

## THE CHARLOTTE NEWS

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### Aspirins Won't Lessen Pain Of North Carolina's Highway Headache

**N**ORTH CAROLINA, smack in the middle of the power age, still must get along with many highways styled for tin-lizzies. There are a few straight-as-an-arrow expressways, but not and not did not envision the rapid growth of automotive transportation—increased vehicle speeds, sizes, weights and numbers—in the next three decades. The result: Many segments of the arterial highways are now in an advanced state of deterioration and obsolescence.

North Carolina's current and future highway needs have never been brought into sharper focus than in a REPORT ON NORTH CAROLINA'S HIGHWAY NEEDS, filed Saturday by the Parsons, Brinckerhoff, Hall & MacDonald engineering firm of New York. With facts, figures, maps and charts, it goes into every phase of road requirements, planning, costs, financing, building, operation.

**I**F STATE officials expected the results to be reassuring and recommended remedies inexpensive, they were badly disappointed. The experts estimated that a practical 10-year improvement program will require \$1,464,000. An estimated \$1,444,800,000 will become available during the period from normal revenue sources—leaving the state only \$19,500,000 short. But here is the joker:

Despite what appears to be an excellent financial position on a long range basis, the major portion of highway deficiencies require improvement during the first six years of the contemplated program, during which years revenues will fall far short of needed expenditures. Because of the large backlog of deficiencies, any attempt to schedule a pay-as-you-go improvement program to fit the annual revenues estimated to become available from the proposed program, valuing tax rates would not be feasible. It would necessitate postponing many critical improvements with additional direct and indirect economic losses to the state and its citizens. The logical solution of this problem would be the adoption of a program of deficit financing.

In the opinion of the engineers, debt servicing costs could be met from the excess in revenues which are expected to accrue in the highway fund during the latter years of the program and beyond. Revenues accruing from existing sources could be further supplemented during the entire life of the bond issue by the adoption of certain reforms. Experts are confident that these reforms could materially reduce the amount of the bond issue required and make the payment of annual interest and retirement charges less burdensome.

**W**HETHER North Carolina feels it can undertake a large highway bond program at this time is a matter for thoughtful study and consideration. The needs, as outlined so well by New York engineers, are urgent. The highway problem is a costly headache. The only real cure is a good sinus operation should be prescribed rather than an aspirin.

Roads are an important factor in the economic growth of the state. Emphasis on more and better roadbuilding must therefore be based on conceptions of economic expansion as well as to provide adequate highways for motor vehicles. But whether more deficit financing is the answer or not, North Carolina's legislature should not let the reforms advocated by highway engineers. These recommendations alone could help the state find additional funds for road improvement purposes. They include early elimination of major inequities in the tax laws, the reduction of losses due to poultry

conceived collection practices and a general reorientation of fiscal policy to minimize the diversion of highway funds.

Experts found that liaison between highway commission engineers and the municipalities could be improved, that the commission's more-miles-for-the-dollar philosophy was unrealistic, that there was too much emphasis on "minimum standards," that coordination between departments could be improved, that there is too much autonomy for highway divisions and not enough stress on statewide solutions to road problems, that there is too little emphasis on the relationship between traffic and character of construction, that there is a need for better planning and work scheduling, that a registration fee advantage enjoyed by privately operated commercial vehicles over contract carrier vehicles "no longer appears to be equitable," that there is a need for more trained specialists.

**T**HE engineering firm wisely recommended that the full cost of operating prisons should not be imposed on the highway department, adding:

This cost is primarily a General Fund responsibility. If the present practice of using prison labor on the highways is continued, only a selected number of convicts should be used instead of burdening maintenance and improvement activities with a surplus of men. Only a minimum number of inmates can be used to advantage in almost all types of highway work. The maintenance and improvement of modern highways is a highly mechanical activity which makes the extensive use of convict labor an extremely uneconomic practice. Where this type of labor can be used in operations by which all of the wealth of the state would support all the children of the state, the wealth of our state is reflected in the fact that we rank forty-fourth among the states in per capita income and fourteenth in total income. In spite, however, of the contrasts in rank with respect to population and wealth, only four states spend a greater per cent of their income for schools.

A number of other recommendations advanced deserve the consideration of Tar Heel legislators. These include suggestions for administrative action to be established for all functions including improvements and maintenance, that controls be placed on access to expressways, that scrutiny be given to a plan to establish a diesel fuel tax rate of approximately 11 cents a gallon to provide equivalence between charges levied upon gasoline trucks and diesel trucks of the same weight classifications, that refund privileges be protected against abuse, that a method of collecting the state motor fuel tax be adopted to prevent vehicles from making extensive use of Tar Heel highways without paying any tax (a mileage tax might be the answer to this puzzle), that there should be greater delegation of authority for administrative action—to insure timely action in maintaining optimum equity in the structure of the highway-taxation.

These and other improvements can be made in North Carolina's system of highway construction and management. Clearly, much must be done in North Carolina to keep abreast with current and future needs. The State Highway & Public Works Commission has done a generally creditable job in maintaining over 68,000 miles of roads with what it had to work with in the past. Given the necessary funds and authority to make certain reforms, it can provide North Carolina with a road network in the next 10 years that will contribute enormously to the general welfare of the state.

### Footnote

**T**HE roads in North Carolina's state waters could encircle the earth at the equator more than 2 1/2 times. If stretched between New York and San Francisco they would form a highway 50 lanes wide. In terms of square area there are 71,982 acres of paved roads in the state, more than twice as much as the 112 square miles of pavement, which is 9.5 times as large as the area of the city of Raleigh.

—A REPORT ON NORTH CAROLINA'S HIGHWAY NEEDS.

## 'Do You Mind If We Put Another Aisle In Here?'



### \$300 Million Isn't In Sight North Carolina's School Needs

**(Editors' Note: Following are excerpts from a brief on school building in North Carolina, prepared by Dr. Charles F. Carroll, state superintendent of public instruction, and John L. Cameron, director of school planning, and published in the University of North Carolina News Letter of Nov. 10, 1954.)**

A LONG states of the American union, North Carolina ranks tenth in total population and eighth in total school enrollment. Believing in the worth of public education, North Carolina, in 1953, adopted a unique system of financial aid to public school operations by which all of the wealth of the state would support all the children of the state. The wealth of our state is reflected in the fact that we rank forty-fourth among the states in per capita income and fourteenth in total income. In spite, however, of the contrasts in rank with respect to population and wealth, only four states spend a greater per cent of their income for schools.

When the public schools of North Carolina opened their doors in September, 1953 with 938,000 pupils, there were approximately 290,000 school children in the state who found themselves crowded, inadequate or makeshift classrooms, laboratories and gymnasiums. Thousands of children attending a school which did not have a lunchroom, auditorium or a gymnasium.

#### 7,783 ROOMS NEEDED

Reliably computed data showed that North Carolina needed in September, 1953 a minimum of 6,300 regular classrooms and 1,483 special-type classrooms, such as libraries, shops, home-making laboratories, and science rooms in addition to facilities existing or under contract as of January 1953. This does not take into account auxiliary spaces such as lunchrooms, health clinic rooms, and gymnasiums.

The total estimated cost, based upon very conservative estimates, of providing minimum facilities needed as of September 1953 was \$183,792,000.

During the depression and the years thereafter, the state of schoolhouse construction in North Carolina, first because of shrinking revenues, and later because of building restrictions accompanying the war effort. At the same time North Carolina experienced an increase in the number of children; in 1953 the number of children in the state's public schools in 1945-46 was 823,119; in 1953-54 the enrollment was 938,000.

#### ENROLLMENT SKYROCKETING

Today more children are obtaining high school education than formerly. For example, in 1950 there were six times as many high school graduates in North Carolina as there were in 1924.

### The Decline In Conversation

By DR. A. WHITNEY GRISWOLD

**(Editors' Note: The following is excerpted from a talk by Dr. Griswold at the University of Yale, at Brown University.)**

**C**ONVERSATION in this country has fallen upon evil days. The great creature art whereby man translates feeling into reason and shares with his fellow man, is in a state of utter decline. The ideal of civilization is made best by forces which threaten its demise.

It is forsaken by a technology that is so busy tending its time-saving devices that it has no time for anything but the most essential in living. It is crowded out in singing commercials by the world's most productive economy that has no time for itself. It is hushed and shamed in dimly lighted parlors by television auditors who used to be in the room. It is crowded out in the play bridge, an old-fashioned card game requiring speech. It is crowded out in the great teaching over, Great books, scientific discoveries, works of art, great perceptions of the human race. It is still an indispensable over, form all require great conversation to complete their meaning; but they are abandoned to the blind or music to the deaf.

Conversation is the handmaid of learning, true religion and free government.

## People's Platform

Please keep letters brief, and give name and address. Names will be withheld. The News reserves the right to condense.

### Trains Shouldn't Stop The Rush Hour Traffic

Charlotte

**E**ditor, The News: As one of the multitude of a morning and night rush hour drivers, I would appreciate it if the Southern Railway would cooperate with us by keeping its switching engines from blocking the streets during these two rush hours. I realize it would be somewhat of a burden on the railroad, but it would help a lot of tired nerves. Courtesy goes a long way.

—W. M. HARRIS

**Gen. Douglas MacArthur, Sec. Gen. H. J. A. S. Gen. Van Fleet, and Sen. McCarthy. To us, so-called McCarthyism is much closer to representing Americanism than most of the followers who "mouth" against him.**

Yours for no more Hiss, but more red blood, red-white-and-blue Americans.

—R. G. LATEN

### Columnists' Line On Hiss Awaited

Iron Station

**I**NASMUCH as that unsavory (as I, an American character, call it) was permitted his freedom from a jail cell on Nov. 27, I can't wait to see what your one-worldism, socialism-minded, left-leaning columnists (including Drew Pearson, Joe Alsop, Marcia Childs, James Marlow, et al.) will write about him. You can bet that those who, it seems, can always be found—in their writings—to be apologists for the Hissist, Oppenheimer, Lattinners, Rosenbergs, will have something complimentary to say about Hiss. Sounds snappy, doesn't it?

Personally, as you no doubt note, these mentioned so-called reporters impress not at all. They give a devotee from the socialist left and leftist "line." Makes me wonder why you've carried their columns for so long. Is there in their "line" your philosophy, too? As for me, I'd like to see more Star Spangled Banner Americans in this country like Herbert Hoover.

### For A Columnist's Motion, A Second

Charlotte

**I** WANT to go on record as endorsing the sentiments of your columnist, Julian Scherer, who wrote about the Hissist and gimknicks in The News.

No one minds reading or seeing accurate, informative material about the Hissist. It is an interesting part of every newspaper is its ads where we consumers go for shopping help. However, we frown on ads which glit the glib with impossible boasts and claims.

—JOSEPH L. WILLIAMS

### Lesson In English Grammar Continues

Charlotte

**M**R. E. CLARKE certainly caught you up in a grammatical error, the picture of "she and her husband" excluding a toast. It was too bad that Mr. Clarke went on to make one of his own. "Let's you and me," he said.

Let's is a contraction of let us, as Mr. Clarke surely knows but he did not say so. He said, "Let us and me," which is wrong. Let us you and me, "Let us you and me . . ."

I shall just stop making one more point, therefore.

—JAY EDWARDS

### Give The Boy Some Elbow Room, A Dog And A Gun

**I** AM NOT one of those who father was-a-boy kids too often, I hope, even though it is customary to start creeping back into the closet when that 40 is rich upon you, but there is one thing I sincerely regret at this particular time of the year.

That is the more or less complete passing of the old casual days of shotgun shooting when a kid could whistle up a dog and walk off to the nearest stubble-field and bag himself a fat pheasant or a limit of bobolinks, with an estimated 20 dollars plenty for a gun.

**C. RUARK**

With no comic books in my day, and no Space Cadets and no Hopalong Cassidy and no blood-and-thunderers on a mass scale, I got my boyhood hero from the Wild West was on Fridays with Bill Hart at the Bijou, which was put on by the local movie house. Smokey Polo was a hot comedian and Elmer Lincoln was playing Tarzan. Also, I was allowed to go to the movies but once a week.

This may still be possible in some isolated sections of the South and West, but mostly the person who shoots today either clubs up and pays for the privilege, or takes a chance of having his head blown off in overcrowded free areas. The farmers who used to offer their fields free to the public have found out you can sell the privileges, so now you either pay or poach.

**TO BRUNSWICK COUNTY**

So I had to depend for amusement on a dog and gun. Around my house—only a mile out of town—there were two dozen doves of a kind, a lot of squirrels and rabbits and doves. My gun was the only gun they ever knew, and they heard it often than they did on Thursdays and Saturdays the old man took me on a real, crazy, mixed-up trip to Brunswick County, a long 10 miles away from some major-league shotin'.

**REGARDING NECESSARY**

This has turned what used to be a stroll into a safari, and as the cities have swelled and spread, it is now so difficult to do much away from back-door, or tin-Lin hunting. Birds must be stocked today, and rigidly controlled, and all sorts of conservation practiced, or there won't be any birds and rabbits. With all of which I heartily concur.

But it is a very distant stretch from my boyhood, when I was out in the woods six days a week with a shotgun and a dog and a gun. I don't remember it as the seventh I did not. We didn't shoot on Sunday, but there was something in the good Lord that said you couldn't take the new pointer puppy out for a romp after dinner, just to see if he knew a pull from a terrapin.

I never knew any boy to learn any meanness in the woods with a dog and a gun. What does come of a boy and a dog and a gun? I remember that I learned that in the South this way. I was a boy and I was a Negro, I even addressed adult Negroes as "Mister" and "Missus."

Maybe I suffered from lack of modern entertainment. But none of my set ever stuck up any filing stations or murdered people.

**Quote, Unquote**

Book circulation at the Brooklyn Public Library rose to eight million this year. No wonder the Dodgers lost the pennant. — Memphis Press-Scimitar.

### Drew Pearson's Merry-Go-Round

**P**RESIDENT EISENHOWER is now in Washington with the most important foreign policy decision of his career. It's a decision even more important than that which he had to make at the time of the Normandy invasion. For it could mean war fairly soon, it could mean possible long term war.

The decision is: Whether to accept the olive branches dangled from the Kremlin for coexistence with Russia—olive branches that are urged upon Ike by Churchill and Mendes-France.

Or to accept the advice of his Pentagon advisers and force a flat showdown with communism in the Far East—a showdown which could lead to a preventive war.

This difficult decision is what is behind the speeches of Senate Majority Leader Knowland, who disses vigorously with Ike's so-called reason policy. This is also the reason for the return of Ambassador Bohlen from Russia—to report on the extent and sincerity of the Kremlin's bid for peaceful coexistence.

There is also why the Pentagon, which does not agree with its old military com-

rade—now the commander-in-chief—has been leaning strongly to friendly senators on Capitol Hill.

So far, President Eisenhower has taken a definite course toward coexistence and against his military advisers. More than any other matter of late, he is inclined to play this policy with a lone hand. He personally overruled the Joint Chiefs of Staff when they proposed that the U.S.A. stand and fight at just off the Communist Chinese mainland.

He has also been in personal contact with Winston Churchill and has given a tentative go-ahead to Churchill's long cherished dream of a Big Four conference with Malenkov to try to end the cold war. Hitherto Eisenhower had shied away from such a meeting as a purely sounding board for Malenkov. Now he is reported willing to cooperate provided the Kremlin shows good faith in advance.

Reason for Eisenhower's opposition to the advice of his old military friends is, first, a dread of war by a man who has seen war; second, a series of reports from the American embassy in Moscow, culminating in the personal visit this week of Ambassador Charles Bohlen. For some time, Bohlen has been report-

### President, Military Advisers A Odds

ing optimistically regarding a new and friendlier attitude in the Kremlin. He has also felt that a few of the American Bolsheviks like Foreign Minister Molotov were losing out. At the recent October Revolution reception in Moscow, a few of the Bolsheviks, talked encouragingly of American-Soviet cooperation, Molotov stood by governing at every word Malenkov said.

Since his return to the U.S.A., Bohlen has gone further, reports that Malenkov wants to divert Soviet war production to peacetime goods that without consumer goods the Russian people would get increasingly restless.

U. S. military men, on the other hand, are adamant when Ike glossed over the recent shooting down of an Air Force B-29 over northern Japan. They called it cold-blooded murder, resented the fact that the U. S. ambassador was taunting Malenkov at the time of the shooting.

The Russians, they warn, are sparring for time.

And, when the time is ripe—from their point of view—diplomatic promises to American ambassadors that the Pentagon wars, will mean nothing.

That is the awesome, vital decision

President Eisenhower has to make—a decision which cannot be postponed many months longer.

**Exit From Washington**

Top Washington officials jumped into limousines and limousines and scattered to secret caves and hideouts from 80 miles west to 200 miles north and south of Washington.

It was a practice H-bomb raid—to see how fast the government can decentralize and still continue to operate from scattered, underground headquarters. Civil Defense authorities thought the practice raid went off fine. Others were chagrined, however, that it would work in case of a real H-bomb raid. In case of a real attack on Washington, the top officials are supposed to get advance warning by emergency phone, then are supposed to head for their hideouts before the roads get clogged. Civil Defense experts afraid what will really happen, however, is that the top officials will jump in their cars and head home to pick up their families.

By a similar warning will be sounded for the rest of the populace. And the top officials will probably get stuck in the traffic jam like all the rest.

### From The Lubumbert Robinsonian CHANCE TO FIND OUT

**A** SIGHT of relief, fortunately is not a sight. If it were, parents might see an uproar each morning after their children leave for school. As it is, the children usually cause the uproar, and the parental sigh comes in the moments of quiet that follow.

For a few hours at least, there is relief from responsibility, because that responsibility is in other hands. But it exists as surely in school as at home. To a large extent in the elementary grades of school, teachers are "other parents" to their pupils.

What are these "other parents" teaching? Well, there used to be a fairly simple answer—reading and writing and arithmetic and geography and a few other subjects enabling pupils to understand something of the world in which they live, plus discipline to keep them from getting in each other's way. And if they were lucky, they were picked up some "common sense" guidance or some inspiration along with book learning.

But now the purpose of education, as summarized by the National Education Association, is "the making of good cit-

izens—morally, socially, economically, politically—by giving each child the opportunity to satisfy his needs, interests, and abilities." That's a much bigger order.

The accomplishment of this expanded purpose of education requires facilities and services that were hardly imagined a generation ago. They include special curriculums for physically and mentally handicapped children, health facilities, special courses such as driver education, audio-visual equipment, and—believe it or not according to the NEA—"camping experiences."

These are indications of the extent to which training for citizenship and for living has come to be regarded as the duty of the school. This has happened as much by default as by design. The schools have not taken away these responsibilities from parents but have accepted them because of the indicated need to do so.

Play time at school must be frustrating to some young demons. There is hardly anything they aren't allowed to do.—GREENWOOD (MISS), COMMONWEALTH.