



THE CHARLOTTE NEWS

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The Surface Has Only Been Scratched

The tragedy of the economic barrier to education beyond high school lies in the fact that there is little relationship between the ability to benefit from a college education and the ability to pay for it.

—D. S. COLTRANE, 1955.

BECAUSE Charlotte's Community College System received its first perpetual scholarship fund yesterday, the barrier to higher education will come tumbling down immediately for some deserving youngsters.

The fund, established by the Charlotte Chapter of the National Association of Accountants, represents a wise and generous gesture. Earnings from \$2,900 in preferred stock contributed by the group will be available annually to pay the tuition of a business administration student.

Yet, regrettably, the surface of need has only been scratched.

Mecklenburg is full of youths who are barred from college for financial reasons. A number of local firms pay all or part of the expenses of students they select. Additional scholarship grants are made by several individuals and civic groups. But, as often as not, these contributions are so hedged by various restrictions that some of the neediest and

most deserving youngsters are not eligible for help.

This leaves a vacuum that ought to be filled.

The citizens of Charlotte and Mecklenburg County have a crucial stake in seeing that the over-all need is met. The future of this community will be shaped to a large extent by what happens in the classrooms of Charlotte and Carver Colleges. Those citizens ought to make it their business to see that every qualified youngster, regardless of race or chosen field of endeavor, has an opportunity to go to college in Charlotte if he so desires.

Scholarship contributions need not be large. A gift of as little as \$25 will pay for one course for a student for a year.

Wealthy individuals and firms can contribute more, of course. But many small gifts of five, ten or fifty dollars would seem to be equally appropriate. And there is something essentially democratic about something quite uplifting in the idea that Charlotte's two community colleges should get many small gifts from the whole community. This kind of thoughtful generosity on the part of thousands of men and women is the stuff that can keep higher education in Charlotte independent and flourishing.

British Riots: Racism Or Joblessness?

WHAT Adlai Stevenson once called "the revolution of rising expectations" among peoples of Africa and Asia confronts a revolution of rising discrimination among whites. In South Africa Nationalist apartheid forces, who would enforce total separation of the races under any circumstances, have installed in Dr. Verwoerd a more militant racist than the late Premier Smuts. From Little Rock to Richmond, "massive resistance" gains voice.

What few expected was that in Nottingham and London, England, where men traditionally are far to each other and obey the law, iron bars, knives, and riots should be added to the racial counter-revolution. "London is not too far from Little Rock," the GREENSBORO Daily News explains.

But we hope that judgment is premature. Those who see uniformity in all race troubles may be mistaken to interpret headlines of London, Capetown, and Little Rock as all of a piece. In every spot of race-tension there is an element of uniqueness. The correlate of South African white supremacy has been a defiant inhumanity. Only in flashes of barbarity have we in the South seen this.

If British troubles are unique, one might ask, how so? The great source of trouble seems to be economic. The

immigrants to England of the colored countries of the British Commonwealth—West Africa, the West Indies, Pakistan, India—are turning from poverty, malnutrition, and joblessness at home to seek relief in a new prosperous Britain. As Commonwealth citizens they have British passports and can come as they please. But the effects of the American recession are telling now, on British prosperity and the number of jobs is declining. In Nottingham, it was coal miners and West Indians who got into a fracas, both perhaps very conscious of their competition for jobs. In London, revealing another thread of this complex problem, teenage "Teddy boys" (for that, read "cat") smashed up Negro-owned businesses. There it is. It is very plain that simple economics and juvenile delinquency, not a white supremacy feeling, are largely to blame.

It would be false to think that "chicken in every basket" prosperity will solve race conflicts. They also exist in the human heart. But insecurity, fights over scarce jobs, are enemies of racial amity. They breed strife.

For us and for Britain, high unemployment should be the prime target of those who wage good fight against riot, brutality and lawlessness.

City Council Trumped Mr. Hoose's Ace

SECOND-GUESSING the experts is an old and honored parlor game at City Hall but it reached new heights of jollity Wednesday when the City Council took on Traffic Engineer Herman Hoose.

Needless to say, Mr. Hoose lost. But so did Charlotte.

The point at issue was an unusually effective traffic control system devised for the city's only strong intersection, it is where W. Trade St., State St., Rozell's Ferry Rd., Betty's Ford Rd. and 5th St. all crisscross each other in a wholly hazardous manner. After the present system went into effect, there was a 42 per cent reduction in accidents at the location.

But claiming "inconvenience" to some motorists, the Council altered the Hoose system just enough to throw the carefully balanced safety controls out of kilter and feed more traffic into the intersec-

tion. Mr. Hoose's warnings that the changes would increase the risk of accidents were ignored.

It was all very pleasant. Nobody's feathers were ruffled. Once rebuffed, Mr. Hoose went cheerfully back to his drawing board. He has been rebuffed before and he has developed a certain geniality about these things—as have other experts on the city's traffic. But it is a great shame that superbly trained professionals with years of experience in highly complex fields have so often lacked the Council's confidence of late. It is especially unfortunate when the experts are so lavishly supported by facts and figures.

It is of course, the Council's duty to look after the public's convenience in all municipal affairs. But there are times when convenience must yield to the simple necessities of public safety.

Caroline Coleman in The Greenville Piedmont

THOSE OLD-TIME MOVIE HOUSES

GOING TO THE MOVIES offered plenty of thrills in the early days of moving pictures. A far cry the first movie houses were from the palatial theaters of today with their three-dimensional pictures shown in luxurious surroundings.

When the first movies came to town it was a great day in our lives. The first movie house was a narrow building with dark interior, bare floors sloping to the front and one center aisle. The patrons crowded into the little building, assembling long before opening time lest there be no vacant seats when the hour arrived.

A raised platform at the front of the room with a piano below it was all the theater needed in the way of equipment. The screen above the platform would soon be displaying the wonders of the "theater world," as we thought. Shortly before the performance was to begin the pianist entered and started playing the usual music. All through the scenes the player kept the piano music accompanying the picture and filling in between the scenes on the screen. It was a very entertaining to the audience which had never heard of "talkies" and expected nothing more.

The pictures were black and white and silent. Nobody thought of sounds

accompanying the movies, save for the music. Titles and explanations were flashed on the screen first and as the story progressed the pianist interpreted each action with his music. There was art of a kind in that playing at the old-time movie house.

Fearful scenes in Westerns created inquest and morbidly sat breathless as villain's evil maidens by their looks and weird galling off, chased by sheriffs. Guns were in evidence and it was touch and go as to whether the villain would win or whether he would lose to law-enforcement officers. Hard to believe that such life was real in the West, for of course we thought every scene was taken direct from real life. Then there were great manions and life in Old South portrayed, hoop-skirted belles, gallant gentlemen. When Tim Birtz or a Dragoon appeared it was an epic, worth driving many miles to see. One could sit on hard benches for hours and never tire.

It's a shame about inflation. But it wouldn't be a good idea to get discouraged and shoot yourself. Because now a bullet for 10 Cents costs 12 cents—a few years ago it was a nickel.—AMARILIO GLOBE-TIMES.

'Courthouse' Lee: A Busy Bit On Bent-Arm Boulevard

By ROBERT C. RUARK

NEW YORK (The Courthouse) Lee departed for Valhalla the other day, and it made me feel sort of sad. It recalled considerable of my lost youth, and the busiest time I ever had in the newspaper business.

Maybe you don't recall the story, but it was pretty hot, right after the war, and it happened to be the one who broke it. For some weeks I fought a personal battle with the United States Army (AFUSA), and the general and I went round and round. Oddly enough, I never met him, although I was the one who busted him out of his command.

SPIT AND POLISH

Courthouse was not a bad man. He was, in fact, deeply religious, and a scrupulous officer. Spit and polish were his watchwords, even at the expense of practicality. He exemplified the old-fashioned career military man who regarded brass as almost holy orders.

He used to taste, personally, the garbage, to see how much food was wasted, but at the same time his men were eating hot pork in Italy in a 50-plus temperature. He shamelessly bribed some members of the press with requisites which included everything from lavish supplies of scarce luxuries—sugar, cocoa, coffee, and the like—which were delivered in quantities of hundreds of pounds and (and) forthwith found their way to the black market.

LUSH AND PLUSH

Under his sway at one time the United States was paying for a civilian newspaper which was operating with government presses, using government jeeps and gas, and the United States Air Force was delivering it free from Rome to other sections of Europe. He ran a lush-plush free train for non-essential VIPs and his officers and their wives. Master sergeants with up to 18 years in grade were used as baby-sit-

ters, and stood needless sentry-goes in the backyards of officers' houses.

I forget the exact number of full colonels on his staff, some over 60, but I remember that there were only two or three second lieutenants. In at least one instance at a party a captain was made to act as a hutch-cup. Abuse of transport was rampant, and it was a poor officer indeed who could not boast at least three requisitioned apartments at Viareggio and Leghorn. They also ran a rough Disciplinary Training Camp, patterned after Lee's earlier experience as top boss of the Litchfield DTC of infamant memory.

QUITE A TIME

We had quite a time. I had my own underground, which consisted of his own top personnel—transport, the provost marshal's crew, the medical officers, the quartermasters, and every enlisted man in the area. I was followed everywhere. I got put in jail by the Italians. Evidence got destroyed, as the entire Roman

press corps was assigned by the Army to cover me, and the boys were cleaning up in advance of the inspections.

KIND OF FUNNY

They sent a classmate of Lee, one Gen. Ira Wyche, over to peer into the charges. This was not regarded seriously at the time, since Gen. Wyche was as deaf as a post. Lee, who had been laughing himself in a flood of tears, sines, humbly met the general in a jeep.

It was kind of funny, that transport stuff. I had all the records of mileage recorded by the fleets of staff cars—records thoughtfully, and illegally, given me by the head of the motor pool. It was funny, after the egg hit the fan, to see columns being driven to the train in Viareggio and met by the other end in Leghorn by the same car in which they no longer were allowed to make the needless trip.

NOISY STORY

It was a very noisy story that one, I tried to find front pages for weeks. As I recall, I wrote a matter of some columns. President Eisenhower was chief of staff at the time, and Lee got relieved of command and speedily retired, although Wyche's verdict absolved him of most of the documented charges. The various abuses of many of his upper officers did not enter into the testimony, especially the black-marketing.



GEN. IRA WYCHE
Deaf As A Post

There was one colonel in the medical corps who amassed a tiny fortune peddling our penicillin and other drugs, and who was caught by the CID with the evidence. The charges against him and the evidence disappeared. And his chief of public relations wound up as PRO for Lucky Luciano.

After about a month I quit hating the Army and came home. The boys fight inside the ranks, but when an outsider throws rocks they put their horns together in a circle with a baldie eye in the center. But it certainly was a busy bit on Bent-Arm Boulevard.

Sneak Preview 1959's All-New Car

By FREDERICK C. OTHMAN

Editors' Note: In deep, almost conspiratorial secrecy at South Bend, Ind., is going into production 1959's only new automobile, the economy-sized Studebaker. No one outside the Studebaker-Packard organization has driven this car, or even seen it, except our automobile insider, Frederick C. Othman. He tells about it in the following dispatch.

SOUTH BEND, Ind. WHEN I arrived at the Studebaker-Packard proving grounds, President Harold F. Churchill had lined up several models of the car he hopes and believes will save one of America's most honored automotive names from oblivion.

It struck me as a little beauty. I thought it was a delight to drive. The motor's public disclosures—and Churchill will see some inkling along about the middle of November—this is the end of the Studebaker. He handed me the keys to the hard-top convertible.

There was no big bustle sticking out behind. No metallic growl protruded from the front axle. Churchill and his fellow engineers saved the space for the passengers and cut down the size of the trunk.

Churchill said the new Studebaker was 31 inches shorter than the current model, but managed to increase the leg room for the rear seat riders by a full inch. Reduction of the car allowed the engine to be moved back from the front axle, lightened the weight on the front wheels drastically, and made it possible to steer easily without power assist.

SCULPTURED LOOK In appearance the car has a lean and scintillating look, caused by extra large windows and a reduction of metal body visible from the sides. Its front end is similar to that of the Studebaker Hawk, except that the entire rear end is still reminiscent of the 1958 model.

The interior is handsomely finished, with narrow-pleated upholstery, carpets front and rear, and a full set of instruments on the dash, which has a soft edge to keep from hushing in hands at ease.

The car is built high enough from the ground so that a big man can get in without bumping his head. This climatic mood of the floor tunnel for the drive shaft and that makes it possible to update the seat properly under the man in the middle. All six passengers can ride in comfort.

fact and that's something which can be said for few other new models.

It comes with a six-cylinder engine, or a V-8 for a little more. Either will run on non-petroleum gasoline. Churchill said it was 9 per cent more strong in fuel than even this year's Scrambler. Models include the hard top, the four-door sedan, the station wagon, the two-door sedan, with prices starting under \$2,400. How many under Churchill would not say.

So we climbed aboard and he suggested I run her about 50 miles an hour on his private acre beyond the roads. Soon we were going across the most brutal piece of highway I ever encountered. It was designed with strategically placed ditches intended to place the greatest possible strain on a motorist. The new car weathered the test without any great discomfort to the driver, Churchill said he tried front, back and side. I tried the four-door (cabin) sedan, and the two-door (cabin) sedan, with the same results.

BOUNCY CONTRAST

Then I drove a current model of a competing low-priced sedan over the same route and myriads of my teeth. That left Churchill grinning.

And here an out of space, with hardly a word about the man who loves automobiles, who's slaking his reputation on this one, and who has at the moment a sadly shaken brother-in-law, that I'll explain later. It ever there was a demerol for steel slakes, it's Churchill.

Gift Of Speech

EVERY artistic feeling is really an art. Artistic creation is only a special case of the artistic feeling. In the world, some men have the faculty of reproducing in speech, colors, tones of words the artistic impression made upon them and many others by what goes on in the world about them. It is not so much that they are more intelligent, but only that they can speak and the others are dumb. When we see the massive effect made by art on men who are only "receptive" and how much their mind is moved by this climatic mood of the floor tunnel for the drive shaft and that makes it possible to update the seat properly under the man in the middle. All six passengers can ride in comfort.

—Albert Schweitzer.

People's Platform

Who Brought Douglas Here?

THE NEWS: CHARLOTTE JONAS which he is entitled to. His supporters are having a hard enough time justifying his three terms in Congress as it is.

I do think, however, that Mr. Douglas is stretching the point when he gives Mr. Jones all the credit for the Douglas Nike operation here in Charlotte.

He is ignoring the fact that the Quartermaster Department had the right to make any use or disposition of it and not only is Charlotte the finest place in the world to live, but it offers the best set of instruments for that might choose to locate here.

Another point to be considered is that we had two highly trained Democratic senators on the scene who had more than passing interest in Charlotte and its citizens. It is Mr. Douglas's intent that Mr. Jones should get all of the credit for everything good that happens in the Tenth District.

CHARLES R. JONES
They're Off ...

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Story Behind Ike's Dilemma Revealed

WASHINGTON (The China Lobby) The Chinese lobby's new mainland is sufficient American dollars were funneled to Formosa.

Myth Kept Alive For a long time the American people believed this. And in speech after speech on the Senate floor certain senators, who knew better, helped to keep alive this myth.

The myth, generous influence of this lobby was one of the main reasons why the Senate passed the Taiwan Relations Act, which authorized the use of funds to break the humanitarian foreign policy and who, however, has also found himself against his own better judgment pushed into an embarrassing predicament along the Chinese coast.

Dynamic Doug

Another reason was the persuasive dynamic personality of Gen. Douglas MacArthur, then commander in Tokyo, who told visiting delegations of American senators that American troops must take over Formosa and hold it in the name of its former conqueror, Japan.

MacArthur even sent as far as to put a special plane at the disposal of Republican Sen. Ferguson of Michigan and Smith of New Jersey so they could fly to Formosa after the State Department had refused air transportation.

China Lobby

There was also Sen. McArthur at the time, who told visiting delegations of American senators that American troops must take over Formosa and hold it in the name of its former conqueror, Japan.

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