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MONDAY, JUNE 26, 1950

SATURDAY'S ELECTION

THE OUTCOME of Saturday's Democratic Primary run-off election was a surprise to most everyone in North Carolina, including the editors of The News. Though we had stated, and reiterated, our preference for Willis Smith, we did not believe he would be able to overcome Senator Graham's large lead in the first Primary, explaining how he did so will keep Tar Heel political experts busy for a long time.

We do not propose to analyze the voting pattern today, other than to point up the conclusion that the Supreme Court rulings on segregation made public just before Mr. Smith called for the run-off served to intensify the race question and convinced many votes in eastern North Carolina. But Dr. Graham might well have lost even if the Supreme Court had kept quiet for a few more weeks. The election proved that Tar Heel sentiment against the Truman Administration is stronger than most people thought, and that the Scott "revolution" of 1948, if not reaching an end, is at least slowing down. Leaving out of the election the long-range implications, we move on to today's business.

WHY THE DELAY?

A FEW days ago a group of Charlotte merchants protested conditions in a mid-town alley, Howell's Arcade. In rapid succession: Chief of Police Frank Littlejohn assigned officers to keep a close eye on the place, and told them to crack down on the traffic in stolen goods and other assorted crimes for which the place has long been notorious. Clearance Director James E. Ritch, accompanied by City Health Department representatives, inspected the living quarters in the Arcade, found them atrocious, and began notifying property owners that the dwellings were condemned unless improvements were made. A Fire Prevention Director Capt. H. C. Kiesth, with his assistant, Capt. H. E. Brown, looked over the Arcade and found it a hot spot for fire, fire type and occupancy and a fire hazard. He has not condemned any of the buildings yet, but

is also authorized to do so if he elects to use it. The News is pleased that the complaint is getting such prompt action. But we would raise a question which, to us, appears to be a proper one: Why did these three agencies wait until the businessmen complained to move into action? If a known epidemic of crime exists, the Police Department ought to clean it up without outside prompting. If dwellings unfit for human habitation are being used by humans, the Sium Clearance Director should act on his own initiative. If fire hazards exist, especially in the middle of the business area, the Fire Prevention Division should seek them out and have them corrected without waiting for a public complaint.

There may be reasons why these three agencies waited so long. If so, the people of Charlotte would be interested in hearing them.

THE PALMETTO PRIMARY

THE TAR HEEL PRIMARY being held by the voters Saturday was not enough; but the South Carolina standards, it was mild stuff. Of course, South Carolina standards are not to be applied elsewhere with accuracy, for there's no place in the world quite like the Palmetto State, bless it. Nowhere else in this nation, for example, do we expect the clean-bagging of the Federal office count the same platform in county after county and amid whispering in the hot sun, flannel and denouement each other for the amusement and enlightenment of the bystanders. In South Carolina, by nominating a Governor this Summer, but that race is getting precious little notice. For one reason, James F. Byrnes is such an overwhelming favorite that even a capable young man like Tom Pope simply can't dent the Byrnes cause. Governor Thurmond probably for the U. S. Senate has taken over the spotlight. That battle pairs the incumbent, Olin D. Johnston, against the challenger, Gov. Strom Thurmond, and so far it's been a tie.

A WORD TO THE WISE

EVERYBODY on this page, in the space customarily used for letters from News readers, is an editorial from Traffic World. It is reprinted in this particular space because of its special interest in the transportation industry. It is reprinted in this particular space because of its special interest in the transportation industry. It is reprinted in this particular space because of its special interest in the transportation industry.

It is in passing, we would make our manners to Dr. Graham for waging a forceful, high-level campaign which, like Mr. Smith's, was considerably loftier than the tactics of some of his supporters. His defeat in this Primary does not mean that his great ability will be lost to this State, the nation, and the world. We expect and we hope that President Truman will appoint him to the post of United States Senator of the State Department from which his noble concept of the Brotherhood of Man and the Fatherhood of God may be projected with even more telling word effect than from the forum of the U. S. Senate. It has been a bitter campaign. We hope that its excesses will be forgotten as soon as possible and that the harmony we have known in the past will be quickly restored. That harmony has enabled North Carolina to lift its State bodily out of the rut in which much of the South has been mired since 1865, and keep it moving steadily along the road to a better life for all of its people. We must never turn from that road.

The Railroad-Truck Battle

Sure Bet: Both Sides Will Lose

(An Editorial from Traffic World) COMPETITION lies at the very heart of free enterprise. Without it, the system is dead. The man of business, whether that business be large or small, who cannot or will not face competition bravely and fight it honestly and fairly, hasn't the right to "free enterprise," when some form of Government protects his own business. Fair competition is the golden mean of a free economy. Far to the right lies monopoly; and at the left extremely lies complete governmental socialism or centralism.

Leaders in transportation should study this little elementary lesson in capitalism. Most of it they learned long ago, when as a result of their own competitive brawls among themselves, railroad management brought about Federal regulation of rates. That came about because of a threatened transportation monopoly.

Transportation leaders, however, have not as yet learned the second half of the lesson. They must learn it quickly, or the new Downgrade Abuse to be highway, primarily between the railroads and the joined as the inland waterway operators and the airlines and trucks, in which such entitled operators who do not face competition will eventually bring on the road a war which will bring to the public demand. And when, with the peacemaker and shrew in the air, the field of battle has been cleared, those involved will find that they have no freedom left. They will discover by the free gathering of their own resources by these ill-conceived means and the competition they attempted to stave off, that they are together and permanently in government hands.

The railroads must surely know that it is dangerous to arouse sentiment and prejudice with sheets and carefully collated and widely distributed illustrations of trucks operating on main streets, and with trucks that appear to shippers to dentime using antiquated rail services for certain types of traffic in certain areas. It is a national disaster potential. And, finally, they must know that the tough, smart highway operators are not to be taken for granted. They are not the man behind the steering wheel—aren't they? They are the man behind the wheel thinking up some pretty rough ones for their own.

If one's rail managers will suffer under such limitations, they should listen to one of the speeches of Walter Nelson, public relations director for the American Trucking Association. He is one of the few remaining practitioners we have in this country of the all-but-all-out strategy. Oratory is his forte, and he is a real talker. It is known how to win an audience, how to hold it in his hands, how to send it, why, half-dressed, to bed, and how to get it back to its original position and resolved in his heart to do something about it.

In such a situation, of course, do not all down to listen with any highly developed sense of discrimination. It is a pity that the trucking industry is so composed of men who, when they are told that the trucks of which their own trucks are thousands of those trucks would be built at a "with average revenue to the trucks" were it not for railroad taxes, which have no "pay off" of "diversion."

Drew Pearson's Merry-Go-Round

I CAME out to the Black Hills, South Dakota, to see the lighting system which now floods the majestic granite faces of Washington, Jefferson, Lincoln and Theodore Roosevelt on the side of Mount Rushmore National Park. Sometimes I think it is a good thing for us to see every American, as a matter of fact, to get away from his routine and do some thinking about the things that are going on in the world today. The four parties whose faces are carved on this mountain side were all statesmen, and they were all men who were not afraid to take a stand. Washington and Jefferson were considered so dangerous that the crown heads of Europe were sent to the guillotine to defend the American cause during our Civil War to defend the American cause. Lincoln was the man who led the nation through the darkest days of its history. Roosevelt was the man who led the nation through the darkest days of its history.

The New Peace Offensive Gets Underway



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'Inevitable War' Talk Pours Right Into Hands Of Kremlin

WASHINGTON (AP)—The Kremlin is being fed a steady diet of "inevitable war" talk by the United States, according to a report from Moscow. The report says that the United States is trying to scare the Soviet Union into a position of weakness. The report also says that the United States is trying to divide the world into two camps, the "free world" and the "communist world." The report says that the United States is trying to do this by using "inevitable war" talk. The report says that the United States is trying to do this by using "inevitable war" talk.

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