

THOMAS L. ROBINSON Publisher
J. E. DOWD General Manager
B. S. GRIFFITH Executive Editor
C. A. McKNIGHT (On Leave) Editor

SATURDAY, FEBRUARY 19, 1955

Consolidation: A Plea For Reason

AFTER a week of wholesale pugnacity and intemperate name-calling, the time has come to exchange rant for reason in approaching the problem of tax office consolidation.

would not only stem from economy, efficiency and convenience with regard to purely administrative functions, but also from the probability of improved and broadened service to the citizens of both the city and county at some less cost than at present—or at least holding out the promise of more and better service for the money paid.

By friendly cooperation, and by the use not merely of words but of acts, the goal of improved tax collection procedures can be attained. It is a needless waste of lung power and energy to argue now over why consolidation of city and county tax offices was dropped in 1953. That is water under the bridge.

Of course, any change at all in the present tax system must be based upon a conviction that the change will lead to increased competence in the handling of technical tax matters and complete impartiality in the treatment of taxpayers. Winston-Salem and Asheville are among those southern cities that have had satisfactory experience with consolidated tax departments.

It is a needless waste of lung power and energy to argue now over why consolidation of city and county tax offices was dropped in 1953. That is water under the bridge. The problem today is how consolidation can best be achieved. And personalities have no place in a discussion of ways and means.

One of the possible solutions to the puzzle of duplicated facilities up and down the line is a complete consolidation of city and county governments. Should the two governing bodies be merged, the merging of the tax collection agencies would be part of that general consolidation.

But even if total consolidation is not achieved now, we believe that the advantages of consolidation of the offices of the two tax collectors would far outweigh the disadvantages. These advantages

in fact, the consolidated system has worked so well that it can be nearly forgotten that it exists. Consolidation is a worthy goal. It is worth working for—without so much bluff and bluster.

One Small, Inexpensive Step

WHILE preparing for eventual consolidation of Charlotte and Mecklenburg tax departments, county commissioners can make a contribution to the spirit of unity Monday by endorsing the new discount schedule approved last week by the City Council.

For instance, Chairman S. Y. McAden said yesterday that he fears the city will have to borrow large sums of money to run the government on if tax collections are delayed. Mrs. Ethel D. Byrd, county auditor, has indicated that approximately \$200,000 would have to be borrowed at interest of 2 per cent.

At present both the city and county allow a 2 per cent discount if taxes are paid in August. The discount diminishes by one-half of 1 per cent through September, October and November. Naturally, the county's bills go out first—in time for taxpayers to take advantage of the August discount.

For example, the city has just borrowed money in anticipation of the sale of library bonds at the rate of seven-eighths of 1 per cent. We assume that the county's credit is as good as the city's. But even if it can do no better than borrow at a flat 1 per cent a year, the interest on \$200,000 for one month would be only \$166.67. This would seem to be a small expense indeed when one considers the great service involved to literally thousands of taxpayers.

Some reluctance has been expressed in giving full value received, and then in giving a little more. And with it all he retained an enthusiasm for his work and for his many other interests, and a high regard for honor and loyalty and good faith.

When a few years ago at the age of 65 he retired from his position at The News to undertake less onerous work, his friends here believed that the combination of his abundant good health and his love of life would assure him a score of happy years. That it did not eventuate in that way is, as we say, a grief to us all, but who is to assert that the lack of his old time viceroy Doc Williams would have been Doc Williams, a man to whom life was a joyful gift?

So the City Council has proposed beginning the 2 per cent discount in September when both city and county taxpayers may benefit from it. Mecklenburg legislators are willing to do this, authorizing the change if the county will go along with the same dates.

Further, even if Mrs. Byrd's \$200,000 estimate is correct, local governing units have and do resort to short-term borrowing in anticipation of bonds or other rates of interest less than 1 per cent. For example, the city has just borrowed money in anticipation of the sale of library bonds at the rate of seven-eighths of 1 per cent.

Ira Wyche Williams

AS A LONGTIME (1929-1949) advertising manager of THE CHARLOTTE NEWS, I W. Williams' death was a sudden news story for this paper to publish, as it was for his countless friends in this community to read. Doc Williams was never known and seldom addressed in any other way—as a North Carolina farm boy who has a good world, and who carried with him almost to the end of his days a boundless vigor and friendliness and good cheer.

He was a driver, as men who have worked under his direction will testify, but he asked of no one anything more than he himself was willing to do. He was impatient of slowness because he did not tolerate it in himself. He believed in giving full value received, and then in giving a little more. And with it all he retained an enthusiasm for his work and for his many other interests, and a high regard for honor and loyalty and good faith.

He was a driver, as men who have worked under his direction will testify, but he asked of no one anything more than he himself was willing to do. He was impatient of slowness because he did not tolerate it in himself. He believed in giving full value received, and then in giving a little more. And with it all he retained an enthusiasm for his work and for his many other interests, and a high regard for honor and loyalty and good faith.

When a few years ago at the age of 65 he retired from his position at The News to undertake less onerous work, his friends here believed that the combination of his abundant good health and his love of life would assure him a score of happy years. That it did not eventuate in that way is, as we say, a grief to us all, but who is to assert that the lack of his old time viceroy Doc Williams would have been Doc Williams, a man to whom life was a joyful gift?

Should N. C. Restrict Sale of Inferior Brake Fluids?

By VIC REINEMER Associate Editor, The News

YOU'RE CRUISING down the highway at 55 mph. A car starts across an intersection in front of you. You hit the brakes. But nothing happens. There's a crash—and suddenly you become a statistic—one of the thousands killed or hundreds of thousands injured each year on the nation's highways.

Master cylinders may be subjected to temperatures as high as 320 degrees Fahrenheit. But some of the cheap brake fluids evaporate at a mere 160 degrees Fahrenheit. On the other hand, some of the best fluids evaporate at the temperature gets down to zero.

Although authorities agree that standard brake fluids are dangerous, they disagree on the extent of the danger. David M. Baldwin, director of the traffic division of the National Safety Council, says "we do believe that poor brake fluid may constitute a hazard, and we have supported in general efforts to raise the quality of brake fluids sold and used."

One national official of the American Automobile Association, says "it is our opinion that there is not a large amount of poor quality brake fluid on the market, but any amount of brake fluid that does not meet the highest specifications is a danger and worthy of any and all attention."

Whenever brakes are applied the brake unit heats, because of friction between the brake lining and drums. One braked stop from 55 mph, for instance, develops enough heat to melt more than a pound of cast iron. This heat develops at a starting rate. Eventually it can melt a brake fluid and rubber parts.

Despite the lack of accident statistics, many engineers have been questioned by the National Safety Council. They said that inferior brake fluids should be curtailed. One state legislator and one state division of motor vehicles have already expressed their agreement. Several other legislatures are showing interest.

The dangerous fluids, experts say, are made with a cheap grade of alcohol which can evaporate at a relatively low temperature or with an oil or some other petroleum derivative. The lining of brake tubing is made from natural rubber. And petroleum and natural rubber, like whiskey and gasoline, are incompatible.

Minnesota LED In 1953 the Minnesota legislature passed a law forbidding sale of brake fluids that do not conform to SAE heavy-duty specifications. The specifications are detailed and technical. Sufficient to protect every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

Whenever brakes are applied the brake unit heats, because of friction between the brake lining and drums. One braked stop from 55 mph, for instance, develops enough heat to melt more than a pound of cast iron. This heat develops at a starting rate. Eventually it can melt a brake fluid and rubber parts.

Minnesota LED In 1953 the Minnesota legislature passed a law forbidding sale of brake fluids that do not conform to SAE heavy-duty specifications. The specifications are detailed and technical. Sufficient to protect every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

After more than a year's experiment with the use of E. P. Darrell, director of traffic and planning for the Minnesota Highway Department, he said that "frankly, although we had realized that some of the brake fluid on the market was not at all what it should be and offered a real hazard to safe vehicle operation, we ourselves did not realize the extent to which these substandard materials were being sold and used."

SAE standards. He promptly did that every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

How many accident result from use of standard brake fluids? That's hard to say. Neither the AAA, the National Safety Council nor the N. C. Department of Motor Vehicles has any pertinent statistics, because of the difficulty of pinning down fluid factors as they would be caused.

SAE standards. He promptly did that every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

SAE standards. He promptly did that every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

SAE standards. He promptly did that every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

People's Platform

America Has Failed Its First Citizens

Editors, The News: Charlotte Robert Biard on his article in the Feb. 11 paper about Arrow Indians, and the American Indian. High time someone took enough time and interest to write about them, and I am sure they came to my mind. I learned much from them, much about how to be humble and kind. I know of yet another case of an Indian boy, whom I consider a very good friend, a brilliant boy, college graduate, who won a essay contest conducted by a paper in a large western city. He was disqualified for the prize when they learned he was an Indian. This in America—his—because it isn't the American way. We stopped and talked for a long time—an Indian mother she too had two girls, as I had, and so we had much in common. I learned much from them, much about how to be humble and kind. One went to the white man's schools, and left the reservation to learn the white man's ways.

SAE standards. He promptly did that every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

SAE standards. He promptly did that every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

SAE standards. He promptly did that every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

SAE standards. He promptly did that every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.



1954, The Register and Tribune Syndicate

SAE standards. He promptly did that every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

SAE standards. He promptly did that every fluid which raises a test must have a boiling point of not less than 300 degrees Fahrenheit—and must demonstrate certain qualities of flowing after it has been subjected to a temperature of 40 below for six days followed by six hours at 60 below.

HURRAH—IN A WAY—FOR HAZEL

WHILE the newspapers, magazines and book stores are bulging with helpful hints on how to fill out a tax return, all calculated to confuse the reader and cause the Internal Revenue Bureau a heap of night work, we may as well get into the act with a helpful hint of our own.

Department of Agriculture. If the lost tree was 10 inches or more in diameter, it must be regarded as pretty well beyond replacement; for these large trees, the Forest Service estimates valuation this way:

Remember Hazel! Well, we find our agreement that Hazel the Hurricane may yet come in handy. Common reader, did you have a tree blown down? No? Well, then to Mary Worth and skip the rest of this. But as for you, friend, who did have a tree blown down, the thing is deductible. It positively is.

What this means is that one 10-inch tree lost in Hazel the Hurricane is just as useful for purposes of tax deduction, as one-third of one baby. And what this information will cost the Treasury, come April 15, may prove enough to curl the hair of T. Coleman Andrews. Lots of trees were lost here. Richmond, Mr. Andrews—lots of trees. And they were all the size of Chickawama bass—this is a wide!

For reasons we do not understand, the Bureau of Internal Revenue allows the taxpayer to deduct from his personal income tax the estimated value of a tree lost through hurricane or other disaster.

PRESIDENT Eisenhower is having aeronautical headaches. He's just had a terrific headache over an air route between Seattle and Hawaii and he's about to have more over the route to Alaska. Part of the trouble is the present White House system of staff work whereby the President, following the general staff system in the Army, takes the recommendation of his staff without knowing too much about the facts behind their recommendation.

What counts is the loss in fair market value occasioned by the blown-down tree. Some of the factors are the closeness of tree to the house, whether it was a well-formed tree or whether it was one of many trees or a fairly big one; how old it was and so forth.

Here's the inside story of what's been happening. They recommended that the President reverse the findings of his CAB and rule for Pan American. Trusting his two Commerce Department executives, that was exactly what the President did. He ruled that Northwest Airlines could no longer fly the route between Seattle and Hawaii, leaving Pan Am to fly that route without competition. Also refused to give Northwest a permanent route over the Arctic to Tokyo, thus opening a possibility for Pan Am to get that route later.

As a guide—a very unofficial guide—the Bureau of Internal Revenue gives some weight to a table of tree values prepared by the Forest Service of the

Promising politicians should be informed that if every citizen were to give up everything he would accept, there wouldn't be enough to go around.—LAUREL (Miss.) LEADER-CALL.

Drew Pearson's Merry-Go-Round

Ike Has Pan American Airways Pains

WASHINGTON PRESIDENT Eisenhower is having aeronautical headaches. He's just had a terrific headache over an air route between Seattle and Hawaii and he's about to have more over the route to Alaska.

First, Sen. Hub Humphrey of Minnesota phoned Gov. Orville Freeman, Democratic governor of Minnesota, and requested that the Minnesota Legislature pass a resolution demanding that it follow the advice of the CAB. The legislature promptly did so. Simultaneously, various northern state chambers of commerce served by Northwest Airlines planned a trek to Washington.

Simultaneously, Sen. Humphrey phoned Assistant President Sherman Adams.

Protests Roll In "The President's ruling will jeopardize one of the most important enterprises in the Northwest," he said. "He should be better informed before he reverses existing laws. We are now studying this question for months."

Complete Reversal At the meeting he complained that he hadn't been given all the facts. He had been told that Northwest Airlines had received a greater subsidy than Pan Am, a piece of information based on an outdated report and definitely not the case. Pan Am's total subsidies are greater than any other airline's.

After long study, the Civil Aeronautics Board recommended the Northwest Airlines system of staff work whereby the President, following the general staff system in the Army, takes the recommendation of his staff without knowing too much about the facts behind their recommendation.

When this news broke, things really began to pop around the White House.

However, as protests began to roll in,

As originally recommended by the CAB.

As originally recommended by the CAB.



A CROW SQUAW IN MONTANA 'Sorrow... Without Malice'

Myrtle Beach, S. C. Editors, The News: I HAVE read with great interest the article by Robert C. Buark subject: "Indian Life Is Rough on Reservation." This is a very fine story indeed and all too true. Let us take the great state of Virginia, for example. They have a small mixed-blood tribe, the Pamunkeys, who are treated shamefully, living on a small starvation and marginal manner. They are a proud and self-respecting people. In North Carolina in the east we have a group of Indians around Penitoke, who some thoughtlessly refer to as Brass Ankles and with a snub. I know many of these tribes intimately and they are fine folk, but treated shamefully. To the west we have the remnants of the Cheerokees who exiled the blood; tried to force the Far West in the early days. Given the opportunity, they make fine artists, craftsmen and farmers, and where their education has been advanced enough, very smart professional people. But the general truth is far too low for the good of the state. At the present writing a concerted attempt is being made to break into the reservation holding and sell them for private use. In South Carolina, we also have remnants of Indian and mixed racial blood also treated with contempt and acronyms words. Presently I am part Cherokee and proud of the fact. Some of my ancestors stood on the beaches of Alabama and Mississippi and shot arrows at the Spaniards. Many of them escaped the enforced migration to the West by being in the homes of white people. I could continue this listing state by state, tribe by tribe. They are not second class mentalities and all that these people need is a square deal from the white man. Some of us have banded together in an organization called "Southern Indians Limited" and we hope to try and aid these good citizens of our nation who often are treated worse than a mad dog by their white brethren especially so in the Southwest and West. After all, when we look at the true picture, the white man did not steal, rape, cut and burn the Indians in their own homes. Why should the Indian have loved the white man? Treaties were made but the bloody practical colonial side the land before the ink was

Vertical text on the right edge of the page, possibly a page number or index reference.