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Higher Education: Gather The Pieces

NORTH CAROLINA'S catch-as-catch-can method of supporting public institutions of higher learning has been something of a Chinese puzzle for years. It is most commendable that the legislature sets aside millions of dollars every biennium for state-operated colleges. But the vast college "system" is no system at all. It is, instead, a gerrybuilt jumble of uncoordinated institutions, of duplicated facilities, of uneconomical practices.

Some years ago, it was suggested that the state's teachers colleges and Negro institutions be brought into the administrative framework of the Consolidated University of North Carolina. The plan had its good points but, due largely to concern over the "race issue," it died a swift death.

Now, the Commission on Higher Education has come up with an alternative. It calls simply for the creation of a board to coordinate public education on the college level. But, unlike the old suggestion, it would coordinate functions with

Legislature's Honor Hangs In Balance

ADVOCATES of legislative redistricting are being skillfully outmaneuvered in the battle for representative government in North Carolina. When the tattered remnant of Sen. Jack Blythe's resolution creating a redistricting study commission finally passed the State Senate, it was recognized for precisely what it had finally become: A "method of obtaining delay."

Before the Senate approved the Blythe proposal it deleted a requirement that the commission bring in a specific plan for redistricting. The delegation was a convincing show of strength on the part of the eastern rural bloc.

One eastern legislator, Sen. Edward L. Owens of Washington, N.C., was still not reassured, however. He rose in opposition to the resolution. (Mr. Owens, it must be noted, is one of two senators representing the 2nd Senatorial District composed of seven counties with a combined 1950 population of 105,000. Mecklenburg, with a 1950 population of 197,052, has but one senator.)

The Senate, complained Mr. Owens, might be "playing ball with a measure

Eight-Distance Tax: Fairest Way To Pay The Bill?

By BARBARA SMITH
In The Michigan Journalist

(Editors' Note: North Carolina, searching for ways to finance badly needed highway construction on an equitable basis, may find the solution in this problem here.)

THIS EDITORIAL is directed to everyone who has bumped and rumbled along some deteriorating highway, cursing truck drivers for breaking up pavements with their heavy loads.

Scientific highway tests have shown that the comparatively few huge truck trailers do much more damage to roads in the United States than do all the cars. The Interregional Council on Highway Transportation conducted tests from 1949 to 1952 in Maryland, and results showed that trucks loaded to 22,400 pounds caused 6.4 times more cracking of concrete pavement than trucks hauling 18,000 pounds. It reported that roads last longer if trucks keep several feet from the shoulder of the road, but in two-lane roads this would cause a safety problem widening roads to three-lanes, would create "weight highways." To a definite extent, "load" and "spread" weight of trucks, but not as much as previously believed.

There is one possible solution: Make truckers pay for the damage their heavy trucks do to roads.

Fighting this proposal, the American Trucking Association reported that although federal studies indicated the added cost for building roads to support heavy truck traffic was 12-17 per cent more than roads used only by cars, this cost is made up by truck tax contributions and the much higher license plate charges. Truckers point out that they already contribute 32 per cent of all highway taxes. License fees, gas and other road levies. Any more taxes, such as the proposed weight-distance tax, could raise truck fees to 49 or 48 per cent. If taxes on tonnage hauled by trucks is increased they argue, railroads would be main beneficiaries, for truck cargoes would then be shipped by rail.

On the other hand, a New York tax organization estimates that man with a car weighing 3,450 pounds pays 34.64 cents worth of gas taxes and fees per ton, to drive 100 miles; a truck weighing 60,000 pounds, however, costs only 12.49 cents for the same distance, although it is doing far more road damage. In addition to this, diesel trucks use less fuel than regular trucks, so that even though they are just as heavy, they pay less money per mile for gasoline, and it is the gasoline fuel tax that helps finance roads.

Supporting truckers, a transportation engineer points out that in 59 out of 100 cases the real culprit of road damage is the nature of the subsoil, quality of construction and efficiency of maintenance crews. Even though trucks chank up 22 per cent of all highway mileage, they number only 18 per cent of all vehicles using the roads. Then too, 85 per cent of all trucks and trailers in the hauling business are in fleets of less than eight vehicles.

UNFAIRLY PENALIZED
Trucks with long distance cargoes are often unfairly penalized. States vary in their tax levies, so transcontinental truckers usually have to pay large tax levies, while local truckers often pay smaller fees. A 60,000 pound truck and trailer in Oregon pays \$2,445 a year, while the same vehicle in New Jersey pays only \$810.

Oregon has a solution to its problem of trucks damaging roads. It collects a weight-distance tax from commercial vehicles.

WHO PAYS?
It is difficult to determine who is to pay for repairs to roads and building new ones. The weight-distance tax seems to be the best answer yet.

Scientific tests show trucks cause heavy road damage, and it is only right that they should be taxed for what they do. Home Finance Agency that it has adequate building codes and is equipped to help cities plan their streets, land use, a sound financial program to pay its share of the cost, arrangements for rehousing families displaced by slum clearance, and assurance that the citizens of the community support the program. Eight cities including Chicago, Clarksville, Tenn., Somerville, Mass.) have already qualified for federal aid under the Housing Act, are thus eligible for such benefits as 90 per cent mortgage insurance for low-cost private housing, grants up to two-thirds of the cost of projects, including improvement of schools and parks.

Slum rehabilitation would give the current construction boom such a powerful boost that it would virtually guarantee a high level of building for decades. The Housing and Home Finance Agency estimates that the federal and municipal governments' share in the cost of slum clearance and urban rehabilitation would run at least to \$24 billion. And for every \$1 spent from public funds, HFAA estimates that private enterprise would spend \$4 to \$5. All told, 20 million urban dwellings need to be replaced or rehabilitated. Over a 20-year spread, the bill for public and private spending could be replaced or rehabilitated. Over a 20-year spread, the bill for public and private spending could be replaced or rehabilitated.

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1955, The Register and Tribune Syndicate

"What I want to know is, 'What's the question?'"

People's Platform

'National Pastime' Curbs Delinquency
Charlotte Editors, The News: I SAID it last year, and I am saying it again: "Delinquency must go." I started this back in 1953, trying to figure and work this thing out called juvenile delinquency, thinking about your kids when nobody else would, and many of you mothers and fathers didn't have them on your minds. I was no worry of mine, but I thought something should be done about it. But now I'm worried because I don't intend to quit. I couldn't quit if I wanted to. There are too many kids depending on me. If you don't know it, "An idle mind is the devil's workshop." It's no need for me to say I don't get disgusted because I do. When I first started this project, I didn't think I would have it so hard. I thought if I had the ball rolling, the whole city of Charlotte would get behind me. You will stand or sit around and let me battle about juvenile delinquency, and do nothing about it, and if somebody else tries to do something about it you won't help. You don't think about your child until it's too late, then you'll say I did it for my child. I know. You are right, because you haven't raised him or her at all. I noticed all last season when one of the little fellows hit me and didn't give five cents all season to help buy a baseball. All I ask for is the one thing I know that will take the place of delinquency, America's national pastime, wholesome recreation to teach self-respect and discipline, as well as respect for the rights of others. That's the best weapon we can use to win this war between juveniles and delinquency. But I need your support, no cash, just baseball equipment.

'Mothers' March' Was A Success
Charlotte Editors, The News: I SAID with a great deal of pleasure that I thank you for your cooperation in making the 1955 "March of Dimes" a success.

On Jan. 31, some 3,000 volunteers met in Charlotte and throughout Mecklenburg County participated in the Mothers' March on Polo, raising over \$38,000. Behind the success of this hour-long Mothers' March was much careful planning in which many women in this community gave their time and effort. But all of our efforts would have been hindered greatly if it had not been possible to inform people in advance of the March. The Charlotte Observer, a most important role in this task of "telling the people," and we are sincerely grateful for your cooperation.

'Mr. Gove'
Just how this was put across remains a mystery. Hill is, however, a good friend of Donald Lillis, the New York investment banker who owns Bowie Track, and says quite frankly that he introduced Bowie-Owner Lillis to Gov. McKeldin of Maryland during a luncheon in Baltimore.

Significantly, about the closest Republican to Gov. McKeldin in the state while Pimlico gets 16. Bowie also gets

'Mothers' March' Was A Success
Charlotte Editors, The News: MRS. TEETER hit the nail on the head for me when she said people can do without the things they can't afford like a car, a TV set, and save their money for their health. She also made me feel bad when she brought the baby, because she said she had to go to the VA hospital because their baby is sick. As for the pediatricians, my six children have the finest in the city of Charlotte, and I couldn't ask for a more understanding and helpful clinic than the one my children enjoy their good health from today.

Tariff Turnabout
RALPH HARRIS, chairman of the Maryland Racing Commission, is not only Republican National Committee member but also chairman of the Republican State Central Committee. He is "Mr. Republican" when it comes to Maryland, and he is the man who allocated the state's share of the federal money for the Bowie Track. Hereafter, the Bowie Track has received no better deal than any other track. But this year Bowie not only gets 16 consecutive racing days, but it were quite willing to take chance on the weather. However, they were turned down.

Hoof-In-Mouth Disease
So perhaps New York is not the only state where a little politics comes in handy when you own a race track.

Drew Pearson's Merry-Go-Round

WASHINGTON I PAYS to be a staunch Republican and a friend of top Republicans if you run a race track in Maryland. Just the Bowie Track, hitherto the least important Maryland track, has been named a non-bonanza—namely, the allocation of 33 non-competitive consecutive racing days—in other words, days when Bowie doesn't have to compete with other race tracks.

In contrast, the two adjacent tracks, Laurel and Pimlico, were given only 18 and 16 non-competitive days. Genial Len Hall, chairman of the Republican National Committee, has been given the credit in racing circles. He says categorically, however, that he did not intervene.

Republicans Help Race Track Friends

slx Saturdays, which are the best days for racing receipts, while Pimlico gets two consecutive Saturdays, and Laurel gets two. Queried regarding this favor to Bowie, Chairman Rinehart explained that Bowie was getting his days in March which were the best days far as the weather is concerned. However, officers of the other two tracks said they had asked for March days also and were quite willing to take chance on the weather. However, they were turned down.

So perhaps New York is not the only state where a little politics comes in handy when you own a race track.

Dinner Guests And Beside Reading

BY THE WAY, as I was saying to like the other night, "That is a phrase which is being dropped rather frequently around these United States nowadays. It results from one of the innovations of the Eisenhower administration, the regular White House "stag dinners."

So far 38 have been held, and attended by a total of 555 persons. U. S. News & World Report has broken down the guest list, by state and occupation.

We find that Tar Heels haven't done particularly well in making the magic guest list. UNC President Gordon Gray has been there, and retired Lt. Gen. Robert L. Eichelberger, as have Reuben B. Robertson Jr., Fiat Rock businessman, and Earl F. Slick, Reynolds airline executive. And perhaps we can count Attorney Kenneth Royall, even though he's living in New York City now.

However, only one Sandpiper has made that list, despite all South Carolina did in 1952. He is Carl I. Wood, a Beach Island businessman.

Even that solitary representation is one more than that of Utah, West Virginia, Arizona, Idaho, Kentucky, New Mexico and North Dakota. (That state's Sen. Bill Langer, sensitive about the Dakotas' failure to get Supreme Court or Cabinet posts, will doubtless bring up this social snub on the Senate floor before long.)

Here is how the guest list breaks down by occupation:
294 businessmen
81 administration officials
81 editors, publishers and writers
20 educators
23 Republican Party leaders
18 scientists, artists, sportsmen
16 old friends from military days

HELP DE-SURPLUS

A MAN in the Ozarks has come up with a solution of the butter surplus which for many months has been a headache to Washington and a pain in the neck to taxpayers. He is the editor of the OZARKS MOUNTAINER at Eranson, Mo., a beauty spot visited by many Memphians during the summer months.

The newspaperman did it all by a little figuring with a pencil. He first estimated that 300,000,000 pounds are served daily in the eating establishments of the nation and that they serve 300,000,000 pounds of butter or a total of 3,333,333 pounds a day. These slivers, he contends average to weigh one-ninth of a pound, but if "these slivers were thickened to 60 portions per pound (still below a man-sized demand) 5,000,000 pounds would be consumed daily, an increase of 1,367,000 pounds, or a gain of 608,450,000 pounds a day—and the butter surplus that so disturbs the Department of Agriculture would disappear.

Mr. Darks' editor doesn't say how operators of eating places can be persuaded to serve butter in slices of the size we used to get but he does give a broad hint how every person eating out can help reduce the government surplus and at the same time serve his appetite. It is a four-word solution: "Demand a second helping."

Four student singers forming a quartet at a school of pharmacy are looking for a catchy name. How about: "The Four Horse Men of the Apothecary?" —SHEELY DAILY STAR.

Now the United Nations turns up with the new agency, SUNFED. It is Special United Nations Fund for Economic Development. The word special had to be added to keep the agency from going under the name UNFED.—LEXINGTON HERALD.