

'Pardon Me, Mister-- Do You Know What Time It Is?'

Marquis Childs
New GOP Stronghold

Answer To The Parking Problem

OVER TWO years ago the Charlotte Planning Board began a serious study of the problem of parking in the uptown business district. Extensive surveys of traffic movement were made, inventories of available space compiled, studies of rates and parking habits completed. Simultaneously, the Board was studying motor vehicles to find out what other fast-growing cities have done to solve their problem. This week, after sifting its mass of information and analyzing it carefully, the Board advanced a solution.

reach! Difficult to park! The Mayor of Boston, in his 1941 report, said that property values in that city had declined \$465,000,000 in the preceding decade. "Unless we can, as a start, relieve the traffic congestion which exists within our city, and unless we can provide the facilities for business and industry, we shall make no progress in the rehabilitation of Boston," he said.

THE traditional answer to the problem has been (1) curbside parking, and (2) parking lots and garages operated by private enterprise. Both have been shown to be inadequate.

Curbside facilities are being squeezed in a vicious circle. The increasing number of cars create more traffic congestion which, in turn, forces the banning or limitation of curb parking, thus throwing the ratio further out of balance. Within two years we may expect to see curb parking eliminated entirely on most midtown streets.

The answer parking lot has not been the answer because it is located haphazardly depending on the availability of vacant space, and because it is not permanent. Parking lots aren't very lucrative, and when an opportunity comes along to sell the lot as a site for an office building or a store, the owner usually gets out of the parking business. And the new structure generally creates still further demand for parking facilities, thus setting up another vicious circle.

THE URGENCY of the parking problem is great. Each passing year brings more automobiles, fewer parking spaces, and a greater exasperation and irritation among motorists. We must not only consider the thousands of persons in Mecklenburg County who want to drive to the main district and transact their business; we must also think long and hard about the many thousands from Rockingham and Monroe and Albemarle and Lancaster, and scores of other communities in the city's trading area. They are the lifeblood of Charlotte, The Trading Center. And unless it's convenient for them to trade here, they will go elsewhere.

THERE IS already ample legal precedent for municipally owned and operated parking facilities. The Planning Board found that 345 U. S. cities ranging in population from 15,000 up now have legal authority to do the job. The Planning Board is not urging an invasion of the private enterprise domain. Its resolution clearly urged the creation of a parking authority "unless private enterprise now wishes to undertake the solution of the problem on a permanent basis."

A report by the Parking Subcommittee of Baltimore's Traffic Committee says: "The loss of property values in downtown areas since 1931 of \$60,000,000... reduced the city's tax base... A principal contributing factor was the increasing inaccessibility of that area. Difficult to



This cartoon by Herblock was drawn in August, 1946, and is one of a series of his cartoons being reprinted while in an interim.

Race Relations In The South
As A Northern Negro Sees It

(NOTE--Davis Lee, publisher of The Newark Telegram, Negro newspaper published at Newark, N. J., made an editorial in his paper. The editorial is reprinted herewith--Editors.)

I HAVE just returned from an extensive tour of the South. In addition to meeting and talking with our agents and distributors who get our newspaper out to the more than 500,000 readers in the South, I have met both Negroes and whites in the urban and rural centers.

"Because of these personal observations, studies and contacts, I feel that I can speak with some degree of authority. I am certainly in a better position to voice an opinion than the Negro leader who occupies a suite in downtown New York and bases his opinions on the South from the distorted stories he reads in the Negro press and Daily Worker.

"The racial lines in the South are so clearly drawn and defined that one can be in Virginia or North Carolina or South Carolina and not wonder if he will be served if he walks into a white restaurant. In the more progressive areas, however, he will find several signs in New Jersey where we have a civil rights law, and have been released since.

"The whites in the South stay with their own and the Negroes do likewise. This one fact has been the economic salvation of the Negro in the South. Atlanta, Ga., compares favorably with Newark in size and population. Negroes there own and control 60 per cent of the business. In Georgia, there is also true integration in the Negro business in New Jersey will not amount to much as our race has in the South and Virginia.

"New Jersey today boasts of more civil rights legislation than any other state in the Union, and state government itself practices more discrimination than Virginia, North Carolina, South Carolina or Georgia. New Jersey employs one Negro in the Motor Vehicle Department. All of the states above mentioned employ plenty.

"No matter what a Negro wants to do, he can do it in the South. In Spartanburg, S. C., Ernest Collins, a young Negro, operates a large funeral home. In Jackson, Miss., a Negro station, grocery store, has several buses, runs a large farm and a night school.

"Collins couldn't do all that in New Jersey or New York. The only bus lines operated by Negroes are in the South. The Safe Bus Company in Winston-Salem, N. C., owns and operates over a hundred. If a Negro in New Jersey or New York had the money and nerve to obtain a franchise to operate a line he would not only be turned down, but he would be lucky if he didn't get a bullet in the back.

"Negroes and whites get along much better together in the South than Northern agitators would have you believe. Of course I know that there are some spots down there, and we have them up here. In fact, there are spots in the North where the trouble in the South stems from ignorant whites.

Miraculously, neither the men nor the animals were injured. "After he had regained his breath, Douglas panted, 'In legal parlance, that's what would be called a 'violent dissent.'"

Eye-Poppers
THE preliminary budget estimates submitted by the Army and Navy for next year are eye-openers.

The two services are asking for approximately \$5,000,000,000 more than the \$16,000,000,000 Congress voted them this year. The Navy wants over \$11,000,000,000 and the Army more than \$4,000,000,000.

This stupendous \$21,000,000,000 total does not include Air Force estimates. They are still to come and are sure to be not less than \$2,000,000,000.

The 1949 budget is already in preparation. It will be submitted to the Congress in January by President Truman. Whether he is re-elected or not. If they win, GOP leaders are privately planning to demand a voice in the preparation of the budget.

Pinched
IN THE supercharged Berlin atmosphere, Russian speeding is a constant headache to U. S. authorities. Traffic regu-

and Negroes, not from the intelligent, better class elements of the two races.

"The attitude of the Southerners toward our race is a natural psychological reaction and aftermath of the War Between the States. Negroes were the properties of these people... The whole economy of the South was built around slavery. The South was forced by bloodshed and much harm to its pride to give up slavery. Overnight these slaves became full-fledged American citizens enjoying the same rights as their former owners.

"Certainly you couldn't expect the South to forget this in 75 or even 150 years. That feeling has passed from one generation to another, but it is not one of hatred for the Negro... No section of the country has made more progress in finding a workable solution to the Negro problem than the South. Naturally, Southerners are resentful when the North attempts to ram a civil rights program down their throats.

"I have pointed out in dozens of editorials that the white people of this country are not only our friends, but they want to see us get ahead as a race. As a matter of fact, we are more prejudiced than those whom we accuse of being prejudiced.

"The entire race problem in America is wrong. Our approach is wrong. We expend all our energies, and spend millions of dollars trying to convince white people that we are as good as they are, that we are an equal. Joe Louis is not looked upon as a Negro but the greatest fighter of all time. I have seen the same kind of attitude as much as by those in Michigan. He convinced the world, not by propaganda and agitation, but by demonstrating his own ability for recognition, justice, civil rights and equal rights to be carried on within the race.

"Remember to the world by our living standards, our conduct, our ability and intelligence that we are equal to any man and woman who has ever done this the entire world, including the South, we accept us on our terms. Our present program of threats and agitation makes enemies out of our friends."

People's Platform
Princely Plea

LAGOS, NIGERIA
Adm. The News

I AM very delighted to write this letter which I hope will do you a good condition. At the present moment I am a Nigerian boy and in our school we are equal to any man and woman who has ever done this the entire world, including the South, we accept us on our terms. Our present program of threats and agitation makes enemies out of our friends."

LAGOS, NIGERIA
ADVERTISER RAZAKA ALADE
I have not had a truck but by the time he arrived at the station his rear hub had been ground to shreds.

Drew Pearson's Army, Navy Budget Requests Popen Eyes

(Ed. Note--While Drew Pearson is on a brief vacation, the Washington Merry-Go-Round is being written by his old partner, Robert S. Allen.)

SUPREME COURT JUSTICE William O. Douglas had a very close brush with death the other day.

Vacationing in Washington state, the brilliant jurist was riding the back of a trucking four horses across the Cascade Mountains. While ascending a steep canyon road, the rear wheels of the truck suddenly began slipping on loose dirt.

Before the friend and Douglas could do anything about it, the heavy truck had skidded out of control and was hurtling backward wildly. After some dizziness, the truck finally crashed upside down against some trees, scattering the occupants over the landscape.

Miraculously, neither the men nor the animals were injured. "After he had regained his breath, Douglas panted, 'In legal parlance, that's what would be called a 'violent dissent.'"

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Marquis Childs, Washington columnist, is a great new empire of the West. He is analyzing first-hand the relationship between the new development and the rest of the country, and observing the political life of the West year by year fit into the picture.

PORTLAND, Ore.
THIS state is the farthest edge of America's continental empire. More Republican than Maine or Vermont, the Republicans cite figures made 12,000 people homes, they moved into first place, ahead of the two states that remained loyal throughout the entrenchment of the Roosevelt New Deal.

There are, for example, 90 members of the Oregon State Legislature. Eighty-three are Republicans. The seven Democrats are a token to show that the two-party system still exists if only in theory.

In view of this remarkable degree of Republicanism, it is not surprising that Oregon, with only six electoral votes, should have decided the Republican nominee and, as most observers believe, the next President of the United States, Thomas E. Dewey's intended month-long campaign defeated Harold Stassen and gave Dewey the necessary two-thirds of the nomination at Philadelphia.

The broad Republican base in conservatism, however, is not reactionary. It was accident that the voters chose Dewey over Stassen, and the voters who chose Dewey are Dewey's voters.

On the political standpoint, the rural section is rapidly becoming the real base of the party. Portland area today are a half million people, young and old, and the population of the state. Most of Oregon's astonishing growth of 40 per cent in the past decade has been here where hopeful new immigrants from the East have found a developing industry.

Yet Portland with a third of the population has only one-sixth of the members of the Legislature. The little group that dominates the GOP in Oregon has successfully refused to answer for its responsibility which would give the city a more representative representation.

Continued Prosperity
THE GOP base has long continuing prosperity of the rich Willamette Valley. The farmers in the area are not as well off as they were more than today when they are getting record prices for everything they grow.

Significantly the Wallacees are aiming their fire at the Democratic leaders who reshape the Democratic Party into a more effective political instrument. They have entered a candidate race for the Oregon State Legislature.

These emerging leaders believe they would have a greater chance than the GOP to win the next election. A fair balance could be struck between the city and the country vote. But this seems unlikely to happen.

Max Hall
Blood and Inflation

WASHINGTON
THE truck swerved against the side of an oncoming automobile. It battered five of them with a series of frightful crashes and overturned. A seventh car screeched into the crowd.

It happened Monday near Baltimore. Two people were killed; two were injured.

If the groans and screams of those people could have been recorded, it would have been a radio station in the country. It might have illustrated better than words the seriousness of the highway problem.

This problem is connected with inflation and the housing shortage. Traffic in America, only three years ago, was the worst it has ever been heavier than ever before in our history.

LAOS RECORDS
The number of motor vehicles has risen to around 40,000,000.

There are other highways, lead-aches for states, counties and cities. Here is one: "Every state needs divided expressways that will keep cars moving at a reasonable speed, and will be able to take through low-cost areas, condemn the houses, but then, put the same money into building a highway.

But there is not only a highway shortage, but there is a housing shortage.

Can you throw these people on the sidewalk when there are no vacant houses for them to move into? And the traffic keeps increasing.

Hot Oil
THE fifteen-year-old rift between U. S. oil companies and Mexico may soon be healed. Quiet negotiations are in progress between the U. S. and Mexico. Both sides are giving evidence of willingness to compromise.

Republican leaders are laying great emphasis on Warren's bringing his family with him. They feel the California family is a big asset.

Meanwhile, usually very talky Emory Benson, Wallace's chief of staff, is being strangely quiet about whether he'll enter the hot Senatorial fight. With Benson in the race, the advertising campaign could be a big success.

Vaughan's
GLEN MACARTHUR doesn't know it yet, but he's due to be a big political star. He's a Vaughtan, the President's two-starred, bull-bully military aide.

Vaughan not only designated his cronies for the job opening jobs but rammed them down the throat of the Senate. He's a Vaughtan, the President's two-starred, bull-bully military aide.

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