

But Boyle will continue to run his own law office in Washington officially to allocate Democratic patronage would have a tremendous advantage in walking into a Government department as a lawyer to do a service for a client.

A dinner was given in Boyle's honor the other evening. Most of the members of the Cabinet were present, including Attorney General Tom C. Clark and several of his top assistants.

Present also were Boyle's associates in his law firm. One of them is Daniel J. Hanlon of Boston. Hanlon, who was close to Mayor James J. Curley, was an attorney in the Bureau of Internal Revenue from 1933 to 1938.

It was a pleasant get-together with none of the solemn speeches that blight many Washington dinners. And if any important official present had any doubt about the identity of Boyle and his law partners, they were there on display.

Boyle, who worked for the President in the Fall campaign, came up through the Pendergast school of political organization. During part of President Truman's service as a Senator, he was his assistant and later he worked for Robert E. Hannegan when Hannegan became Democratic national chairman.

Most of us are likely to scoff at the professional politician while we neglect our own political responsibilities. That is not the point here. Professionals who have come up the hard way are essential in any effective political organization.

The point is that Boyle does not receive a salary from the national committee, his income deriving from his law practice in Washington where a good word spoken to a friend is often more precious than pearls and rubies. Boyle says he is careful to avoid what is called around here the "influence business," taking only legitimate cases at law.

But, granted the noblest intentions and the highest ideals, this would seem to be a difficult position to maintain. The actual day-to-day direction of the national committee should be in the hands of a full-time expert who knows politics and the country. To get a good man who would give all his allegiance and capacity to the job, he should be paid a sufficient salary, certainly not less than $25,000.

FIXER-PRESSURE

The need for a well-paid executive, divorced as nearly as possible from outside temptations and pressures, applies particularly to the party in power. The Republicans on the outside looking in can worry along, perhaps with Rep. Hugh Scott.

President Roosevelt had been in office less than a year when his attention was called to the fact that lawyer members of the Democratic National Committee had moved in on Washington to collect huge fees for pulling favors out of Government departments. He expressed strong opposition to this practice and there were some resignations from the committee.

No one would be naive enough to say that this put an end to the influence industry in Washington. The busy fixers found other channels. But it did end what had threatened to become legalized alliance between the Democratic committee and the enormously profitable influence industry.

The Truman Administration cannot afford anything even resembling that kind of alliance. A party that professes to represent the aspirations of the average man cannot afford to yield to the ordinary temptations of political power. To do so will be to reduce the victory of last November to the weight and significance of a bad hangover.

People's Platform

Plea For The Teachers

ELKIN

Editors, THE NEWS:

WE notice that there is much division among members of our State Legislature when it comes to appropriating money for the improvement of the schools in the state and little opposition to a $200,000,000 bond issue for the building of roads. We are just wondering if the roads are more important than 800,000 children in the state. If we have roads, we can haul our children to some central point in the various communities in the state and unload them regardless of whether they have a safe sanitary building provided. We might say, that the State could build pens to put them in. However, I do not believe that the parents of these 800,000 children want this done.

Teachers have to live just the same as any other human being. Custom makes it necessary for them to wear decent clothes, and take part in the civic activity of the community. Along with this they have to have food and a place to live.

This last Summer large numbers who were college graduates, well qualified, holding "A" grade certificates were told to attend some college or university. They obeyed their bosses, not considering the fact that they did not have money to meet expenses.

What difference did it make? They were just teachers! They borrowed money to meet expenses of extra training. A large number have not been able to meet these loans when they came due.

Teachers are not getting a square deal. This is recognized by a large number of the citizens of the State of North Carolina. If teachers would stop teaching, in other words close schools, then it might be possible to get our law-making body to give our common schools of the state some consideration. Money that should have been given to the public schools has been given to the State Universities and other state colleges in entire forgetfulness that this money was needed much more for our public schools than for the colleges.

The public schools are the foundation upon which our colleges are based. The secondary schools furnish students for our colleges. If there is a neglect and the schools are not given a chance, they cannot prepare boys and girls efficiently so that they can do good work when they enter college.

Let's not halfway look after public schools, let's do a good job. Teachers should strike and remain on strike until our law-making body becomes school conscious and face their responsibility and do for the public schools those things that are essential. Quit squabbling and act now. The thoughtful and active people of the state are demanding that this be done.

Mr. Members of the Legislature stop, look, listen, and remember that we are living in 1949, not 1931 or 1932.

—A. W. CALLAWAY.

Mayor's Ambulance Idea

CHARLOTTE

Editors, THE NEWS:

DESPITE supporting evidence that seconds often mean life or death in cases of heart attack, internal hemorrhage, and premature birth, Mayor H. H. Baxter is again renewing attempts to secure an ordinance designed to impede and obstruct efficiency of ambulance operations in the City of Charlotte.

Two years ago Mr. Baxter sought similar obstructions on the basis of complaints that ambulances "disturbed sleep". Now, however, his tune is changed and it is alleged that these vehicles create "a traffic hazard". And although there is not the slightest trustworthy evidence offered to support the contention, it is proposed that ambulances be subjected to compulsory observance of "all local traffic regulations", including minimum speeds and stop signals.

In registering his complaint, however, the Mayor, for reasons known only to himself, never once mentions the fact that local ambulance operators as a whole have a long and commendable record of humanitarian service, and besides contributing appreciably to both State and City revenue, maintain a 24-hour vigilance in the interest of public welfare and at an operational cost approximating an 80 per cent loss.

Moreover, inasmuch as no other emergency vehicle—fire trucks, police cars, etc.—is apparently affected by the proposed disposition directed against ambulances, there is strong inclination to conclude that the Mayor's pet peeve is primarily implemented by petty prejudice or political expediency. But be that as it may, it is certain that the proposal is both unreasonable and tends to unnecessarily jeopardize the health, physical welfare and happiness of the citizens of the whole community.

If the Mayor wishes to do something really worthwhile, let him launch a campaign of strict enforcement of existing laws against gasoline-happy road hogs who fail to respect properly emergency vehicles and go chasing "hell bent for Boston" after them and wind up making a nuisance of themselves by their infernal curiosity.

—A. W. BLACK.

March Of Dimes Succeeds

CHAPEL HILL

Editors, THE NEWS:

I AM happy to be able to write you that the March of Dimes Campaign in North Carolina is a success. We have every reason to believe that our goal of a million dollars will be realized when all final reports are in.

The newspapers of the State have always given their support to the March of Dimes appeal. But this year they have helped in a truly wonderful way.

I want to assure you of our utmost gratitude for the splendid contribution THE NEWS has made to the success of the drive this year.

With all good wishes,

—MRS. PHILLIPS RUSSELL,
Director of Organization,
North Carolina March of Dimes.

It's funny how a man will bawl out his stenographer because he helped with the dishes before coming to work.—Tallahassee (Fla.) Democrat.

DeWitt MacKenzie

Start Toward Peace

WASHINGTON

IF I were a ruling king, and United Nations Mediator Ralph Bunche were one of my subjects, I should call him before me and touch him on either shoulder with my sword in token of knighthood, saying:

"Well done! Rise—Sir Ralph!

As a matter of fact, I think I'll confer a knighthood on him anyway. He has done a grand job in bringing about an armistice between warring Israel and Egypt.

That will open the way for peace talks between Israel and the other Arab countries with which she has been in conflict. As Bunche himself said at Israel-Egyptian delegations at yesterday's signing:

"Important history is being recorded here today. You have made a significant contribution to the cause of world peace."

He said more, but it was couched in the same restrained language. Such restraint is rather typical of the 44-year-old international expert, who works big and talks moderately. However, while he doesn't bluster he is persuasive. He inspires confidence. He is a leader and a doer.

RECORD-MAKER

This grandson of an American slave has an outstanding record of achievement since youth. He was a Phi Beta Kappa student at the University of California, has a doctorate from Harvard, was a star athlete, has been a college professor, has written several books, and has served in notable positions for the United States Government.

Bunche was assistant to Count Folke Bernadotte, U. N. mediator in Palestine, when the count was assassinated in Jerusalem last September. The American took over what many observers regarded as an almost "impossible" task. In five months he has delivered the goods.

With the Israeli-Egyptian armistice effective, Israel and the Arab state of Trans-Jordan are scheduled to open similar talks next Monday. The other Arab nations are giving indications that they will fall in line.

On the face of it the new-born Israel—the first Jewish government in 2,000 years—has achieved a remarkable success. She has established and maintained a "national home", which is the realization of her cherished ambitions. Of particular satisfaction must be the winning of most of the Negev desert which not only has mineral resources but is susceptible of agricultural development.

Does the present armistice mean that we have seen the end of quarrels between the Arab states and Israel?

Le us hope for such a happy conclusion — but keep our fingers crossed.

That part of the world is likely to remain a tinder-box for a long time. It will be a miracle if enmities which have existed for centuries are cured overnight. In any event, a start has been made towards peace.

And, what of the future for the new Israel? Predictions are dangerous but this columnist is going to make one. As I read the signs Israel is heading for a dominant position in the affairs of the strategic Middle East.

We likely are witnessing the beginning of another important power.

READ and REMEMBER

By W. L. Gordon

The word "stateroom" originated during a period before the Civil War, when it became a fad to have the rooms on the Mississippi River steamboats named for the various states.

Linen cloth in well-preserved condition has been found in Egyptian mummy cases, more than 4,000 years old.

The maxim "the customer is always right" is attributed to Marshall Field, the great Chicago merchant.

Drew Pearson's Merry-Go-Round

Democrats Agree On Civil Rights

WASHINGTON

HOUSE GOP Leader Joe Martin has been tipped off that Southern and Northern Democrats have finally come to terms on civil rights. The compromise apparently was reached during backstage bargaining between leaders of the two Democratic blocs.

The ex-Speaker relayed his report with great interest to other GOP leaders at the Republican round table. This is a table in the House restaurant where Republicans gather for lunch and which serves as a sort of GOP command post. Martin didn't reveal his sources, but Southern Congressmen have long been close to him, and Joe's inside intelligence on Democratic goings-on has usually been devastatingly accurate.

Terms of the all-important civil-rights agreement, Martin reported, are as follows: Both sides agreed to an anti-lynch bill, anti-poll tax bill, 60-cents-per-hour minimum wage, and modifications of the Taft-Hartley Law.

These are crucial and important compromises on the part of conservative Southerners, but they have served notice this is the furthest they will go. They will not, for instance, accepted the dynamite-laden Fair Employment Practices bill, which will be quietly side-tracked in the House. But they will support the rest of President Truman's Fair Deal.

This backstage compromise, however, is nothing more than a quiet Yalta agreement among the leaders, Joe Martin pointed out. It can't possibly be binding on all the rank-and-file Democrats, and many Congressmen on both sides will vote the dictates of their own consciences.

Ham And Eggs—$20

ANDRE PICARD, originator of the French Gratitude Train idea, was seated in a restaurant in Akron, Ohio, eating breakfast. He had been hospitably and graciously entertained by various cities across the country, and he suggested that it was time he paid some of the bills himself.

Picard explained that he had exchanged some francs into dollars in New York, and pulled out a hundred dollar bill to prove it.

Frank Douglas, French-speaking secretary of A. F. Whitney, president of the Brotherhood of Railroad Trainmen, had been loaned to Picard to help him across the USA. He said: "We don't like visitors to pay for things in our country. Besides, that $100 bill looks like it was counterfeit."

Picard, however, insisted; finally was told he could pay for his breakfast. Subsequently, the waitress, tipped off in advance, brought Picard a check for ham and eggs—$25.

Mr. Picard looked at the check, but did not wince. He did ask how much American workmen made per week, then he took his check and his $100 bill to the cashier.

The cashier, also tipped off in advance, held the $100 bill up to the light and said: "I'm sorry but this bill is counterfeit. I'll have to call the police."

What French Will Remember

MONSIEUR PICARD and part of the French Gratitude train Committee, sail for France today, after one of the most inspiring trips across the USA ever experienced by any foreigners. They have come to know this country even better than many Americans. And they have also come to love it. Here are some of the things they will long remember:

How the American railroads not only hauled the Gratitude Train free, but were even thoughtful enough to put French-speaking personnel on most of the trains. . . . The 120-piece high-school band at Elkhart, Ind—musical instrument center of the world. . . . The popularity of Gov. Paul Dever in Boston. . . . The tremendous parade staged by Mayor Joe Smith in Oakland, Calif. . . . The way Mayor Al Feeney of Indianapolis matched his clothes with his complexion. . . . The patience of Maryland's Gov. Preston Lane in waiting in the cold for the late arrival of the train in Baltimore. . . . The manner in which Gov. Ernest Gibson of Vermont and the Vermont State Legislature seemed to understand French. . . . The crowds of enthusiastic school children at Lynchburg, Va., and Spencer, N. C. . . . Heine Sing of Clinton, Iowa. Of German descent, Heine put on one of the warmest of all welcomes for the French. . . . The courtesy of Gov. Earl Warren in traveling the length of California to welcome the Gratitude Train. . . . The discourtesy of Gov. Alfred Driscoll of New Jersey in not being willing to get up at 9 A. M. to be on hand. . . . The warmth of Mayor Heck Ross's welcome on one of the coldest of Des Moines days. . . . Gov. Tom Mabry's broad-brimmed New Mexican hat. . . . The fact that the Italo-American mayors—Mike D'Sale of Toledo and Tom D'Alesandro of Baltimore—gave the French one of their finest welcomes. (It was only a short time ago that Italy said France was interested in neutral combat). . . . The fact that an Irish-born ex-cop, Bill O'Dwyer, could become Mayor of the great city of New York. . . . These and many other impressions of the USA will stay with the visiting Frenchmen long after they have returned to their native land.

Inside Of Ecuador Radio Panic

WHEN a furious mob in Quito, Ecuador, stormed and burned that city's largest newspaper, "El Comercio," it was the unforeseen backfiring of a plot to create trouble for President Galo Plaza, a graduate of the University of Maryland and a great friend of the United States.

Author of the "War Of The Worlds" radio script was a Chilean with many aliases who worked in Ecuador under the name of Jorge Benavides. He had staged the same "Men From Mars" program over a Santiago, Chile, radio station sixteen months before causing vast alarm. The Chilean Government branded him a Communist agitator and exiled him from the country.

The owners of Radio Quito, which in turn is owned by the newspaper El Comercio, had no idea that Benavides was staging this sure-panic program. In fact no one knew it outside of a little group of actors and immediate colleagues who were sworn to secrecy.

One of the most Machiavellian stunts they pulled was to bring supposed Cabinet Ministers in the Galo Plaza Administration to the microphone and give hesitant, confused statements about the advancing hordes from Mars, all of which was aimed to destroy confidence in the Galo Plaza Administration.

By this time Quito's streets were swarming with a frightened, milling mass, some of them shouting "down with the Government!" But as other radio stations began announcing that the invasion was merely a radio drama, the crowd turned its rage not against the Government but against the newspaper El Comercio and Radio Quito.

Benavides is now in jail awaiting the outcome of a Federal investigation into the whole tragic incident.