THE CHARLOTTE NEWS

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WATER BOND ISSUE

VERY fundamental in the pattern of municipal responsibilities is the provision of an ample supply of pure water for human consumption, for use about the home and the premises, for manufacturing and industrial processes, and for adequate protection against fire. In any listing of first things first, the City's water supply, along with its sewage disposal system, would be at the very top.

On Saturday of this week the people of Charlotte will be asked to approve the issuance of $675,000 in bonds to be used to extend the water system. That they will do so is almost a foregone conclusion, for there is every reason for them to vote "Yes".

The bond issue will meet certain specific needs:

1. The City recently acquired new fringe territory in which water lines had already been provided by private developers. These lines, incidentally, were installed under municipal supervision to meet municipal standards. The City must either buy these lines or build new ones, and it is the better part of wisdom to buy them since the contracts have been drawn for the original cost less 2 per cent per annum for depreciation. Many of them were built years ago when costs were much less than today. By buying them at the original cost, the City will get them at a figure a great deal lower than new lines would cost today.

2. There are newly developed areas, as well as spots in the old city limits, which do not have water lines. They must be provided.

3. There are places where the supply of fire hydrants is not ample for adequate fire provision. They must be installed.

4. The Plaza section has grown so rapidly that there is not enough pressure at times. A larger supply line from the filter plant is needed.

5. Finally, money spent for water lines is repaid by revenue from the users, and they will actually show a profit. Because they are revenue producing, they will not count against Charlotte's constitutional limit on bonded indebtedness.

THE NEWS is confident that the people of Charlotte will recognize the importance and the urgency of the water bond issue, and that they will endorse it overwhelmingly.

NEW KIND OF SPEED-UP

MOST of the printed matter received in newspaper offices is promptly, and properly, consigned to the wastebasket; but occasionally there arrives something worth passing on to the readers.

In such a category is the current issue of *Commentator*, an article written by L. R. Boulware, vice-president of the General Electric Co., and distributed to company officials and employees. What is a "speed-up"? the pamphlet asks, and then proceeds to analyze the age-old question.

There are good "speed-ups" and bad "speed-ups". All too frequently workers have had just reason to rebel against faster and faster schedules and greater and greater demands on their nerves and energies. There is a limit to human standards for work, and no sensible company would attempt to exceed it for two reasons: (1) the workers would rebel, and (2) the quality and reliability of the product would immediately suffer because of errors and mistakes.

Says Mr. Boulware:

"Now in today's buyer's market we Americans can make the greatest progress we have made in a long time. Everyone can again seek new designs and equipment and methods so that mechanical power and brain power can get more and better goods turned out at more attractive prices with still just an honest day's physical effort.

"We in business — employees and management — are striving to make this progress because we have to. The customer is the boss again, and he is making us get rid of the wasteful, indulgent habits of boom times.

"The buyer is back in the driver's seat, and serving notice on us that he will not buy unless we really take an interest in our work . . . begin to exercise ingenuity . . . cut out waste of material and motion and time . . . make sure we begin doing again exactly what he — our 'customer-boss'—wants done."

What the "customer-boss" wants when he goes into the market is a better product at a lower cost. There is simply no way, in these times of high wages and raw material costs, to produce better products at lower prices except higher production. This does not mean that a man must move his arms twice as fast; it means that he must co-operate with management in constantly improving the utility of the machinery with which he works and in striving every way possible to help increase production.

"The company whose management and employees start working together the most quickly, efficiently and eagerly—in today's tough market—is the company that will increase the quality of its products the fastest . . . offer the most attractive prices and best values . . . make the most sales . . . and so have the fewest layoffs . . . furnish the most and the steadiest jobs during the troubled period . . . and provide the greatest job security in the future. If making better products at lower prices to sell more customers and create more jobs can be called a speed-up, then we have all got to recognize that there is none — instead instead of the old bad kind of speed-up—a new kind of good speed-up," writes Mr. Boulware.

That philosophy, adhered to and practiced by management and employees generally, would take us far toward the fuller life we all seek.

HOPE FOR SUFFERERS

MANY persons suffer from arthritis. Most of us know someone who does. It is a common ailment and a painful one. And a great part of the gap between the potential productivity of society and the actual productivity can be laid to the crippling effect of the disease.

Doctors haven't been able to do much about helping arthritis sufferers, even less toward curing them.

Day after day new patients arrive in the doctors' offices, complaining of stiffness, swelling joints. The doctor checks and finds out it's the same old trouble: something is happening to the cartilage between the parts of a joint. It's being destroyed, the bones are fusing.

Another person falls victim to arthritis. In the past doctors have been stymied; they still can't cure arthritis but they know how to ease the suffering of arthritis victims, they know how to make them active again.

It's a hormone treatment, and was described at a recent Congress on Rheumatic Diseases in New York. The doctors take desoxycholic acid from ox bile, then they take something they call cortisone from the acid. This is injected into the arthritic and continued along the lines of the insulin treatment for diabetes that is—it must be continued, probably for life.

It doesn't cure arthritis, but it *seems* to cure it for a while. The arthritic goes on having arthritis but the hormone injection removes the effects of the ailment. If the injections are stopped, the effects return.

It's a comforting thought that—someday everyone who has arthritis will be able to get the hormone treatment, just as diabetics can get insulin treatment.

But that day is not yet.

One reason: It takes *sixty-five pounds* of ox bile to produce half a pound of desoxycholic acid.

It's expensive, too expensive for most of those who suffer from arthritis. A three-week course of treatment, according to the *New York Times* science writer, Waldemar Kaempffert, would cost $18,000.

By next year doctors hope to have enough cortisone for clinical experiments, but even then it will be quite a while before treatment for any large part of this nation's arthritics will be available.

The delay will be the result of time required for laboratory experts to develop a method of synthesizing — or artifically duplicating — the expensive cortisone.

Meanwhile, the hundreds of thousands who suffer from arthritis must wait; but it will not be the hopeless waiting of yesterday.

At last, they can wait with confidence.

From The Denver Post

SHADES OF NOAH WEBSTER!

NEOLOGY is becoming quite a fad, especially among the younger generation, which seems to have no respect for the traditions of language. It looks as though lexiconographers are in for a bad time.

The tampering with our language, like so many other things, can be blamed on the Roosevelt New Deal which created WPA, NRA, FDIC, and so many other abecedisms.

The New Deal neologisms were largely unpronounceable, had to be called by their initials and, since they were largely proper nouns, did not particularly confuse the common language as it ordinarily is spoken.

Lately, however, the aircraft industry being relatively new and pioneering in spirit, has been alphabeticising some word inventions into general use. "Jato" has become general usage for "jet assist takeoff" equipment. Every youngster in the land over the age of six probably knows that "fido" means "fog, intensive, dispersal of," although to the parents of the kids it has to be explained that "fido" is a device for clearing airfields of heavy fog.

Teen-agers have been quick to pick up the new word-building technic. If you hear a youngster say he is going to take his "snoff" to the flickers, you may, with some insistence, get him to explain that a "snoff" is not a girl with whom he goes regularly, only on week-ends. If you still don't get it, he will tell you, if he is feeling patient and indulgent, that "snoff" stands for "Saturday night only, friend, female."

You see how it goes. The "gypu" is the neighborhood self-serve store — "groceries, yourself, pick up." A "jump" is a trolley coach—"jiggle up, many people."

All of which has inspired us to invent one new word ourselves. It is "pacosilf" — meaning "people, all, confusion of, silly language, intended for." Now you try it.

'But Officer, I'm Just Waiting For A Street Corps'

People's Platform

Charlotte's Hospitality

DETROIT

Editors, THE NEWS:

I HAVE just completed reading an article in the May twenty-first issue of the Business Week on your city which greatly fascinated me.

I can remember Charlotte from back during the depression days of 1935 when things seemed "blacker than black". At that time your city was on my late husband's itinerary. I shall always distinctly recall driving down the street (the one that Charlotte and Selwyn Hotels are on) toward the Mecklenburg Hotel, I thought I had violated some minor traffic regulation as an officer motioned me to "pull over". After so doing he remarked that by my license he knew I was from out of the city and instead of a reprimand, he handed me of all things—a courtesy card. From this time forward you can rest assured the hospitality of your city had intrigued me.

Having travelled quite extensively through the southeastern states at that time (although I was just past the twenty-two mark) I could not understand why your city was not another Atlanta. There was no other city that seemed so well situated geographically.

Perhaps even today there are those argumentative individuals who insist upon the seaboard locations, but they do not stop to think of the loss of lives, building, merchandise, etc. when it comes to tornadoes, gales and twisters. Your climate is mild and one does have to agree that you are a safe centrally located distributing point between New York and points south.

My personal speculation for the past ten years has definitely been—"business will move south"—and my opinion remains the same. I can see thriving cities and these will be much more modern than the staid industrial centers of the North. This, of course, will not only be due to the "newness" of Southern industrialism, but to the genuine comprehension of the Southern capitalists as well; being able to visualize the civic and economic betterment of its people, which is so often ridiculed by its Northern neighbors.

I have had an opportunity to spend approximately eight years below the Mason-Dixon line and can honestly say they were my happiest. If I were twenty-six instead of thirty-six, with my working knowledge of office routine and management, you can rest assured that I too would seek the South for a definite future.

However, woman that I am, knowingly holding a position which is secure, must practically stick by the old adage, "A bird in the hand is worth two in the bush", even though I am confident I would have no difficulty in holding any position offered me.

Lots of luck to your city and its surrounding communities from one who remembers its hospitality approximately fourteen years ago.

—KAYE ERNST,
"A Southerner At Heart".

First Things First

CHARLOTTE

Editors, THE NEWS:

MR. WARREN W. WOODS, in his letter to this column titled "Days of Apostasy", brings to our attention an extremely urgent matter. If I may quote from his letter:

"We are living in days of awful apostasy. The professing church is fast becoming apostate. Many are turning from the Faith . . . Thousands of regular churchgoers never hear the true gospel . . . We need preachers who, realizing the awful seriousness and responsibility of their calling, and laying aside all minor subjects, will fearlessly proclaim the great fundamentals of the Faith."

That Mr. Woods is not alone in his conviction is borne out by the title selected by Dr. John H. Morgan, Unitarian minister here, for a series of sermons just concluded: "Can Christianity be Saved?" Dr. Morgan candidly points out that Christianity is threatened with oblivion on account of the preachers and churchmen who are inclined "to put the last things first, and leave the first things out altogether."

I have never heard Dr. Morgan refer in his sermons to the "last" things, except occasionally to stress their superficiality. Dr. George Heaton of the Myers Park Baptist Church is another who seems to find time for only the first things, while Bishop George Henry whom it was Charlotte's recent and very great misfortune to give up.

The "first things" are all summed up in the Golden Rule, which defines positively the Christian attitude one to another. An acceptance of the Golden Rule by the individual makes him a brother to all mankind, and at the same time an unrelenting foe to any form of nationalism. It will make a Jew help a Samaritan out of a ditch.

With it, a man forgets his brother's differences, whether they be in color, language, religion, or economic predilection. It is a hard doctrine. It requires imagination no less than good will to man. It requires the ability to put oneself in the place of a man whose shoe is pinching in a manner that one is not himself familiar with. Its observance has resulted frequently in landlords pleading for Federal Housing legislation; in white men pleading for civil rights for all people; and, in rare instances, in abstainers pleading for the establishment of ABC stores.

—A. E. BASSETT.

Second Hand Reading

FLORENCE, S. C.

Editors, THE NEWS:

I, TOO, believe in commending the Confederate forces for the magnificent job they did with so few. However, all of us will be embarrassed no end if someone wants "to make something out of it" and the real reason for the majority of remaining veterans on the Confederate side reveals itself in the fact that the Confederate States were scraping the bottom of the manpower barrel and, in so doing, were enlisting boys much younger than those ordinarily considered of military age. That will explain the lower ages of the remaining veterans and at the same time lay stress on the weakness of the Confederate States which apparently is not the intention of the editor.

It can also be noted that there most certainly were men in the Confederate forces of the same age as those now remaining of the Federal forces; but, where are they now? The editor remarks that the Grays outlived the Blues, but, by reason of ages quoted for both sides in his own writing, he gives the lie to this for has not a man 100 years old and still alive outlived a man 100 years old and dead?

I think you have an excellent newspaper so suggest that in the future you stick to editorials from your own capable staff—I've found them much more convincing and informative than the subject piece.

And, besides, you caused me to waste money on a double expense, to wit: I bought The Charlotte News, which had taken an editorial from The Asheville Citizen which quoted Life and Dictionary of American History. I had copies already of both the latter publications so, by purchasing your paper, I paid twice for the same information, the second time receiving a weak interpretation.

—W. H. BENNETT.

Marquis Childs

Honest Inquiry Indicated

WASHINGTON

THE fight over the Air Force's big B-36 bomber is just beginning to warm up. It is a tangle of ordinary politics, plus the cut-throat politics of inter-service rivalry, all scrambled with the kind of complicated technology that is hard for the ordinary citizen to understand.

The likelihood is that politics of one brand or another will prevail. Just as in the inquiry into David Lilienthal's stewardship as chairman of the Atomic Energy Commission, incidents can be blown up into sensational headlines.

With the dead cats and the brickbats flying, what should be the real objective of the proposed House investigation may be lost sight of. Before so many hundreds of millions of dollars out of the defense budget are put into the B-36, the public has the right to be assured that its performance approaches the claims made for it.

High-ranking officers of the Navy's air arm, talking privately, say that their jet fighter planes have already demonstrated that the B-36 can be hit at over 40,000 feet. They hint that this was conclusively proven in a secret test a month ago, the results of which are being held back on the insistence of the Air Force. Reports have already pointed indicated that the Air Force's own fighters "shot down" the B-36 in test attacks that disproved the Air Force claim for the bomber on which production is now being concentrated.

The various and assorted opponents of an air force that would be so big as to get the lion's share of the defense dollar are circulating among members of Congress what they believe to be a powerful piece of propaganda. It is an article from the British trade publication, Flight.

Signed with the pseudonym "Faconius", the article declares that the long range B-36 must carry (so much fuel in order to get to the target and back that the fuel actually weighs more than the bomb load. The article challenges the claim that the B-36 cannot be intercepted by jet fighters at 40,000 feet or over, maintaining that the British, and probably the Russians, have a fighter superior to anything now being produced here.

The latter (the British D. H. Ghost-Vampire) can climb to 40,000 feet in about 8 minutes," the article continues,"and still do most of its fighting from there on, up to well over 50,000 feet, since its service ceiling is higher than 50,000 feet. It is hard to believe, then, that a Russian counterpart of this type of defensive weapon would have much trouble in knocking down such a ponderous target as the B-36, however heavily the latter might be armed. We fancy that our American friends are prone to underrate the height of the Iron Curtain."

Whether any Congressional committee made up of non-technical men can umpire a dispute based on highly technical claims is a question. The ordinary citizen is in a sense a prisoner of the technician today.

Not long ago I flew in a TF-80, a jet fighter called a Shooting Star. This was in the course of a routine training flight from Selfridge Field, near Detroit, to Andrews Field outside Washington. We made the trip in 56 minutes at an average altitude of 22,000 feet.

Encased in parachute, Mae West, helmet and oxygen mask, with the plastic dome slammed over the cockpit just before take-off, I have never felt so helpless before. I sat watching the pointer on the dial registering our speed as it moved from 500 to 520 and finally to 540 miles an hour. Pittsburgh flashed beneath us in a minute and a half, and a dark green blur lasting four or five minutes was, I guessed, the Appalachians.

A few brilliant technicians design and direct the construction of these planes. Other highly trained technicians fly them. The stratosphere in which they operate is beyond the comprehension of most of us.

Yet, as in the instance of the B-36, where national security and well-being are so involved, Congress cannot abdicate. An honest inquiry, quite apart from innuendo and smear, would be helpful.

Stewart Alsop

A Summing Up

CANTON

IT is not pleasant to watch a nation in defeat and decay. It is not pleasant to realize that this defeat and decay in China, which constitute a disaster for the United States, could have been prevented by wise, forehanded American action. But the important thing at the moment is not to bewail the disaster that has occurred here, but to try to find out what should now be done about it.

American policy in the Far East can now have only one primary aim. The aim must be to stop the threatened absorption of all of Asia into the Soviet sphere. As this correspondent reported from Tokyo, even Japan and the Philippines will be in immediate danger, if the Communist tide washes out of China into Indo-China, Siam, Malaya, Burma and Indonesia. The disaster in China will thus become a world catastrophe. The first task is to prevent this.

The task will not be easy, since the Communist movement of Ho Chi Minh is already strongly established in Northern Indo-China, while the harassed Burma Government is being challenged by two, simultaneous Communist rebellions. The task will be almost impossible, if the Chinese Communists gain the southern border of China and link up with their Burma and Indo-Chinese brethren. Hence the Chinese border provinces of Yunnan and Kwangsi, remote, backward, mountainous and impoverished though they may be, are now one of the vital strategic areas of the modern world.

The conditions that permit a gamble for Kwangsi and Yunnan have been described at length in a previous report. Very briefly, Kwangsi is the private domain of China's Acting President, Li Tsung-Jen, and Li's partner, one of the ablest Chinese military leaders, Gen. Pai Chong Hsi. The province has always been well governed by Li and Pai. It is loyal to them. And it is defended by their large army, which they have now concentrated in their home territory.

Yunnan, on the other hand, is in turmoil at present. But bandits, not Communists, are the Yunnanese problem. For the present, moreover, Yunnan is sealed off from the Communist armies by Kwangsi, which lies to the east. And even if the Communists quickly penetrate the high natural barriers, and capture Szechuan province to the north of Yunnan, they must still fight their way into Yunnan down one of the most difficult roads in the world.

Thus if Kwangsi can be held, the whole strategically vital area can be held—for a time. The time thus gained may then be used to organize a better situation in Yunnan. It may even be used to explore the possibility of aiding the non-Communist groups in Szechuan and the Chinese Northwest to develop into a far more ambitious project.

Holding Kwangsi will not be so difficult as one might imagine. In this strange war, there has been very little real fighting since the fall of Peking. Even Nanking, the capital, was taken because the generals of three Nationalist divisions and the defenders of Kiang Yin fort sold out to the Communists. The Communists have merely poured into a vacuum left by the economic and moral collapse of the Nationalists.

The first step, therefore, if the gamble for Kwangsi and Yunnan is decided upon, is to forget the fiction that we must have dealings only with the National Government in China, which has ceased to exist for all practical purposes. We must continue to do business with Generalissimo Chiang, because he holds Formosa, which is also strategically vital to us. But without regard for Chiang, we must begin to do business directly with President Li and General Pai as well.

Only self-confidence arriving from assurance of direct American support will sustain Li's and Pai's will to resist. Fortunately, not much support is immediately needed. A manageable quantity of arms, plus about $50 million of the useless silver that we bought to please the silver lobby and have hoarded at West Point, should be enough to transform Kwangsi into an anti-Communist stronghold, at least for a considerable period. The Communist tide may thus at least be checked. And even a fairly short check should have two crucial results.

It should give the French time to seal the Indo-Chinese border, which is the worst danger point. And it should give us time to begin making Far Eastern policy in a bold, clear-headed way, instead of continuing to imitate chickens with their heads cut off.

Drew Pearson's Merry-Go-Round

Truman Feels Conspicuous In Church

WASHINGTON

PRESIDENT Truman would attend his family church, the First Baptist, oftener, except for the fuss and fanfare that occurs when he shows up for Sunday services.

Truman has strong ideas that people should go to church to worship, not to see who's in the congregation—even if the President of the United States is on hand.

"I don't like being a circus attraction in a place of worship," he has remarked on several occasions.

His pastor, the Rev. Edward H. Pruden, agrees with the President, but is always polite to people who phone him on Sunday mornings wanting to know if Truman will be there.

Mr. Pruden couldn't resist a little good-natured chiding, however, when a lady phoned him just before services on a recent Sabbath.

"No, the President doesn't plan to attend services today," he advised the curious caller, "but God will be here."

Social Diplomacy

THE full inside story has not yet been written of how Andrei Gromyko, first deputy foreign minister of the USSR, laid the groundwork for the Paris Big Four conference.

It is a story which involves such names as Nelson Rockefeller, Warren Austin, and especially Mrs. Austin and Mrs. Gromyko.

During the past year, Gromyko has quietly broken down the social wall which normally keeps Soviet diplomats from contact with the world they live in. He has accepted frequent dinner invitations from U. S. Delegate Warren Austin, at which young Rockefeller and other broad-minded businessmen were present.

Actually, there was not much hush-hush discussion at these dinners. One informant describes them as being "painfully social." But they broke the ice between key individuals of East and West—thanks in part to the cordial feeling that grew up between Mrs. Austin and Mrs. Gromyko.

The Austin dinners were reciprocated by the Gromykos, at their 680 Park Avenue residence.

These social icebreakers began even before Gromyko went back to Russia last year, and those who knew his movements in that period say he went not only to Moscow but to Sochi in the Crimea, where he was a personal guest of Premier Stalin.

Stalin, apparently impressed with Gromyko's report, asked him to make a report direct to the Politburo. This Gromyko did, stating that there was a genuine desire for an East-West understanding in the U. S., and no desire for war.

This is the dinner-table background—in which the ladies played no small part—which helped soften the Soviet foreign office and opened the way for lifting the Berlin blockade.

Big Shipping Lobby

WHILE Congress is supposed to be cracking down on lobbyists, the paid representatives of the big shipowners are violating an early lobbying act that became the forerunner of the present lobbying law.

This first Congressional attempt to put the finger on lobbyists has been on the books since the merchant marine scandal of 1936, and requires lobbyists to register with the Maritime Commission before trying to influence shipping legislation on Capitol Hill.

Though this statute has never been repealed, big shipping lobbyists pay no attention to it. Even now a flock of lobbyists are clamoring before Congress for new shipping subsidies, and not of the entire lot, only one has bothered to register with the Maritime Commission.

He is the Waterman Steamship Co.'s lobbyist, Bon Geasslin.

Other shipping representatives, who have appeared before Congress but haven't bothered to register under the 1936 law, are: L. R. Sanford, also a former Maritime Commission employee but now executive vice-president, Shipbuilders Council of America; Frazer Bailey, president, National Federation of American Shipping; George Morgan, president, Association of American Ship Owners; Wilbur E. Dow Jr., president, American Tramp Shipowners Institute; and Chester Thompson, president, American Waterways Operators Inc.

As an example of the handouts they seek from Uncle Sam, they are asking Congress to change the rules of depreciation on their ships. For the purpose of paying taxes, they want the Government to grant an accelerated, 15 per cent depreciation, which would completely depreciate their vessels in less than seven years.

On the other hand, the shipping companies demand that the Government figure a twenty-year depreciation in paying for private ships for sale of war.

That's the kind of lobbying the shipping companies' unregistered lobbyists are doing on Capitol Hill.

NOTE—To find out whether the lobbyists were registered, this column called Maritime Commissioner Joe Carson. He squirmed at the questions, demanded to know who had tipped off Pearson. At one point, he blurted: "I suppose you are recording my conversation."

Assured that he was not talking into a dictaphone, he still held back. Though the information is a matter of public record, Carson finally refused to answer any more questions.

Revamping Czech Communism

THE puppet government of Czechoslovakia is doing an about-face and will take in a number of non-Communists. Also, Czechoslovakia wants aid under the Marshall Plan. However, don't be fooled by this. Actually, the proposed Czech changes are tied up to the situation in Greece. Russia's Andrei Gromyko proposed at the United Nations that the Greek government broaden its base and hold free elections. To which Dean Rusk of the State Dept. and Hector McNeil of the British foreign office replied in effect: "How do you dare talk about democracy in Greece when you have abolished all democracy and free elections in Czechoslovakia?" To avoid embarrassment, the Kremlin has now decided to take a small portion of its heel off the neck of the Czech people.