

THE CHARLOTTE NEWS

THOMAS L. ROBINSON, Publisher
J. E. DOWD, General Manager
B. S. GRIFFITH, Executive Editor
C. A. MCKNIGHT (On Leave), Editor

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Untangling Charlotte's Traffic Snarl: No Single Solution To The Puzzle

IN MIDTOWN Charlotte, two Newsmen ran a latter-day hare-and-tortoise race—one on foot, the other in an automobile. Time: The 5 p.m. rush hour. Purpose: To prove that a pedestrian could do an irregular, five-block stretch through the heart of the business district faster than a motorist.

They proved it. Charlotte traffic is bad at any daylight hour. But at certain periods in the morning and late afternoon, it becomes a snarl of horn-bonking, bumper-to-bumper congestion.

The middle is going to get worse. Charlotte's population is increasing. Leaps and bounds. Every day, thousands of drivers fight the rush-hour tie-ups, the snail's pace progress, the intersection jams that cost money in lost time, lost business, wasted gas.

Can the traffic knut be untied? Yes, says City Traffic Engineer Herman J. Hoese. He would clamp peak-hour parking restrictions on Trade and Tryon Sts., opening up extra lanes for heavy two-way traffic.

Undoubtedly, this bold, decisive step would promote a smoother flow of midtown traffic. But by soothing one problem it would irritate another. Midtown parking palms at these hours would be increased.

Traffic and parking are companion woes. They must be attacked together.

LEAGALLY, efforts to restrict parking on public thoroughfares go back to 1812 when a British court held:

No one can make a stable of the King's highway.

That was the first decision that a stagecoach parked on a public thoroughfare of length of time—45 minutes—constituted a nuisance.

A complete ban on downtown parking is restriction in its most extreme form. It is drastic even when enforced at certain hours.

Yet it has been successful elsewhere. After a year of blanket bans on parking in a 56-square-block area of uptown Philadelphia, the city took stock. It figured that the no-parking order cut the running time of buses and trolleys in midtown by more than 10 per cent, accounted for an 11 per cent decline in accidents and speeded traffic by 40 per cent.

A Little Bit Of Brotherhood

IN CHARLOTTE, a man handy with a wrench helped his neighbor fix a leaky faucet. In Mecklenburg, a busy young mother offered to care for the child of a busier young mother.

In North Carolina, a governor spoke calmly and reasonably about racial relations, and offered a positive program to better them.

A white and a Negro minister decided to exchange pulpits.

A white employer decided to hire a Negro for a position hitherto denied members of his race.

A Gentle stopped short of using the

term "kike," and began to reflect on the fact that Christians too, on a worldwide basis, are members of a minority religion.

A labor leader and an employer discussed and differed on issues then shook hands, each respecting the other.

Those things—little things, perhaps—constitute brotherhood. It's as simple as that. There are speeches and banquets, which are all right, and once a year there is a Brotherhood Week—this one. But what is important and heartwarming and good is when each of us, day in and day out, extends a hand to a neighbor, and offers a little bit of brotherhood.

One would have thought that with the advent of jet propulsion, nuclear cannons and the Nike that Tarzan would be forced to take his place in history. No indeed, the jungle man has made another picture and is preparing to make two more.

And maybe it's a good thing, too. Tarzan may yet come to the rescue of a confused world and chase the forces of evil from the jungle which the planet has become.

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An Exclusive Report

Portugal's Claim To Goa

(Editors' Note: When Publisher Thomas L. Robinson toured Europe's major capitals last summer, he was struck by the news concerning the explosive dispute between Portugal and India. Portugal's claim to Goa, Daman and Diu, on India's west coast. One report, published Aug. 20, included an exclusive interview with Dr. Paulo Cunha, Portuguese foreign minister. Seven days later, editorial correspondence by Mr. Robinson supported Portugal's claim to the tiny Asian trouble spot.



INDIA'S NEHRU
Avowed Pacifist

LISSBON, Portugal. WHEN armed bands coming from the Indian Union forcibly occupied the Portuguese territories of Dadra and Nagar Aveli last July, the condemnation of the attack by world public opinion was unmitigated.

VALUABLE SUPPORT. It was proved that authorities of the Indian Union had connived in the attack, and the true significance and implications of the event escaped no one. As a result Portugal received valuable support of many kinds from numerous friendly countries.

The great solidarity and understanding shown by the major part of the world for Portugal's position played a decisive role.

The acute stage of the crisis may be over. Yet it should not be forgotten that Portugal continues to be prevented from effectively exercising sovereignty in Dadra and Nagar Aveli. The Indian Union has cut all communications between these and the other Portuguese territories in the Hindu-

tan peninsula; she will not even allow observers from a third country to visit them as the Portuguese Government requested on Sept. 6, 1954.

THREAT REMAINS. The threat of aggression, furthermore, still hangs over the free Portuguese territories of Goa, Daman and Diu.

The Indian Union is tightening her economic blockade against them and trying to create difficulties of every kind for their inhabitants, thus treading under foot the elementary rules which should govern the behavior of a country towards its neighbors.

In violation of the freedom of thought and speech which she professes India has persecuted Goans living on her soil who dare proclaim their loyalty to Portugal.

RIHTS DENIED. In disregard of the principles of international law, Indians in official positions formally deny Portugal's sovereign rights, and the Indian Union tolerates the organization within her borders of groups proposing to "liberate" Goa, Daman and Diu.

Happily the world is forewarned of these intentions, and Goans have shown most clearly in the past few months that they are Portuguese and want to remain so. The vast majority have decided to have nothing to do with the Indian-inspired movement for their so-called liberation.

REPUDIATION. This is true not only of the 60,000 inhabitants of Goa but also of the some 150,000 Goans living in the Indian Union, Kenya and other non-Portuguese territories.

There could hardly be a more convincing repudiation of India's claim that the Goans' loyalty to Portugal is the result of compulsion.

And when all is said and done

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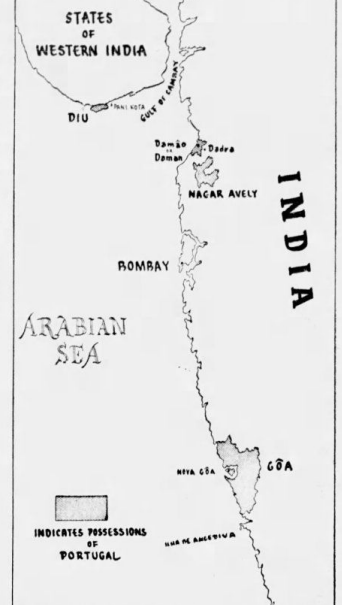
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INDICATES POSSESSIONS OF PORTUGAL

Need A Neck Trim, Mister? Hop An Airliner To Madrid

By ROBERT C. RUARK

IHAD to come to Spain to get a haircut because I couldn't find the time in New York to visit Louis. New York is either busier than I remembered it or else I am slowing down.

So today, freshly clipped and smelling powerful pretty, I got to marveling at what the airplane has done for people, and especially what it's done for you faithfully. With over a million and a quarter miles by TWA's special Sunday flight, Nairobi in East Africa is nowhere at all. It is a day's shorter spin in the Ethiopian highlands, a hello-goodbye highball with Hassan El Samra at Joe's bar in the Semiramis in Cairo, a night's sleep and breakfast at the Residence Palace in Rome. If you get out of Rome alive, it's just another night's sleep and a detective story to New York.

If you stride the globe sufficiently, you become an essential member of a tight fraternity of bird people. I am very proud to say that on most international airports and at least some of the domestic, I am considered almost a member of the crew.

ID HOME WEEK. I have flown so many miles with TWA and Pan American, not to mention the foreign lines, that the crews and I have grown old together. On this last flight, the same stewardess who took me to America took me back to Spain, and the steward was a guy who sped me off on my first trip to Africa two years ago. When I get on a plane today it is no longer an adventure in space, it's old home week.

When Mama came out from New York she came in two days flat and finished fresh at the end of the week.

But boats, unfortunately, cannot cross ground, and anyhow I had to go from Sydney to New Zealand and then to Perth and on to Singapore and then all the way across India and on to Nairobi to fly to Madrid for a neck trim.

I beat the brains out of the airlines just after the war, as did a lot of other people, and they mended their fences to a point where they are very little more room for improvement. Maybe there is still some foul-up on the ground, but in the meantime, plus some Maui Mui inspection at the end. This called for the iron birds.

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