

THOMAS L. ROBINSON, President and Publisher
 BRODIE S. GREIFF, General Manager
 ROBERT H. LAMFEE, Advertising Director
 CECIL PRINCE, Editor
 PERRY MORRIS, Assistant Editor
 R. L. YOUNG JR., Managing Editor

TUESDAY, APRIL 15, 1958

Literacy Tests Must Be Given Fairly

ANY dyed-in-the-wool, small-d' demagogue is bound to feel a measure of emotional repugnance for the literacy tests North Carolina and other states require of voters.

For one thing, the tests have a bad reputation. They have been approved by some state legislatures in thinly disguised or even open attempts to discriminate against voters by race. They may also be used for discrimination against parties and candidates. Finally, there is distaste for the theory that an unlettered person is incapable *per se* of participating in the affairs of his government.

The tests nonetheless are constitutional, as the North Carolina Supreme Court held last week in a Northampton County case involving a registrar's refusal to register a Negro applicant. The applicant refused to read or write the Constitution, claiming such a requirement was unconstitutional.

The Supreme Court disagreed, citing a U.S. Supreme Court decision upholding the right of states to establish such

tests, and declaring that the North Carolina test applies "like to all persons" without "discrimination in favor of, or against any by reason of race, creed or color." But it also needs to be said that while a statute may be constitutional on its face, it may be perverted by unfair and partisan application.

If North Carolina registrars administer the test fairly and impartially, it may serve to raise the intelligence level of the electorate and to prevent registration of "blobs" or puppet voters—both of which are worthy goals. But unless the registrar works on the assumption that such voters are found in all races, creeds, colors and natures, there is no chance that he will fulfill the public trust placed in him.

Proper administration of the literacy tests requires on his part a certain vigilance toward all potential voters who come before him.

It also requires a certain vigilance toward registrars by the public, who entrusts them with fair and impartial administration of a law that's fairly easy to distort.

Has Johnson Really Renounced White House Ambitions?

By MARQUIS CHILDS

WASHINGTON
 WHEN LYNDON B. Johnson comes charging into the Senate floor, there is no doubt about the signals he will call or how he will call them.

The majority leader of the Senate not only knows what he wants but he knows how to get it out of the tangled web of congressional procedure. This man has the hallmarks of an executive. With his driving energy and his ceaseless attention to detail, he could just as well be at the head of a big corporation as manager of the U.S. House.

So the senator from Texas will be on the spot. And speeches are not his specialty. He tends to be public to sound self-congratulatory and even pompous. His field of operation is in the conference room, the telephone, the face-to-face talk in which with all his vigor he pounds, pokes, thumps his spellbound listener.

The Johnson paradox is that of an ambitious man renouncing ambition. He tells all and sundry that he has no interest in the White House, and he insists every way of being a candidate for President in 1960, he will not even attend the Democratic convention.

BIG SPEECH

Johnson is making the speech at the concluding banquet of the American Society of Newspaper Editors. This is a spot that any ambitious politician in envy. It is his against President Eisenhower, who speaks at a luncheon on Thursday, as the spokesman of his party.

Just five years ago Mr. Eisenhower made a historic address to the newspaper editors. In that talk, coming long after Stalin's death, the President held out the hope of negotiation for peace, calling on Russia to make a gesture of goodwill such as the signing of an Austrian peace treaty. Reports out of the White House are that intensive work has gone into the President's forthcoming speech under his supervisory eye with the intention of making it another major address.

LONG WAY OFF

That is still a long way off and the Senator could change his mind. But presumably this is Johnson, the realist, speaking. He has had a heart attack and the voters will look with great suspicion on a candidate with such a handicap. He comes from the South, and

with civil rights and the Negro vote so important, it is highly unlikely that his party would turn to the South for a presidential candidate. He must put first the oil and gas interests of his native state, and this is an offense to northern voters.

AUDIBLE GRUMBLING

But while he will not in all probability be the candidate, his influence and the record he is setting will have a lot to do with the selection of No. 1 and the kind of platform he runs on. And it is just here that grumbling is audible about the unyielding and all-encompassing nature of his leadership.

Some liberal Democrats believe that Johnson is setting far too cautious a line with respect to the recession. He and his partner, Speaker Sam Rayburn, who directs the affairs of the House with similar authority, have had an informal agreement with Secretary of the Treasury Robert B. Anderson, also a Texan, to hold back a tax cut.

This, the liberals complain, puts the Democrats on the same footing with the Republican administration. They add that the speed-up in housing and highways is all very well but it will not create many jobs this year and, therefore, will not check the recession.

Seldom, it should be added, are these complaints heard in public from Democrats and certainly not from Johnson's flock in the Senate. The Senate Democrats, whatever their own political beliefs, stand too much in awe of his capacities as an operator and the power he exercises as leader.

Highly sensitive to criticism, the majority leader proves his own liberalism by pointing to his record on rural electrification, Social Security and the other measures out of the New Deal. He sees himself as the heir to Franklin D. Roosevelt but an heir who must be content to exercise his power from a place below the throne itself.

'There Also Seems To Be Some Unrest Among The Americans'



The 'Flyspecks' Got Bigger & Bigger

THE interim report Congress has received from the House Subcommittee on Legislative Oversight proves among other things, that the committee was aptly named.

There was plenty of legislative oversight in the creation of regulatory agencies such as the Federal Communications Commission and leaving those quasi-judicial agencies to set up their own standards of conduct. Standards were set all right, and they have been defended with quivering piety by some FCC commissioners, including the ousted Richard A. Mack. There was a tendency in Congress, even among subcommittee members, to defend them before the fragrance of Mr. Mack's record began to wrinkle the public's nose. The subcommittee fired its headstrong and impetuous counsel, Bernard Schwartz, for making too vigorous assaults on the FCC's way of doing business.

But at the end of the first phase of its investigation the subcommittee has taken a different view of those "flyspecks" that so excited Schwartz. It found as regrettable fact that FCC commissioners have been taking expense money from both the federal government and the industry they regulate, that some commissioners have accepted "excessive entertainment" from the industry, and that some commissioners "were insensitive to the requirements of their high office."

In short, the subcommittee found nothing transparently illegal in the commission record. But the situation is such that if that record was an apple, the subcommittee wouldn't swallow it for fear of a soft core inside.

Nor would we. The commission has endeavored in an atmosphere that invites suspicion on the part of the public, and attempts by the communications industry to make things cozy for the commissioners. The commission has seemed to feel since the investigation started that as a starter, the subcommittee's recommendation of laws requiring the FCC to adopt a code of ethics, giving the President power to remove commissioners for misconduct, barring commissioners from informal contacts with litigants, and from accepting gifts.

And it wouldn't hurt if someone got up in the House and shouted "shame" at the FCC—that is, if he is sure no one on the FCC can shut the same thing back at him.

Life In America

A RECENT survey in the State of New York turned up 82 school-owned indoor swimming pools, 15 under construction, and 30 outdoor pools. They were cited by the State Education Department as part of the "impressive" 150 per cent gain in this activity over a ten-year period. "With this increase," commented the Council for Basic Education, "we may lack this vital educational shortage before too many years are out."

Meeting The Payments

A 'Jobless Army'

By JOSEPH ALSOP

DETROIT, Mich.
 HERE IN this great capital of the limping motor industry, the Eisenhower administration's wail-and-see approach to the Detroit debt does not look very sensible.

If you want to be convinced just step in at U. M. Local No. 2, across from the big, dingy old Dodge motor plant in Hamtramck. There spend a day or so running the doors of the "impressive" little one-and-a-half-story family houses inhabited by Dodge and other Chrysler Company employees in Hamtramck, and East Detroit. What you see in them is the cruel let-down of a vast army of industrial workers by the system they have been taught to trust implicitly.

PROTEST MARCH

The morning I went there, Pat Quinn, the president of the Dodge local, was leading a protest march of jobless auto workers to the state capital in Lansing. So all activity temporarily centered in the small office of "Big Pete" Te-

keft his mother and younger brother fairly comfortable.

But now the little family's white income was down to \$42 a week of unemployment benefits. The house payments took nearly half. Richard had "tried everything," even hired "So had his 17-year-old brother, "but they ain't even hired" boys in stories." And worst of all, "we only got another 11 weeks of benefit to go, and after that there'll be nothing but the welfare."

A SOUTHERNER

Richard was followed by sturdy old Charles, 15 years a torch welder, who "dote all the show boys" for the company except one year. "After Charles came Herman, the slow-spoken southerner, who was threatened with repossession of his car. The procession went on all morning, and all the men who came had the same essential problem.

All suddenly, after their income cut in half, after nine or ten or eleven years of steady work on the same job. Like most of Detroit's other tens of thousands of jobless auto workers, all were now between nine and 17 weeks away from the end of their unemployment benefits, when there would be no income at all. All had time payments to make, which they could hardly carry even now. Richard, indeed, was the luckiest, for only once he saw had paid for everything except his house. The Detroit Welfare Department will at least try to help. Richard kept his house, by offering the mortgage-holder the money allowed for relet recipients' rent.

SAME STORY

Ringing doorbells along the gray streets, the story was again the same. Only here, it was grimmer and more poignant, for one actually saw the furniture and the washers and the cars, and the houses that were in danger. He saw the children "who drink water" and the harassed wives who "didn't know how they could manage much longer," and the men who seemed unable to find their way out of being at home on a "welfare day."

At time went on, one became obsessed by the thought of "the end of the week" of benefits, which all these people spoke of with a sort of defeated dread.

'THINGS' LOST

Maybe Congress will pass the bill adding another thirteen weeks to the 26. Maybe automotive employment will pick up again, when the time for the new models comes in September. But even so, half the things these people have gained will be lost in the interval. Because "we just can't meet the payments and feed the kids."

ROUGH ANSWER

It was a tough answer for him all the same. His father, who worked for Dodge for a quarter century, had bought a house on time just before he died ten years ago. In those days, both father and son were working, so the payments of \$75 a month had been easy to carry. Richard had managed pretty well alone too, when he was bringing home \$89 a week. The car, the furnace, the washer and dryer and television were all paid for, and he had



"Sure I'd Settle For A Guaranteed Annual Wage"

Eskey, the local's tall, saloon-faced, hot-tempered vice president.

I had hardly introduced myself when Richard, a stylish man who had been working at Dodge for ten years as a crane and elevator-hoist operator, rather hesitantly entered to ask Big Pete if he knew "anywhere where they were hiring." Big Pete bid him to follow. "Boy, you can't get a job in this town," Richard added disconsolately, as though he was the answer, he expected.

What Is The Purpose Of Passports?

AMERICA has no corner on logic in its approach to the problems of passports in a shrinking world.

Reporter William Worthly had to go to court last week to plead for a U. S. passport denied him by the State Department after his "unauthorized" 1956 visit to Communist China. In Worthly's case, State's action was clearly an arbitrary and rather capricious reference with a newsmen's right to earn his livelihood as a foreign correspondent.

It differs sharply from the reasonable attitude of our British cousins on the subject, described March 27 in this item from *The Economist*, a distinguished journal of opinion published in London: "It has been laid down with obvious good sense by the English government that a British passport simply identifies

a man by name as a British citizen, and neither can nor ought to attempt anything further. Even such a passport would not be necessary did not the jealousy of foreign governments require such an identification before admitting us into their territories; but while this remains so, two great ends should be kept in mind by the British government in granting passports—to commit the duty of ascertaining the general fact of citizenship to those who are at once most likely to know the applicant and most easily accessible to him; and at the same time to grant the passport under a name and authority which will be known to, and respected by, the various governments of the Continent."

The United States still has a few lessons to learn from the mother country.

From The New York Times

AND NO FALL-OUT

CAUTIOUS captains bound along the Inside Passage between Seattle, Vancouver or Victoria and the Alaskan ports had to leave to visit the Seymour Narrows and wait for the tide. If the tide were right they usually stayed outside when the Narrows were wrapped, as they often were, in a blanket of Pacific fog. Even under the best of circumstances they steered through the Narrows with care. Some who were in a hurry, or whose helmsmen were thinking of something else, wound up on the Ripple Rock, where in the course of a century twenty large vessels, more than 100 smaller craft and more than 100 lives were lost.

Those who have seen the Ripple Rock remember it as a small bit of scenery in one of the most magnificent salt-water voyages on earth—an affair of mountains and glaciers, of islands and occasional glimpses of the open sea of the splendor and magic of the north. But the captains and pilots who perished slightly under their hubbards on days that were really warm, must be glad now that there is no longer a Ripple Rock. Ripple Rock, expertly mined in a three-million-dollar, three-year job, went aloft Saturday morning under the urge

of 1,375 tons of dynamite. This was one of the biggest non-atomic explosions ever, though the Russians and the Chinese immediately revealed that it was a mere firecracker compared with what they had done.

This doesn't matter too much. Dr. Victor Dolmage, the mining engineer who planned the event for the Canadian Department of Public Works, didn't try to smash a record but just the Ripple Rock. And nobody will have leukemia, or two heads, or feathers in place of hair, as a result of this blast. It all seems like a bit of the good old times before Dr. Einstein conceived his famous equation.

A teacher told her Sunday School children a story about a shepherd who found a sick lamb and wrapped it in one of his garments and took it home to nurse it back to health.

"Now," she concluded, "do any of you know a story in which such a kind action was expressed?" There was silence. Then a little girl said, "I didn't tell myself, but I heard my daddy tell our neighbor he had put his shirt on a horse and lost it!"—HIGHT POINT ENTERPRISE.

Drew Pearson's Merry-Go-Round

WASHINGTON

CONGRESSMAN Manny Celler of Brooklyn has been conducting a probe of the "untouchable" of the utility world which affects every taxpayer and telephone user in the nation. The "untouchable" is the American Telephone and Telegraph company which, with assets of nearly 16 billions, is ten times bigger than the next biggest utility, Pacific Gas and Electric.

American Tel and Tel not only dominates the supplying of phone service to the nation but also has been charged with a patent monopoly, through its subsidiary, wholly-owned Subsidiary, Western Electric.

It also receives more government contracts than any other company except General Motors and Boeing Aircraft. One

contract alone for construction of the SAGE warning system against incoming enemy aircraft in the Arctic is costing the taxpayers \$2,400,000. And the company is replacing bombers. SAGE may be out of date before it is completed.

An interesting aspect of the Celler investigation is the manner in which the government officials became the virtual attorneys for the telephone company and how the phone company placed its men in key jobs inside government. A total of 35 A.T.&T. officials have served inside the defense department alone during the Eisenhower administration. Some have been in and out of government like shuttles, but some have remained. The A.T.&T. is still in the Defense Department, ranging from Deputy Secretary of

Defense Donald Quarles down.

Actually the backstage maneuvers to drop the big anti-trust case against A.T.&T. and its giant subsidiary, Western Electric began during the Truman administration. Truman's Justice Department had brought the anti-trust case in 1949. But in the spring of 1952, the last year of Truman, the phone company had a lot to say about going to trial. They began to realize that Graham Mason, the tough little head of the Justice department's Anti-trust Division, really meant business.

So A.T.&T. officials approached Charles A. Colgate, a Republican serving in the House, and asked him to prepare a letter which was signed by

Secretary of Defense Robert Lovett, another Republican serving under Truman, and Lovett sent the letter to the Justice Department asking it to go easy on A.T.&T. because five officials of the Bell Telephone Laboratories, including the present Deputy Secretary of Defense, Donald Quarles, were working at the Santa atomic energy laboratory in New Mexico.

Assistant Attorney General Morrison replied: "That's the same honey every big business firm brings in when they are in a tight place. As the A.T.&T. trust case won't disturb Bell Laboratories in the slightest."

A few months later, Morrison and the Truman administration went out and Attorney General Brownell came in immediately the same thing happened. A

Traffic Officers Made Two Mistakes

Charlotte

Editors, The News:
 AFTER reading Mr. Alan Alexander Freeland's letter in the April 10 issue of The Charlotte News, my first impulse was to call Mr. Freeland and see if he knew the names of the two officers who gave him a ticket for speeding since I had a similar experience not too many months ago and thought perhaps they were the same two officers who gave me a ticket.

Like Mr. Freeland, I saw both of the motorcycle policemen when they pulled out of a side road and I was quite aware that they were following me. Also like Mr. Freeland, I was very careful to make sure I did not exceed the speed limit. After following me for approximately two miles, one policeman passed me and stopped the truck in front of me and the other proceeded to stop me. It was useless to tell either of them that I had seen them from the first and knew that I was not speeding for they told me that they had clocked me at 35 miles per hour in a 35 mile per hour district. I know that I was not even doing 35 miles per hour as I had one eye glued to the speedometer from the first moment that I saw them.

This experience with city motorcycle policemen has led me to believe that the only safe thing for a motorist to do, who is driving alone and has no witnesses, and suddenly finds two policemen

Hike Postage On 'Low Class' Mail

Charlotte

Editors, The News:
 PLEASE allow me to comment on your editorial relative to molesting our Post Office buildings with a five-cent postage stamp.

About sixty years ago when I carried my paper on North College St., we lived on the Seaboard Railway Company's land North of the city. My daddy had a little house out in the garden where he did lots of his reading, especially the fourth class or maybe lower class mail, which was probably appropriate for use in those days, but nowadays people have done away with the lower class mail and have no further use for the low class mail that clutters up our mail boxes each day. Now since we have abandoned these little houses this cheap mail lands in the trash can, most of it not even opened or read.

Please let me suggest that we do enough postage to this type of mail to satisfy Mr. Summerfield's whims and forget the nickel stamp. I think if you people keep up the work you are now doing, you will have a pretty fair newspaper some day.

—BOB BROWN

Eastern Readies Chicago Service

Charlotte

Editors, The News:
 JUST a note to express our appreciation to the C. & A. editorial staff for the splendid editorial in connection with the recently authorized Charlotte-Chicago non-stop service.

We hope in receive official authorization from the C. & A. within the next 60 to 90 days and will inaugurate service shortly thereafter.

Over the years, you and your associates have contributed substantially in many ways to further aviation, and we are not unmindful of the tremendous contribution that you have made in this particular route case.

Again, many thanks for your splendid support in helping to make this vitally needed service become a reality.

—HENRY S. MCCONNELL
 District Sales Manager
 Eastern Air Lines

Quote, Unquote

"Who will argue that 98.6 Fahrenheit is the right temperature for man's life? The A decline to do it. It may be that we are all actually freezing; hence the perceiving stupidity of mankind! At 110 or 115 degrees even archbishops might be intelligent."—H. L. Mencken.