THE CHARLOTTE NEWS

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THOMAS L. ROBINSON ..... Publisher
J. E. DOWD ..... General Manager
B. S. GRIFFITH ..... Executive Editor
C. A. McKNIGHT ..... Editor

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AT LAST, SOME HOPE FOR FEEBLE MINDED

NORTH CAROLINA'S facilities for white feeble-minded children at Caswell Training School in Kinston have always been tragically inadequate. Only the most serious cases could be accepted, and since they were the ones that least responded to treatment, Caswell became, and remained through the years, mainly a center for custodial care.

Meanwhile, admission was denied to hundreds of other children who needed institutional care and whose mental faculties could have been sharpened by careful treatment. They remained with their families, neglected by society, without an opportunity to become useful, productive citizens.

But for Negro feeble-minded children, the prospects have been even more dismal. There are no state facilities for Negro children. On rare occasions, a child has been admitted at the Goldsboro state hospital. But even then, there were no facilities for treatment—only custodial care.

In the $22 million bond issue for mental institutions scheduled for a public vote on Oct. 23, provision has been made to bridge this gap of service. The items include:

1. $4,500,000 for a new institution at Goldsboro for Negro children;

2. $4,500,000 for another institution for white children at Camp Butner;

3. $1,514,000 for enlarging the capacity at Caswell Training School.

The Negro youth who confessed to stabbing Nurse Helen Swink was adjudged feeble-minded in late 1950, but there was no place to send him. The subsequent tragedy points up the terrible urgency of providing a place for these unfortunate children where they may get specialized help and treatment so that they may lead near-normal lives.

SEN. BRICKER FIGHTS A LOST CAUSE

ALTHOUGH Sen. John W. Bricker vows he'll carry the fight on his amendment to the floor of the Senate next year, the cards are stacked against him.

In his masterful discussion of the Bricker amendment before the American Bar Association this week, Secretary of State John Foster Dulles made it very clear why the amendment should never be adopted in the form proposed by Senator Bricker.

Dulles arrayed these facts:

1. Of the 23 treaties approved by the U. S. Senate in 1952, 12 would have been unconstitutional under the Bricker amendment.

2. In eight of these 12 treaty votes, the Senate margin was 86 to one. And among the 86 Senators who voted for the eight treaties were 35 of the 64 Senators who originally signed the Bricker resolution.

Not only did these votes indicate the Senators did not understand the full import of what they signed, but they also proved another point made by Mr. Dulles, i. e., the United States, as a sovereign republic, must be able to make treaties which bind the member states, as well as the Federal Government.

Then the Secretary of State clinched the argument. Under the Bricker Amendment, he said, Congress could nullify executive agreements. The Korean armistice was such an agreement. With that restriction, Dulles said, it would be impossible for the United States "to share in the voluntary and friendly association of free nations which is necessary to offset what the Soviet premier refers to as the 'monolithic unity of the Soviet system.'"

In all American history since the adoption of the Constitution, there has not been one single instance in which the treaty-making power brought about the terrible things that Senator Bricker predicts. If the Ohio Senator and his backers really want an amendment that would write into the Constitution a specific provision that treaties cannot abridge the Constitution, they should accept the Knowland compromise version and stop trying to confuse the American people with a bunch of nonsense.

THE IMPORTANCE OF DRIVER EDUCATION

ALABAMA, Arkansas, Mississippi, North Carolina. That's the way the states rank, reading from the bottom of the list, in per capita income.

Alabama, Arkansas, North Carolina.

That's the way they read, from the bottom up, in student enrollment in driver education courses.

In Illinois, Massachusetts, Minnesota and Nevada, 100 per cent of the eligible students took driving lessons during the last school year.

Student participation for the nation, on the average, was 54.2 per cent.

But in North Carolina, only one of every eight high school students learned in school how to live and drive safely on the nation's dangerous highways.

It wasn't the kids' fault that they didn't get the training. Only one school out of five in North Carolina offered driving courses.

If fault must be placed, part of it can be pinned on school officials and PTA groups that have not recognized the value of this training as quickly as comparable groups in other states have.

Driver training is important—it's much more important than some of us who learned to drive in more leisurely days realize.

It is important enough for State Motor Vehicle Commissioner Ed Scheidt to include it as one of the three means of achieving highway safety.

It is important enough to cause at least one major automobile insurance company to grant discounts on car insurance rates for high school-trained drivers.

It is important enough to show, during a three-year survey in Vermont, that trained young drivers had one-fourth as many accidents and one-fifth as many violations as an equal number of untrained drivers.

It is important enough to show, in Wisconsin, that untrained boys had four times as many accidents and over twice as many arrests as a trained group.

In his inaugural address, Gov. William B. Umstead recommended that "a drivers' training program be established in every public high school in the state."

Thus he stated a go-forward goal that deserves the support of every parent, PTA group and school official in the state. Here in Mecklenburg County and Charlotte, school officials apparently are sold on the merits of driver courses. But, because of reported difficulties in finding more qualified instructors, the courses at Tech and Harding may not be continued.

If school officials are made aware of public desire for these worthwhile courses they will, we are sure, make every effort to offer every high school student in the county the opportunity to learn how to drive safely.

WHAT MIGHT HAVE BEEN IN CHARLOTTE DEPT.

URBAN redevelopment is dead in Charlotte and throughout North Carolina. It is alive and growing in more progressive communities.

Here are its results in one city, Pittsburgh:

During the last five years, reports the Pennsylvania Economy League, the urban redevelopment program has resulted in a net gain of over $34 million in property and building valuations in the redevelopment areas alone.

The increased property valuations in the redeveloped business section have resulted in lower tax burdens on the outlying residential areas.

Families moved to decent homes from substandard hovels. They were razed, and in their stead the city now has over $10 million in new public parks and parking garages, all as a result of a forward-looking program of urban redevelopment.

This is what Rep. Arthur Goodman denounced as "socialism".

From The St. Louis Post-Dispatch

CHUG-CHUG-CHUG, A WHOOAWHOOOO

A read that youngsters ought to know
Is the Hoopole, Yorktown and the Tampi-Co.

EARL J. WITT of Glencoe, Ill., is doing something big, and it isn't washing an elephant, either. Mr. Witt wants to save the 12-million-dollar Hoopole, Yorktown & Tampico railroad in northern Illinois for posterity —every sooty posterity. He is afraid the Diesel is going to make the steam locomotive obsolete in a few more years and he thinks the HY&TRR offers a way to keep the loss from impoverishing childhood forever. That little railroad has just been ordered abandoned, and Mr. Witt hopes to save it and re-equip it (with steam) as a shrine, so the boys and girls of coming generations can still see a steam engine.

We trust Mr. Witt is going to do this up brown. There should be a conductor on that train who really knows how to look official, so that his young passengers can look up to him successfully. There should be a news butcher—or butch, as he was better known —with a basketful of crackerjack, grapes, apples, etc. The coach windows should be open so as to admit plenty of cinders and the smell of train smoke and the sound of the train whistle. The train should go past a bridge, through a tunnel, past a line of freight cars, so that tomorrow's child can learn what fascinating noises accompanied yesterday's travel. Reginald Gardiner, the British actor, once did an imitation of these and other railroad noises which would be completely unintelligible now to anyone under 30.

So, good luck to Mr. Witt and his railroading. Diesel engines and quiet, air conditioned coaches are all right in their way. All of us who grew up when railroad travel was noisy, smelly and wonderful remember it, though, with an affection which not even vista-dome cars can expect to rival.

'Hear Anything?'

People's Platform

Letters should be brief. The writer's name and address must be given, but may be withheld from publication in the discretion of the Editors. The News reserves the right to condense.

'Courtesy At The Crossroads'

CHARLOTTE

Editors, THE NEWS:

CHARLOTTE is growing into quite a large city now. Our city is daily increasing in population, wealth and prestige. Since our city is enlarging at so rapid a pace, naturally the traffic is becoming heavier.

Recently in The News there was an article about the alarming increase in injuries to pedestrians, mainly children. Sometimes it appears that in our Queen City there is a game, or possibly a battle: Motorist vs. Pedestrian! This is certainly not a situation which any of us want to see.

Recently in Los Angeles I observed what was, in my opinion, almost an ideal traffic situation. Not only was the traffic itself handled very well, but also the pedestrian was treated like a human being, not like a dog that was supposed to move when a driver blew his automobile horn. The laws that the pedestrian has the right of way on a green light and that "jay-walkers" are prosecuted were upheld.

If these two laws were enforced here in Charlotte there would not only be more respect for the "man in the street" but also, and more important, a reduction in the casualty rate.

The solution to the battle between the motorist and the pedestrian lies in simple courtesy. And behind this should be laws which are enforced for those people who would rather be rude. If we made "Courtesy at the Crossroads" a slogan in our city it seems to me that the rate of pedestrian injuries would fall.

DAVID BARNHARDT

The H-Bomb Power Balance

PITTSBORO

Editors, THE NEWS:

IF we are to accept as a fact the possession of the H-bomb by Russia, it behoves us, the people of the United States, to do some really serious thinking and that without too much delay.

It's beyond my comprehension, but we are told that the H-bomb contains within its bowels the equivalent in power of 20 million tons of TNT, that it is capable of killing every living thing, animate and inanimate, and reducing to rubble every structure within a radius of 10 miles or a circle 20 miles in diameter. The A-bomb killed the outright 80,000 human beings at Hiroshima; but the A-bomb is puny as compared with the H-bomb. It would not require more than a half dozen of these bombs to wipe every vestige of the City of New York from the map.

The fact that we developed these death-dealing instruments, though we may not have conceived them, does not assure us of any added protection against their use. All the consolation remaining to us now is that of distinction—being the initial developer of the malicious things, which affords scant satisfaction and no protection.

However, I am not becoming panicky about the matter. Rather I am inclined to the idea that the H-bomb in the possession of Russia establishes a kind of balance, protective balance, in power among the powerful nations of the earth. Our possible use of the A-bomb against a tottering nation created an uneasy feeling among the peoples of the earth. Now there will most likely be a feeling that we can't start any annihilation business not can Russia. The power to retaliate is a wonderfully restraining influence. And it works, too. We no longer use gas in war because all powerful nations can make such warfare, plus the fact that it can't be controlled when once released so, also, as to germ warfare. All of the first-rate nations are now equipped to use germs if the other side starts it. So it is just not done any more.

The foregoing facts lead me to this conclusion: There is, as we are told, a most venomous spider that kills anything with which it fights, even its kind. But they are not willing to die for sure; so when each gets in a position to inflict the fatal sting, they break off the contact and quit. It strikes me that mankind could be depended upon to exercise the sense of the spider. Anyway, the responsibility for the consequences of the use of these hellish instruments rests upon America to a greater extent than upon any other people, for we Americans developed the same in the first instance. This fact is enough to stagger the strongest among us; and may God help us.

JOHN W. HESTER.

The General Surplus Of Generals

From The Chicago Tribune

THE RECENT disclosure that there are more generals in the Pentagon building today than there were in all the 18th century, and the Napoleonic wars combined is merely another example of a long-time trend.

Ever since governments started fighting wars themselves instead of hiring mercenaries to do their fighting, there has been a persistent trend toward higher and more glorious titles. When Wellington sent the prince regent (later George IV) the staff of a French marshal as a victory trophy, the delighted prince sent him in return "that of England." The prince was not disturbed by the fact that England had no such rank at that time, and there was a so as embarrassed scurrying about in London before Wellington emerged as a field marshal.

RELIGIOUS DERIVATION

In this country we are familiar only with generals. The term is of Latin origin, but at first applied only to those at the head of religious orders. In the Middle Ages some princes called themselves generals, but as a military rank there was nothing above colonel. By 1600 there emerged the military titles lieutenant general and sergeant major general, but they went with the office rather than the individual. It was another century before they, and the lesser brigadier, became signs of individual rank.

When the United States organized itself after the Revolution, it had nothing above a major general, though the title "general of the armies" was later created for Washington. A major general remained the top regular rank for 100 years, though Scott was made a "lieutenant general" in 1855 and the title "general of the army" was conferred successively on Grant, Sherman, and Sheridan after the Civil War.

In 1895 lieutenant general was revived as a regular rank for the chief of staff, and was held successively by seven prior to the first World War. The number of major generals boomed from six in 1900 to 108 in World War I, so they had to make two more lieutenant generals, full generals, and, after the war, a "general of the armies."

Major generals blossomed to some 500 in World War II, lieutenant generals to 60, and generals to 13—so when the time came to honor four deserving soldiers, authorities had to dig into the files, revive the old title "general of the army," and jack it up so as to equal the European rank of marshal.

At the other end of the scale, it is reported that there still are a few privates.

Rigidity Of U.S. Foreign Policy Endangers Alliance

By STEWART ALSOP

WASHINGTON

SOMEBODY IN Europe recently suggested an idea for a political cartoon. The cartoon was to show President Eisenhower and Secretary of State Dulles roaring along at breakneck speed in a vehicle labelled, perhaps, "American World Leadership." Dulles was to be nudging Eisenhower, and saying nervously, "Don't look now, but nobody's following us."

The idea may be a bit premature. But it is perfectly easy to foresee a situation, starting perhaps with a French failure to ratify the European Army pact, in which the United States will be going one way and all its allies going the other. There is no one in Europe who does not agree that the American - led Western coalition is in a frighteningly shaky condition. And there is no one, including the Administration's major representatives abroad, who does not agree that this is largely because American prestige, and thus American capacity to lead, has fallen off disastrously in recent months.

This has, in fact, been the subject of a series of warning messages to Washington from the most successful Eisenhower appointees abroad, Ambassador to Great Britain Winthrop Aldrich and Ambassador to France Douglas Dillon. These Aldrich-Dillon cables have dealt particularly with the impact of McCarthyism on American prestige.

NSC DISCUSSES McCARTHY

These cables have been taken seriously in Washington that the effect of McCarthyism on American foreign policy is reliably reported to have become a subject for official review by the highest American policy-making body, the National Security Council.

The subject is one which certainly deserves to be taken seriously in Washington.

What is not so obvious is why the Europeans themselves should take us so seriously, and indeed such a wide exaggerated view of the McCarthy phenomenon. After all, every democracy has its demagogues, and the Europeans have good reason to know.

The fact is that McCarthyism is a convenient symbol of all Europe fears about America. Their fear of McCarthy has been, first, a fear of America dominated by the Congressional extremists, Asia-Firsters, and isolationists, with President Eisenhower rendered powerless. The better informed Europeans, at least, have become somewhat reassured by President Eisenhower's new evident determination to be master in his own house. But McCarthy remains a symbol of an American foreign policy so rigid and inflexible, so hag-ridden by dogma, as to render war inevitable.

"Suppose," one high British official remarked recently, "that the Russians came to your people with a blank sheet of paper signed by Malenkov and Molotov, and asked you to fill in your own terms for a settlement. You'd be so scared of dealing with the Russians that you'd indignantly refuse."

After the American elections Europeans braced themselves for the great change in American foreign policy which had been promised in the campaign. They had significant reason for obviously rules out as agreed European settlement. An agreed European settlement is no doubt impossible. But the great failure of American policy in the last few months has been the failure to demonstrate, once and for all, that this is so.

The amazing European response to Churchill's famous May 11 speech, calling for an attempt to reach a peaceful settlement with the Russians, is a phenomenon which should be carefully pondered in Washington. No European leader, from left to right, can dare to criticize this proposal, which Washington denounced as "irresponsible."

The fact is that ever since 1950 American policy in Europe has been squarely based on the assumption that the division of Europe into two parts, with the Red Army on the Elbe, is a permanent condition of life. For the Europeans, this is a well nigh intolerable condition. To the Germans, it means that Germany is forever divided. To the French and British, it means that the physical survival of their countries in case of war is rendered doubtful.

Yet the present Administration has clung more rigidly to this assumption than its predecessor. This is clearly suggested by Washington's angry reaction to Churchill's speech and Washington's obvious, anguished reluctance to discuss seriously proposals for German unification. The behavior of McCarthy is only a symptom of the wide gulf which is opening up between America and Europe. If we continue to appear the eternal nay-sayers, the apostles of rigidity, the gulf is likely to become so wide that the whole structure of our foreign policy will come crashing about our ears.

Iranian Revolt Helps West, But Don't Bank On Zahedi

By MARQUIS CHILDS

WASHINGTON

NOW that the dust has settled in Iran, policymakers here are studying reports from Americans on the scene. They have come to two conclusions.

1. The new regime backing Shah Riza Pahlevi is secure in most of the country. One or two wavering tribes were considered a threat for a time but even this threat is believed subsiding. The leaders of the pro-Communist Tudeh Party are going underground.

2. The new government of General Zahedi is a fortuitous last chance for the West. Without a quick rescue operation and a realistic settlement of the oil dispute with Britain's Anglo-Iranian Oil Company, its lease on life will be short.

When the Shah said that Iran was broke, he didn't know the half of it. An examination of the government's, books will reveal a financial condition worse than the young ruler could have known in the months when he was a virtual prisoner in his palace. While former Premier Mossadegh wept and fainted and procrastinated, the country's financial reserves melted away. In the State Department it is believed that temporary aid can be furnished Iran to see the government through the immediate crisis. Far more difficult is a settlement of the three-year-old oil dispute.

NATIONALISM STILL STRONG

Americans following the situation from day to day and almost from hour to hour are warning against any easy assumption that opinion in Iran has switched in favor of the British. They say that nationalism is just as intense and the hatred of the foreign policy company correspondingly great. Oh the news of Mossadegh's overthrow Anglo-Iranian stock bounced up eight points from a low of 12. But Americans believe the optimism this reflects is, to say the least, premature.

General Zahedi, the new Premier, whose checkered career and the West can bank on his loyalty just as long as the West gives him tangible support. The General was the central figure in one of the fantastic cloak and dagger episodes of World War II.

At the time that the Nazi forces were pressing the British hard in North Africa, there was also a threat that Hitler would try to take Iran with help from within. Fitzroy MacLean, now a Conservative member of Parliament, was in Iran to try to help the Shah and Zahedi came that Zahedi was working with Nazi agents in preparation for a coup opening the way to drive out the Allies.

MacLean received orders to kidnap Zahedi, preferably alive, and get him out of the country for the duration of the war. As he tells the story in his memoirs, it was high adventure with touches of comedy. Although his residence in Isfahan was surrounded by guards, Zahedi was seized at gunpoint, driven to a secret desert air field and flown to Palestine.

A search of his rooms was revealing. MacLean found opium, an illustrated catalogue of the prostitutes of Isfahan, much silk underwear and, most significantly, the documentary proof of his working alliance with the Nazis. The kidnaping had come just in time.

Drew Pearson's Merry-Go-Round

H-Bomb Defense Plans Are Speeding Up

WASHINGTON

NOW that Russia has the terrible H-bomb, civil defense authorities are rushing plans to evacuate every major city in the United States at the first warning of an A-bomb attack. For the stark truth is that Soviet bombers, streaking low over our radar at night, cannot be stopped.

While it's been decided to evacuate major cities, a host of other problems remain unsolved and undecided. One of the biggest problems is how to get the advance warning in time to organize a mass evacuation. Even on short notice, however, civil defense experts still think the best solution is to alert the population to flee out of town as fast as possible.

Bomb shelters can be built to withstand the force of an atomic blast, but the scorching, searing devastation of a hydrogen explosion can reduce a city the size of New York to charcoal in one blow. As a result, civil defense authorities have decided it is no use to build shelters; more practical to concentrate on mass-evacuation plans.

In fact, civil defense has already tangled with the military behind the scenes over what to do with the people, once they are evacuated. Civil defense planners prefer to let each individual work out his own problem, and drift back into town at his leisure after the danger is over.

Military leaders want to organize the construction and factory workers, however, so they can be whisked back into town at once to rebuild the blitzed factories or to resume production without delay if the town is spared.

Surprise Raids Are Easy

MEANWHILE, it is our air raid warning net that has civil defense officials worried. The Air Force has built an invisible wall of radar across the Canadian border and down both coasts. Each major city is also ringed with radar and anti-aircraft guns. Only gaps are along our Southern frontier, which is relatively free from Russian long-range bombers.

However, it's revealing no secret that Soviet bombers, flying low at night, could escape detection until right on top of the radar screen. Only then would our radar-guided night fighters start seeking them out and attacking them one at a time. While this grim game of hide-and-seek was going on, the majority of the bombers would be certain to get through to New York, Pittsburgh, Chicago, Detroit, Washington—particularly if they crashed the radar wall at scattered points.

Of course, Air Force scientists are working feverishly in secret Boston laboratories to find a foolproof air raid warning system. They have invented one device, which should give the United States several hours advance notice of any suspicious flights over one route enemy bombers might take to the United States—provided the new device works. However, scientists fear that electronics equipment can be depended upon only half the time in certain climates.

No Attack Soon

AS for the likelihood of a Soviet H-bomb attack, our experts are convinced that the Russians have not yet consolidated the H-bomb ingredients into an actual bomb, though this is just a matter of time. Our own scientists have built a bomb, which is so large it can barely be squeezed into the bomb-bay of our biggest planes. However, it will be difficult to drop the bomb without destroying the plane that carries it.

Russia's long-range bomber, the TU-4, can be modified to carry an H-bomb in time. Meanwhile, the Russians could convert submarines into makeshift H-bombs that could be exploded along our coast, spreading radioactive spray that would kill all life for miles inland.

The Navy has posted picket ships, equipped with sensitive sonar devices, along the coast to listen for marauding submarines. However, even the Navy acknowledges that the sonar barrier is not foolproof.

Until a better warning net is invented, the Air Force argues that the best defense against a Russian H-attack is the power to retaliate.