

## THE CHARLOTTE NEWS

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## EISENHOWER'S TASK IS A DIFFICULT ONE

THERE is a similarity between Dwight Eisenhower's assignment in the forthcoming campaign and some of the problems given him in the past. It is a big undertaking, taking against a powerful foe, and in the face of many difficult obstacles.

But there is a difference, too. In his Army career, Eisenhower did the planning, and left it up to his assistants to carry out the objectives. This time, he will have to do a major part of the work.

A glimpse at the hard, cold figures of voting habits will show how big a job Eisenhower has to do. In the last Presidential election, the Republican Party is a minority party. It is dominant only in a small number of states with an insufficient number of electoral votes to name a President. Barring a new Dixie "revolt," the Democrats start this campaign with a comfortable backing of "probable" electoral votes:

State	No. of Electors	Rep. 1948	Dem. 1948
Mississippi	8	38	242
South Carolina	10	176	330
Louisiana	10	192	2
Georgia	12	184	612
Arkansas	8	212	622
Texas	24	144	64
North Carolina	14	328	383
Florida	10	343	489
Tennessee	11	471	1
Oklahoma	8	373	627
Minnesota	11	402	375
Wisconsin	12	414	92
Rhode Island	4	415	277
Missouri	13	416	582
Kentucky	10	417	570
West Virginia	4	422	712
New Mexico	4	430	565
Washington	9	432	532
Massachusetts	16	433	449
Montana	4	434	533
Arizona	4	440	541
Utah	4	440	540

Total electoral votes: 219.

\*\* The influence of the States Rights Party was felt in these states.

In 1948, then, a year when President Truman was being counted out by the experts, the Republican Party had 43 per cent of the popular votes in 23 states with a total electoral vote of 219. In other words, the Republican nominee must spur a shift of at least 5 percentage points if he is to make a dent in this bloc of Democratic states.

On top of these 219 "probable" electoral votes, the Democrats have the edge in 12 additional states with a total of 186 electoral votes.

State	No. of Electors	Rep. 1948	Dem. 1948
Colorado	6	467	521
Wisconsin	12	468	512
Nebraska	5	472	404
Wyoming	3	474	517
California	32	474	478
Idaho	4	475	502
Iowa	10	480	508
Ohio	25	493	495
Illinois	26	496	484
New York	45	493	484
Michigan	20	497	481
Maryland	10	499	484

Total electoral votes: 196.

\*\* Dewey carried New York, Michigan and Maryland, although he got less than 50 per cent of the vote, because the Pro-

gressive Party took large blocs of votes from the Democratic Party.

In each of these 12 states, with a total electoral vote of 186, the Republican Party got less than half the total vote in 1948. The winning party must get 266 electoral votes in November. If the Democrats are able to hold the 23 "probable" states listed in the first table, they will have 219 electoral votes. They will need only 47 additional electoral votes out of the second group which will give the Democrats 27 of those votes.

Only 20 more electoral votes in this group would be enough for victory.

The past is not always an accurate yardstick for measuring the future. The Republicans have certain assets this year that may prevent the structural pattern. The biggest asset Dwight Eisenhower, whose popularity cuts across party and regional lines. Some of the other irritations with high taxes, frustration over what sometimes seems to many people to be an inept foreign policy, accumulated interstate with corruption in government, the general opinion among many thoughtful people that 20 years is long enough for one party to remain in power.

But the Democrats have some as well.

Most of the critics of the Administration has been directed against Harry Truman and his associates, rather than against the Democratic Party as such. Now that Mr. Truman is stepping down, and now that the moderate center of the Democratic Party has taken control, a primary target of the Republicans has been snatched from them.

The Democratic slate of Stevenson and Sparkman has high potentialities. Both are proven vote-getters.

There is further, a prosperity that, though stimulated artificially in many respects, has given millions of Americans a higher standard of living than ever before. Many big blocs of voters—farmers, labor, small businessmen, minority groups—think they have fared better under the Democrats than under past Republican administrations. There is a big army of Federal jobholders, and an even bigger army of Federal employees. Federal checks in one sort or another. Furthermore, the Democrats have the superior party organization and, it would appear, more than their share of political brains. In no other way can one explain the brilliant maneuvering in Chicago that (1) divided the field so thoroughly that a Stevenson draft became inevitable, and (2) avoided the dictates of the right and left wings of the party to settle on the middle ground.

No one can predict the outcome of a Presidential election in these uncertain days, and none but a fool would try. It does not require any crystal ball, however, to see clearly that Dwight Eisenhower and Richard Nixon must wage an uphill battle if they are to win in November.

The Agriculture Department is passing out tips to gardeners on how to make the vegetable patches yield more. Nothing secret about them: More toil, more sweat, more callouses, more aching muscles—New Orleans States.

There is a state of affairs. America's interest takes a new turn. Britain's policy has been to bring Moscow to his knees. As long as it had a chance of working, the U. S. could afford to stay in the background. But it is evident now that Moscow is not going to recant on nationalization. A continuation of the impasse will not leave him on his knees, but flat on his back. And the resulting crisis would be made to order for the Tudeh Communist Party and its masterminds across the Soviet border.

A new policy is needed, one that will save face for the Truman administration, provide for the fair and orderly repayment of Great Britain for the confiscated oil properties. The policy must accept the realities of the situation, unpleasant though they may be. Failure of the U. S. to interfere in the formation of the oil policy may get the oil flowing from Abadan if chaos is to be avoided.

Now Moscow has made a gesture toward trying to settle the dispute with a truce. No one knows what his terms will be. That they will be high is a foregone conclusion. This time, however, Moscow's nation is on the brink of bankruptcy. No longer can he have it all. He must get the oil flowing from Abadan if chaos is to be avoided.

## ON THE BRINK OF CHAOS

FROM THE FIRST, the United States has refrained from intervening openly in the dispute over oil between Iran and Great Britain. It was in our interest to settle the dispute amicably, but the situation was so touchy that U. S. influence had to be applied behind the scenes.

Following the recent riots in Iran, Premier Mossadegh is once more in power—more widely than ever before, so it is a real possibility that there are hints in the nationalist press that the Shah of Iran, like King Farouk of Egypt, may be forced from his throne.

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## ONE THING AT A TIME

HAVING noticed that Governor Stevenson has just named National Committee Chairman McKinney to carry on the campaign while he gets together an organization, we were naturally impressed when we opened the current issue of David Lawrence's *U. S. News & World Report*. Not only has it already determined who Mr. Stevenson's inner advisers will be if he becomes President. It has even named President Stevenson's entire Cabinet. Here it is:

Secretary of State—Averell Harriman.  
Secretary of Treasury—George W. Mitchell (whoever he is).  
Postmaster General—Jake Arvey.  
Secretary of Agriculture—Gov. Sid McMath of Arkansas.  
Secretary of Commerce—Chester Bowles.  
Secretary of Labor—Frank Graham.  
Secretary of Interior—Sen. Joseph C. O'Mahoney of Wyoming.  
Attorney General—Ex-Sen. Scott Lucas of Illinois.  
Secretary of Defense—Robert A. Lovett.  
It is remarkable to note how well the "Lawrence" Cabinet coincides with what

In this state of affairs, America's interest takes a new turn. Britain's policy has been to bring Moscow to his knees. As long as it had a chance of working, the U. S. could afford to stay in the background. But it is evident now that Moscow is not going to recant on nationalization. A continuation of the impasse will not leave him on his knees, but flat on his back. And the resulting crisis would be made to order for the Tudeh Communist Party and its masterminds across the Soviet border.

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The Democrats would be equally gleeful if Eisenhower's purported Cabinet were to include Governor Fline as Postmaster General, Joe McCarthy as Attorney General and Senator Hickenlooper as Secretary of State.

We thought if either candidate, has given much thought to his Cabinet, in the event he is successful. Rather, they are concerning themselves with the campaign. An excellent idea, even for newsmen.

Farmer Grimes of Vinegar Bend says that he never began to grumble about that 2 cents for a penny postcard until he received 13 postage-free letters from one of our Congressmen. Then the thing really began to bite—Oklahoma City Oklahoma.

## Rural Intersections Pose Major Traffic Control Problem

By A. M. SECREST  
Charlotte News Staff Writer

THE DATE — April 19, the hour — 7:48 P. M.; the place — The Plaza, where Potters Road intersects.

Darkness was just settling down over the inhabitants of that area of the county — near the Eastwood Golf Course, about a half mile from the city limits. Suddenly the peace and quiet of that early Spring evening was split by the squeal of brakes followed immediately by the rending grinding sound of metal slamming into metal. For a moment all was quiet.

Then people started pouring out of nearby homes to rush to the scene of the accident, one placed a call to an ambulance and the County Police.

When the excitement and confusion had died down, the toll was taken. Two young men in too big a hurry had lost their lives in one of the worst collisions in Mecklenburg this year.

PROTESTS ROLLED IN

This accident touched off a movement which ultimately reached the State Highway Commission in Raleigh.

People began to say that something ought to be done about that intersection. The lives and property of the people who lived nearby were threatened. Why wasn't a traffic light installed there to prevent a recurrence of such a tragedy?

By the end of the month the feeling of protest was translated into a petition to the County Commissioners—a petition that was supported by over 300 names. The petition alleged that the intersection of Potters Road and The Plaza was a "traffic hazard" and "a serious and dangerous situation."

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maintenance of a traffic light... would slow down traffic and prevent property damage and loss of life.

M. E. Beatty, division engineer of the seventh division of the State Highway and Public Works Commission, wrote that there were many intersections "as bad or worse" in Mecklenburg County and that if equal treatment were provided for all, the state would be called upon to install over a dozen lights, and, therefore, "it is my recommendation that a signal light not be installed at this intersection."

BACKED UP BY FACTS

Mr. Beatty backed up his arguments with some facts. According to a survey made by Robert A. Burch, the traffic volumes at the intersection are relatively low and far short of the minimum requirements to warrant the installation of a traffic signal.

He said that the west leg of the intersection, which bears the heaviest volume of traffic, has only 2,150 vehicles a day, and that the south leg has but 680 vehicles per day.

"Properly recorded volumes it is evident that there is a rather heavy turning movement between north and west legs. Turning movements are not helped very much by the existence of a traffic signal because hazard and congestion still exists with the use of a traffic light when turns are involved," Mr. Burch declared.

Some figures gathered from the files of the County Police seem to back up the contention of the State Highway Department.

In the last six years, there have been a total of 11 accidents at Potters Road and The Plaza only one of which proved fatal. Captain Burch's office shows that there are well over a dozen intersections in Mecklenburg that have had many more accidents than that in the past six years.

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In fact, at the intersection just a mile away from the disputed intersection, where Potters Road intersects the Salisbury Road, there have been eight accidents so far this year.

FOUR THIS YEAR

There have been four accidents at Potters Road this year. Shortly after the State Highway report was made public, a car accident occurred at Potters Road. The Plaza. Four people were injured, one critically.

"Just bad luck," say some of the officials. "You might see another five years and have no fatalities or injuries at all."

OTHER ACCIDENTS

Here are some other intersections that have no traffic lights and which have worse records than the Plaza and Potters Road intersections.

N. C. 16 and Mt. Holly Roads, six accidents so far this year, 12 last year. Rozell Ferry Road and Huntersville Mt. Holly Road, two killed in 1950; Dixie Road and Walkers Ferry Road, a policeman and a game warden killed in 1950; Mint Hill and Albemarle Roads, two killed this year.

In the case of the intersection of Potters Road and The Plaza, the stop sign was not there until 1948. It was placed there in 1948.

There are only two traffic lights in all of rural Mecklenburg. These are on Wilkinson Blvd. and records show that there have been many accidents at these intersections with the lights as there have been at Potters Road and The Plaza without light.

The visibility at Potters Road and The Plaza is not bad. A motorist on Potters road going west toward the intersection can see nearly a block to the left and up to a half mile to the right. Going east you can see a block to the right and a long distance to the left, if you go up to the intersection. The stop sign is visible for 1,000 feet ahead.

One state highway official says, "It seems the fault is always with the road or the signs."

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never with the driver. We have literally dozens of requests for stop lights at intersections which carry heavier traffic loads and which are more dangerous in approaches.

COST EXCESSIVE

He maintained the cost of installation and upkeep would be prohibitive. Best estimate of the cost of installation per stop light is \$1,200. If lights were installed at each intersection that needs one, it would cost the state in Mecklenburg County alone approximately \$21,600.

Chief Lineberry confessed that he doesn't know what