

FRIDAY, FEBRUARY 18, 1949

A BETTER ROAD PROGRAM

UP TO the present, two main arguments have been advanced in support of Governor Scott's \$200,000,000 road bond proposal...

1. It is desirable to get the farmers of North Carolina out of the road because (1) mud is messy, and (2) North Carolina is predominantly a rural state and needs better transportation in its rural areas.

2. You have to spend money to make money. Any investment in good roads (1) will bring increased prosperity for the whole state, in turn (2) producing higher gasoline revenues which (3) will help pay off the bond issue.

THERE is sound logic in those two arguments. If there were no other factors to consider, the bond proponents would have a convincing case. But there are other factors, and impressive ones.

1. The use of deficit financing for capital improvements is bad when there are other ways available: (1) It is expensive. Cumulative interest payments on former highway bond issues was estimated to amount to as much as payments on the principal, money spent for interest which would have gone into building more roads; (2) it burdens the State, including the rural areas, with heavy indebtedness in a period of prosperity which may prove too heavy in a period of recession.

2. It doesn't attempt to settle the basic issue: What proportionate place in our

total State Government program should roads have? Should we limit our school expenditures in order to build more roads? Should we cut down on the building program at State institutions and divert that money to roads? Instead of proposing a proper proportion to all of these things and others, the road bond proposal dodges the question entirely.

4. By rushing headlong into a tremendous road expansion program in a time of inflationary prices, the State will get considerably less than its money's worth.

5. Roads built in a hurry to present-day specifications may be completely outmoded by future vehicle developments. The roads we poured in the 1920's were too narrow, had too many curves. The bridges were not wide enough or strong enough. We have since had to tear up and build over, and build over, and build over, and build over, to take care of the bigger and faster autos, mobiles, the huge, heavy buses and trucks.

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The News believes steadfastly in a good, all weather, system of roads and streets, rural and urban, as a base foundation for North Carolina's continued industrial and agricultural progress.

The News believes an additional one-cent on the gasoline tax would be justified separate and apart from the bond issue to encourage private and straightening curves, to take care of the bigger and faster autos, mobiles, the huge, heavy buses and trucks.

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People's Platform

Hurrah! Purvis Is On The Map

Editor: The News: THERE are several things running around in my poor, confused mind so I want to get them "off my chest."

Do you know what a truck-tractor horse cost? \$200. What do you pay for yours, \$10 to \$15? Do you know that a tag for a company tractor-trailer is figured as a percentage of the more they drive and earn the more they pay in taxes.

CLARIFYING ATLANTIC PACT

AFTER weeks of negotiations and a flood of comments and corrections in our often incomplete newspaper stories concerning the North Atlantic Defense Pact, a few clear and explicit statements of what the Pact is have finally come to light.

The estimable (sometimes "good, gray") New York Times has transcribed almost a full page of the Secretary of State's explanation of Monday last.

These comments - by Senator Donnell, Connolly, Vandenberg and Knowland - are enlightening.

Here are a few of them: SENATOR DONNELL: (Quoting a news story) "Military action (it says) cannot be taken in advance, but the pact does not mean the American Government would submit to the principle that an attack on one member nation would be interpreted as a moral commitment to fight."

SENATOR CONNOLLY: "I should like to say... that it seems to me that (we must) not be afraid to say 'no' to aggression. And that we can no longer be unconcerned at any overt act of aggression wherever it occurs."

SENATOR VANDENBERG: "I think the Senator will find, when he sees that it is based on respect for the theory that the Pact is based upon... I remind the Senator... that under the Pact it is spelled out specifically that each nation is to retain its own right of self-defense."

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Secretary of State (Dean Acheson) knows that I feel as does Vandenberg that the Senate should not approve or adopt any agreement which would commit the United States to the defense of Europe which might be attacked. We are not responsible for the disagreements that might arise in the future. I am sure that a European nation might attack another nation, not merely the one country (Russia) which has been attacked in Europe. We are making it very plain to the Secretary of State that we do not have any agency in regard to the matter that this is in violation of the pact.

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Trucks Pay Their Way

Drew Pearson's Merry-Go-Round

Editor: The News: IN reply to the letter written about trucks tearing up highways and their payment on the upkeep of same by taxes.

Recontamination 'Insoluble'

Junior Kingfish Yields

Information brought to the Senate Committee's attention by the Bikini Islander, a scientist who was an official observer at Bikini, reveals that the level of radioactivity in the water and soil around the Bikini Island is still high.

SOUTHERN CONTRASTS

SOUTHERN states concerned about the possible enactment of a Federal civil rights program would do well to heed a statement of North Carolina's recently inaugurated Governor W. Kerr Scott.

What Bombs Did

The real factor, however, is that two bombs at Bikini sank the battleship Arkansas, the carrier Sagoata, the Japanese battleship Yamato, and the destroyer USS USS, along with many other vessels.

It Takes All Kinds...

Editor: The News: READING many letters in your section, such as a farmer's wife pointing out Mrs. John Nease, I am wondering if she and other farmers' wives and her husband and other farmers would like to see the milk worker who stands in front of a blast furnace with his wife and children live in ordinary houses jammed in on each side by a blast furnace.

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WASHINGTON It would also study possible controls to be applied when strikes seem about to endanger the safety or health of the nation.

PROB AND CONC During the six months the reports could go into every phase of the study, the committee will have particular reference to the actual practice of the habits of management and labor formerly recognized as reasonable carry much weight with Congress.

Such a commission would not necessarily consist of experts already tagged as on the side of either management or labor. In numerous cases, the committee would include labor and management representatives. Mr. Keener, formerly assistant general counsel to the CIO, was one of a group that spent three years in a study of labor organization financed by Johns Hopkins University. That study has not yet been published.

CONGRESS would not wait for the commission's recommendations to report to the C-I-R Act and adopt a modified version of the Wagner Act authorizing the closed shop to be substituted for the open shop in strikes in the courts. Leaders of organized labor would feel that they could not afford to let the public security during this period and they would be likely to support the repeal of Taft-Hartley controls.

Sen. J. Lee Rankin of New York and Sen. J. Lee Rankin of New York are seeking a middle - ground solution, could probably consider another compromise. Unions and employers would be required to give up their present position on the formation of labor agreements to the Federal Conciliation Service. The law would provide for emergency mediation boards to act BEFORE the end of the agreement and NOT after it had expired.

The chief obstacles to agreement are the unwillingness of the Federal courts to have the power through the Wagner Act to stop a strike and threaten the national welfare. On this point most of the best thinking is generated.

From Joseph Kerner, a specialist in labor law, comes a statement to me a reasonable proposal to end the closed shop and the open shop. He suggests that a commission of experts be appointed now by Congress to study the problem and make recommendations within six months on the main points of dispute.

As to the drivers being safe and courteous in their driving - have you ever seen a car on a porch and watched some of the nice, safe, courteous auto drivers? I have, and I'll take the trucker any time. However, I'm not condemning the auto drivers as you did the truckers, because I know there are some auto drivers.

Now for the weight law. Did you know that North Carolina has one of the lowest weight limits in the East and the lowest in the South, except Virginia, have bigger weight limits. More trucks and better roads. Do you account for that?

It's like telling a pal "be honest" and "protect each other and if anyone else says slugs you, you can count on me." The pal says, "count on you, however you and you can't count on me." That's how it is with you now after all the talk about a North Atlantic Pact.

Our State Dept. has been talking for months in the media and the nations of western Europe about an agreement to protect all of us against an attack by Communist Russia. We've practically alone in the world.

We're stronger than they are, and they need us. But we need them. All the work on the agreement has been done quietly. It isn't being made public. And when it is completed, it will be a worthless scrap of paper unless the Senate approves. So it has a long way to go.

But these questions will hit the headlines in an agreement between this country and the western European democracies. And when it is completed, it will be a worthless scrap of paper unless the Senate approves. So it has a long way to go.

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