

# THE CHARLOTTE NEWS

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## Carnage In The Airways Must Cease

IT IS hardly possible to hang stop lights and station traffic officers in the sky but there are steps that can be taken to reduce the frightful confusion and carnage in the airways.

Washington, of course, is in a great lather about the matter now. Twelve persons were killed Tuesday in the collision over the Potomac River of a military and a commercial plane. But there have been too many grim reminders of this type before and too little action in response to them. A sustained and painstaking determination, beginning now, is needed on the part of Congress and the administration if the shocking toll from air collisions is not to go even higher.

True enough but exasperating all the same was the remark that "we are not going to solve this problem overnight" by a high official of the Civil Aeronautics Administration. Nine years ago 56 persons were killed when a commercial

and military plane collided near Washington. The total dead from such collisions in the last nine years is 300. And last year alone, there were almost 1,000 near-misses.

Roughly 11,000 aircraft are in the air over the U.S. at any given moment, but only part of them are subject to the traffic controls of the CAA. This agency has little control over the flights of military planes. Without centralized or at least tightly coordinated traffic controls, there is no hope of a solution.

The confusion of routes and absence of controls that prevails in the air would not be tolerated for a moment on the highways below. There is no need for it to be tolerated in the air. The tragic results of doing so are clear. The insurance risks posed by the advent of jet commercial flights is apparent. So must be the determination of Washington to stop the needless slaughter.

## The Answer To A Charlotte Prayer

A SUCCESSFUL marriage of economics and art is not an impossible ideal in Charlotte.

The secret is federated fundraising. With a united fund for the arts, the Queen City can have its culture and pay for it too.

Approval of the idea yesterday by a Chamber of Commerce committee represents a mighty blow for economic realism and sound business practices in a field not exactly famous for these characteristics.

It is the only sensible solution. Separately, Charlotte's major cultural organizations have been barely able to keep their heads above water. Furthermore, they have separately bled a rather small blue-chip collection of contributors to distraction with begging safaris that seem to last the year-round.

With a professionally organized, well-directed single campaign, a broad base of annual giving could be established. The public would be asked to give once for all of the major organizations—such as the Symphony, Opera Association, Mint Museum, Oratorio Singers, Symphonette and Choral Society. Budgeting would be simpler. Planning would be

surer. The year-round pressure on potential donors would be relieved.

Charlotte's health, welfare and recreation agencies have been supported in this manner for years. But the united fund idea for the arts is no Johnny-come-lately to the world of organized culture. It has been successfully attempted in many other U.S. cities. Winston-Salem was North Carolina's pioneer. It deserves a test run in Charlotte.

With Chamber of Commerce backing, a 1959 kickoff would be completely possible. Ideally, the campaign should be scheduled for the spring to avoid conflict with the annual United Appeal of Mecklenburg County's United Community Services. But months of careful planning will be required before a full-fledged campaign can be attempted. There is little time to waste.

## Life In France

A NIGHT club called the Fontaine des Quatre Saisons on Paris' Left Bank features a striptease artist who begins her act dressed as Mona Lisa.

## It All Began Nearly 170 Years Ago

THE date was May 13, 1790. The federal government was not yet a year old. But Sen. William Maclay of Pennsylvania was banging on the door of the Treasury Department and demanding access to public information.

Specifically, what the good senator wanted was a peek at receipts Baron von Steuben had given for funds advanced to him. Alexander Hamilton refused to allow it and Maclay wrote in his diary: "I told him any member of Congress had a right to any papers in any office whatever; that as chairman of the committee I had promised to procure what papers were necessary."

Maclay also told Hamilton that "the papers I wanted belonged to the public and to no private gentleman whatever, nor would it do him to refuse information to a committee of Congress." The argument floundered. Maclay did not get the papers he sought. But the basis was laid for a constitutional dispute that has lasted to this day over executive refusals to give Congress and the people access to certain public information. Generally, though, the years, Congress has permitted the executive department to exercise its discretion in the matter.

Abuses of privilege have unfortunately occurred of late. And, strangely enough, government bureaucrats of every stripe have been using the restrictive coloration of a 1789 federal housekeeping statute to justify their refusal to permit access to public records. The 1789-law of law was intended merely to authorize federal departments and

agencies to take care of executive papers. Yet it has been stretched and construed into an authorization of secrecy.

Congress has made a tardy beginning to set the record straight. The Senate Judiciary Committee has finally passed a bill Sen. Thomas C. Hennings (D-Mo.) introduced last year and sent it to the Senate floor. An identical bill was approved April 16 by the House of Representatives. Both bills would bring the 1789 housekeeping statute back to its original meaning by adding a single 19-word sentence: "This section does not authorize withholding information from the public or limiting the availability of records to the public."

Just nineteen words—but they make all the difference in the world. As Sen. Hennings has said, they represent an order triumph of the American people's right to know over some secrecy-minded executive department officials' "right to say no."

The Hennings bill should be enacted into law. The reason is quite simple: A free government resting upon the consent of the governed cannot be conducted in secret.

## Life In America

ANYBODY remember a crackalack horror movie called *Son of Shuck*?

It was so successfully scary that Screen Gems Inc. already has a sequel on the way.

It will be called *Son Or Shuck*.

# Weaning Women Of Sack Requires Malice Aforethought

By ROBERT C. RUARK

ONCE in a while I am moved to present a public service, which comes with no surcharge. Given as I am by my old lady in a state of collapse, nerve-wise, and I wish to pass on a few handy little tricks to help you win the battle of the year. All you need in this do-it-yourself war-

fare is a copy of Vogue and a little malice thought.

First you strike her, psychologically, sharply below the belt. When she is bulging in spots where ladies normally bear a burden described as "a delicate condition," you kiss her tenderly and ask innocently when she expects it.

If she says don't be silly, then suggest always mildly that perhaps she had better lose a little weight. When she says profoundly that she's lost weight, murmur: "Maybe it's the dress, darling." This'll fetch 'em every time.

## BIG SUCCESS

Hitting below the belt is very necessary to the campaign. I have enjoyed tremendous success with the belt bit. If the belt is hiked up under her chins (plural), just say it looks fine until she sits down and then suddenly seems to cause her excess weight to hang over her girle.

If the belt is behind the behind, tell her it exaggerates the lines in her face—sort of depressed and dragged out. Or that for the first time you realize that she was broader in the beam than you thought when you offered wedded bliss. The belt points up what can only be called a generous sit-platz.

## REMEMBER MOTHER

I find, as a warning pick, you can offer a blanket criticism. Tell

her the sack dress is lovely because it reminds you of your mother. "But," you say sweetly, "my mother was younger then." Of course, the skirt is too short, but you don't want to act nasty. Vulgarly never pass. What you

with all these vitamins... When the dress she just hooked the Cadillac to buy reminds you of nothing so much as an elephant's hind quarters, you compliment her on her "new coat." When she explains that it isn't a coat but a dress, you ask her where it unbuttoned and express hope that more than adequate to buy you a sort of home-permanent divorce.

## WALKING PX

And if it is one of those things with legs in it, I have had amazing success by using the outside pockets to park my cigarettes, house keys, old correspondence, and much folders in you. You can have a walking PX if you're crafty and mean enough.

Touching again on the matter of the short, tight skirts, I have a magnificent solution. I carry a pair of copy shirts. When the woman of my life cannot get in or out of a taxicab or one of the new look two-tones, I produce my scissors and simply snip. Leg room, kids, you wouldn't believe it.

## SLOP BUCKET

A word about the slop-bucket, or cloche, hat women wear to make them uglier. Don't throw them away in a fit of pique. They make excellent pots for plants, a wondrous surprise for the cocktail table. I suggest flowering plants for the folks and straws, and a green, leafy plant for the

printed fabrics. A fellow can't go wrong on a childproofed. Oh, gentlemen, there are masses of goodies I haven't touched on to help us win this war: a first horrible female advertisement, but the skinny ones I offer here are at least sufficient to reform the French fashion boys and more than adequate to buy you a sort of home-permanent divorce.

## Planes Fall, Solons Stall: Why, Oh Why?

By DORIS FLEESON

WASHINGTON  
HOW MANY members of Congress and high government officials have been killed in air crashes like the one here this week before this country prepares for the jet age?

No one has even started to work on the problem in any significant way since 12 persons were killed Tuesday in a collision between a Capital Airlines plane and a Maryland Air National Guard jet near Brunswick, Md., about 40 miles northwest of Washington.

Yet this is a center of world air transport where the President, vice president, secretary of state and leading members of Congress lead a continuous procession of travelers literally around the globe. A rare few of them are cushioned from all the discomforts and hazards of the inadequate facilities they use, but there is no lack of information regarding conditions.

## NEAR MISSES

Only last Sunday the Washington Evening Star disclosed that the Civil Aeronautics Board had reports of 971 aircraft near misses last year, 53 of them in the Maryland-Virginia-District area.

Word of the crash reached the House as it was debating the Commerce Department appropriation bill where jurisdiction over civil aviation rests. Members quickly voted an increase of \$74 million for CAA over last year, which is not even the plural of peanuts when the jet age dawns in about six months.

## TELEPHONE CALLS

Debate suggested that civil and military aviation would be blamed for failing to coordinate their activities. This by itself would be a major and expensive task requiring a great deal more than the few calls some members seemed to think would save the day.

The fact that hearings are now taking place on control of outer space takes on a grim irony to those who have long complained of the lack of vision regarding present air travel problems and prospects.

## PARTICULAR PERIL

Some localities and states have done better than others in this field; Washington is, of course, uniquely at the mercy of the White House and Congress. In both those areas the old war psychology seems to prevail. It can't happen to me. Yet here are the people whose government expense—account travel puts them in the forefront of the particular peril dramatized by Tuesday's disaster.

Plenty of them are capable of understanding what can and should be done in this, as in related fields like land and water use by the evergrowing population of the United States. Yet some curious paralysis seems to grip them at just the point when they should burst with a sense of urgency.

## MORAL GROUND

Extremely conservative opinion is on the soundest moral ground when it accuses Congress in terms of budget deficits and the national debt and frankly says so. It is not that they are in terms of that more self-reliance among individuals will do the job. It is a liberal opinion today which lacks the courage to express them, much less fight for them.

Nor are there 1960 presidential possibilities on the liberal horizon who appear to grasp the challenge and preach about it, though they are the first to complain that the existing lack of leadership at the White House.

## Dulles Grins In The Face Of 'Bad Will'

By WALTER LIPPMAN

WASHINGTON  
AFTER the turmoil of the past week it cannot have been easy for the secretary of state to face a big press conference. But Mr. Dulles not only did just that, he also managed to convey the impression that far from being disturbed by what had happened he was, if anything, confirmed in all his views. The explosions were ripples upon the surface of a great stream on which we were moving in the right direction and with righteous self-confidence.

The question which dominated the conference was not what the secretary of state would do to remedy the troubles which have exploded. That could not be expected of him. The question was whether these troubles had caused the secretary of state to believe that anything for which he is responsible needed to be re-examined and reappraised, and whether, therefore, he would encourage or discourage our people to think about what has gone wrong. Mr. Dulles's reaction to this, which was implied in a whole string of questions, was to appear unperturbed and imperious, denying that anything very significant had happened. The net result of the press conference was an invitation to the American people not to allow themselves to be stirred up into thinking about the state of their affairs.

## GENERAL MOVE

As it turned out, Tuesday was a day devoted to promoting a general move of complacent self-confidence. This was the theme of Mr. Dulles's press conference on Tuesday morning and, applied to the recession, it was the theme of the President's address on Tuesday evening. It is reassuring to have self-confidence. But it is impossible to have such self-confidence except by sweeping under the rug the harsh and disagreeable facts which worry so many of us.

Thus it may well be that the recession is flattening out, and it is true, of course, that eventually there will be a rise and, no doubt, some day another boom. But can we accept the prospect of a prolonged slump at the present level, especially as its repercussions tend to be multiplied abroad, and to aggravate the international disorder? There must be many who feel as I do that they are not made confident by seeing that the President is unworried, that they would have more confidence if they saw him worrying about the very ugly things that there are to worry about.

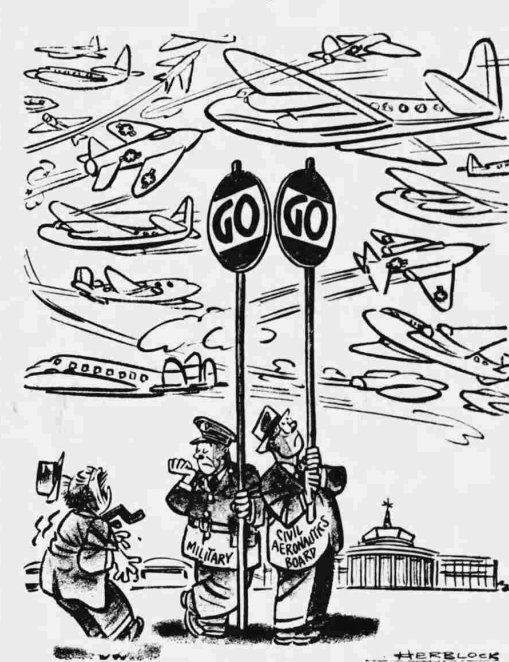
## BAD WILL

Coming back to Mr. Dulles, it can fairly be said that the troubles all about him are not superficial incidents which a strong man can ignore. What happened the vice president in Venezuela is not disposed of by saying that the vice president had a bad reception in all the countries he visited. He was not stoned and spat upon in more than two of them. But there was bad will, and plenty of it, everywhere.

It is a mistake to minimize the basic fact that almost everywhere to the south of us in this hemisphere there is great distrust and much hostility. We are merely deluding ourselves if we pretend that only a few hoodlums led by Communists are unfriendly, and that because the vice president and his wife behaved with courage and dignity, the incidents are healed and forgiven and forgotten.

This is to make trivial a serious business, one which demands, so it seems to me, a stern complaint against Venezuela, and then at home here a searching re-examination of our policy and of our record.

## 'Great System'



## People's Platform

### School Bus Drivers Are County's 'Finest'

Charlotte  
IT SEEMS that near the end of a year of "safe" transportation by the school bus drivers of the thousands of pupils there always appears several letters questioning the present system of school bus operation.

I wish to go on record as stating that anyone who questions this as the most safe means of operating these many buses both in Mecklenburg and the rest of the state is not familiar with the requirements of these young drivers as compared to the fully connected with the securing or renewal of a driver's license by an individual.

Requirements relating to safe driving practices on the highways are not touched in the civilian license test and one has but to observe what is slowly becoming the majority of North Carolina drivers to see that this is true.

Coupled with little or no punishment by the courts of this state these \$2.50 wonders are literally getting away with murder every day.

My oldest son, now in UNC, drove a school bus for three years and one of the proudest days of my life was when the school bus instructor asked him who had taught him how to drive and Jim said, "My Dad." He was second in one of the school bus races at East Mecklenburg High. I am

mentioning these facts to show that these safe drivers are exposed to on their twice daily runs with their buses.

When the parents of school bus riding children awaken to the fact that the greatest danger to the very lives of their little ones is getting on and off of these safe-driven buses then they will be directing their efforts in the right direction.

When these licensed killers, driving at open highway speed past a group of children waiting the arrival of their bus strikes and kills one, and is freed by the stupid wheels of justice in this state, it is regretful that they have to blame it on the student bus drivers, Mecklenburg's finest.

— ED ROSENBLATT

## Drew Pearson's Merry-Go-Round

Editors' Note: Drew Pearson, who has been reporting on recent European developments, today gives his reaction to Vice President Nixon's experiences in Latin America.

EN ROUTE  
TRAVELING through Europe right now, an American gets the impression that the entire role of American foreign policy has come tumbling down about our ears. Our staunch friend and ally of 175 years, France, is in the throes of a mortal political struggle. Our vice president was almost killed by our alleged good neighbors in Latin America. And one of the friendliest pro-western nations in the Near East, Lebanon, is in danger of going over to the Russian-Soviet bloc.

On top of all this, Russia launches a Sputnik 100 times larger than anything we have put in the air.

## How Come?

European friends who want to support, and still do support, the United States ask you a bit reproachfully: "How come?" The answer is that foreign policy does

## U. S. Reverses Were Initiated Long Ago

not collapse suddenly; it erodes. It's like a farmer's field if he doesn't plug the gullies immediately. Or it's like a mouthful of teeth if you don't take care of the fillings. The decay spreads. Pretty soon you begin losing your teeth. That's what's happening to us in the field of foreign affairs.

Take, for instance, the shocking indignities suffered by Vice President Nixon in Latin America. Anyone who has been following Latin-American affairs—and this writer began reporting for El Mundo in Havana and La Nación in Buenos Aires when Coolidge was in the White House—could see it coming. There was nothing about it.

## Asia-First

Latin-American editorialists first chided Nixon when he barnstormed through Asia in 1953 and advocated an Asia-first foreign policy for use in Latin America. What Nixon apparently didn't know, that Asian-American tropical products compete with Latin America's tropical products. The more coffee, cotton, tin, etc. we buy from Asia and Africa the less we buy

from Latin America. And the more money we send these countries in foreign aid the more it grips Latin Americans.

Later, when Nixon went to the new African republic of Ghana to help inaugurate its new president, there were more critical murmurs in Latin America. His trip to Ghana may have helped him in Havana and La Habana, but it didn't make him the ideal ambassador for a goodwill trip to countries which suffer from African competition. Latin Americans read Nixon's hallyhoo about Africa; then, remembering his previous trips to Brazil and Central America, they named him "Fieckle Dick."

## Successful Envoy

On the other hand, George Meany, head of the AFL-CIO, visiting the same countries which boomed and almost bankrupted Nixon, was hailed a hero. In Montevideo, where Nixon was hissed because of our tariff on wool, Meany got a rousing reception from the Uruguayan Trade Union Council. He gave Dubinsky of the Ladies Garment Workers,

and O. A. Knight of the Oil Workers, a warm reception, and joined the Uruguayan as a solemn sign against dictatorship.

In Peru, where Nixon had such an unpleasant time, a university student, Hector Sarmiento, joined the Peruvian students in the Embassy in Lima, but they turned out for Meany.

## Things That Count

Thus, to some extent, the success of a goodwill mission depends on the ambassador you send on that mission. A winning smile and a handshake aren't the only things that count.

In Washington last month I sat with the new Ambassador from Venezuela, Hector Sarmiento, and after he presented his credentials to President Eisenhower.

Two days later, Eisenhower, despite previous promises, imposed a new restriction on Venezuelan oil. He even imposed the restriction on the same day he made a nation-wide telecast urging Congress not to impose restrictions on foreign trade.

From The St. Louis Post-Dispatch

## THE HENHOUSE SPECIAL

THE Katy Flyer has recently walked, not flown, to the nearest exit. The famous train from St. Louis to Paris had already, before its last run, become known to some riders as the henhouse special, because it dealt as much with baby chicks as with passengers.

We are sorry to see the trend in which famous railroad names are vanishing along with passenger business. A few weeks ago the most glamorous name of them all, perhaps—New York Central's Twentieth Century Limited—was downgraded into something more like a milk train than a limited.

Six years ago that train became 50 years old, along with the Pennsylvania's Broadway Limited. Now the Broadway is nearly the only survivor of the golden age of railroading which also produced that great train of the West, the Santa Fe's California Limited. The latter has been superseded in speed and even decor by the Super Chief, but there must be those who recall the gilt furnishings,

crystal chandeliers and cream-of-the-cream (real Iowa cream) Fred Harvey served the passengers along the route to California.

Many names have gone—the old Fall River line's Steamboat Express, dating to before the Civil War; the Central's Empire State Express that set a speed record just a few days ago, the Baltimore & Ohio's Royal Blue.

Of course, many names remain: Eagles, Black Crows, Bluebirds and Ladies. Generals and Admirals and Diplomats: Hiawathas and Olympians and ex-Magnolias. The Wabash Cannonball, celebrated in song, still comes to St. Louis but the original Cannonball was a fast freight.

Yet the trend is there, and as some railroads, particularly in the East, give up the ghost of passenger service, glamour is disappearing along with the service, and the business. The famous train names seem to be going the way of the steam whistle, which left not even an echo behind.