



# THE CHARLOTTE NEWS

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## Providence Road Must Be Widened

**D**ELIVERING that ectoplasmic commodity, Good Will, to the people of North Carolina with grace and consistency is a sizable task for any state agency. Sometimes we think the job is just too much for the State Highway Commission.

The handling of the Providence Road matter bolsters this suspicion. Unable to make everyone happy with its plans to widen the thoroughfare, it decided to do nothing—and make everybody angry.

All sides agreed that the road should be widened. The question was simply: How much?

The state recommended 78 feet—including a 16-foot divider.

Residents of the area argued a width of 45 to 50 feet.

Surely there could have been a meeting of minds somewhere.

Residents are still particularly unhappy about the dissolution of a committee of three commissioners which was to have called a meeting of interested citizens to hear protests later this month. Apparently, even this small courtesy was dispensed with by the highway body.

We wish Providence Road residents were in their appeal to higher authority. The road must be improved, one way or another. As originally proposed, it was to have been widened between Scotland Ave. and Jefferson Dr. This is the section that carries the heaviest load of traffic—more than 6,000 cars a day. The present width is 18 feet.

The need is apparent.

To junk the whole project is more than a little highminded, more than somewhat childish.

## Why Gag North Carolina Judges?

**R**ALEIGH newsmen swung into action with conspicuous vigor when Rep. Thomas Turner introduced a bill last month forbidding judges to comment on the decisions of juries.

They swarmed around the Guilford legislator, seeking in vain to get him to confess the measure was aimed squarely at one particular Tar Heel judge who has a habit of exhorting jury panels.

Mr. Turner, a skillful lawyer who knows when to speak and when not to, could not be budged. "For the good of all mankind," he repeated over and over. The measure has now passed the House.

We wish we could agree with our friend from Guilford about the proposal being "for the good of all mankind," but we cannot.

By gagging the judge, the state would be placing an unnecessary and unnatural restriction on his duties as presiding officer of the court.

His is a trained legal mind. For him to stand idly by and see justice defiled without comment is hardly reasonable.

The judge lays down the law, the jury, under his guidance, finds the facts. If the jury clearly errs it is the duty and right of the judge to say so.

## Good Design Will Sell N. C. Products

**I**N THE full tide of a legislative year, members of North Carolina's General Assembly become experts in measuring the spans and cubits of budget requests against the dollars and cents in the public till. As the weeks drag on, they are saying no multiply like lemmings. It is already late in the session but we hope legislators do not phrase an automatic no—however grandly expressed—to the Consolidated University of North Carolina's request for a new Department of Products Design at State College.

An appropriation would be more in the nature of an investment than a flat outlay—an investment in the economic future of North Carolina.

The new department would be part of the college's School of Design. Young men and women would be educated there in a comparatively new field—products design—in order to contribute to the appearance and design of Tar Heel industrial products. Specifically, they would be trained to design better furniture, textiles, ceramics and hundreds of smaller industrial products manufactured in the state. In addition, they would be trained to design the packaging of North

Carolina food and tobacco products.

All over the nation, industry is learning that good design pays off in the market place. Automobile, kitchen equipment, electrical appliance manufacturers are pouring millions of dollars annually into the quest for better design. They are also finding that good design is assisting the engineer in simplifying the process of manufacture—thus lowering the ultimate cost to the consumer.

Unfortunately, top talent in U. S. industrial design is clustered in northern cities. North Carolina's furniture industry, for instance, has found it extremely difficult to find competent help from people who have their roots in Dixie.

Manufacturers of food products have had the same difficulty. It is an unpleasant fact that many Tar Heel food producers are not able to reach the national market because of poor design in packaging.

Since there is already a topflight School of Design at State College, an Industrial Design Department can be added at little extra cost. Such a department would be a major contribution to the North Carolina industrial scene.

## Free From the Curse Of Conformity

**I**N THIS DAY of almost enforced conformity to the norm, it is refreshing to read about a man who asserts himself and pushes against the tide of the usual. It is even more refreshing when a man rebels against the accident of royal birth and turns to ways of his own choosing.

Such a man is ex-King Sihanouk of Cambodia who has just stepped down

in favor of his father. It is true that the air-conditioned throne room will be his no longer, and he'll probably have to give up the stable of elephants.

But he still has a garage full of sports cars, a personal troupe of 30 dancing girls and his saxophone.

And best of all, as the bachelor father of 11 children, he won't be forced into a marriage of court convenience.

From The Anderson (S.C.) Independent

## HELANA? ERODIA? FILTERTIP?

**A**S IF today's living were not complicated by enough problems—such as flying diplomats and striped pants concerns—THE CHARLOTTE NEWS suggests that South Carolina change its name.

This suggestion is kicked off by a ruckus raised by some West Virginians who say the name of their state is not sufficiently distinct from that of Virginia. They've even appointed a commission.

One of the best ways not to get anything done is to name a commission so West Virginia probably will retain its name.

As for the Carolinas, the Charlotte paper says:

"For the life of us, we can't understand why South Carolina doesn't adopt some nice old Indian name—like Karankwa or Wailatpan or something—and leave Carolina to us real Carolinians. Or how about Palmetto? Or Gulchland. Or Sasafra? Or it might even use the name of a U. S. President—Truman has a good clean sound. By gum, we'll even serve as godfather at the christening."

Suggesting new names for South Carolina amounts to a waste of time. If any name-changing is affected it should and must be by North Carolina, which has lagged behind on numerous occasions, including ratification of the U. S. constitution.

North Carolina also was a bit tardy about leaving the United States, being next to the tailend (Tennessee was last) to adopt secession legislation. South Carolina already was fighting Old Abe's minions when North Carolina acted in May, 1861.

The weight of priority and precedence in validating and protecting the name lies with South Carolina and we respectfully submit that North Carolina should do the name changing.

We can understand the concern felt by Tar Heel brethren. Because of South Carolina's notable progress in recent years, it's in the limelight. It must be rather hard on our neighbors to receive mail addressed to Charlotte, S. C.; Winston-Salem, S. C., etc.

The confusion can be ended by North Carolina adopting a new name. Choice should be easy. Helana, for example. Could retain part of nickname that way, viz., "Old Heel State."

Tobacco road would be a pity, if they can secure preservation of the copyright owners. Barring that, why not something with an Indian flavor like Mattamusket? They could even call it Erodia or go ultra modern and call it Filtertip.

The old colonel, visiting a friend in the North, was waxing eloquent under the glow of his lamp. "In our sublime land, sub," he told his host, "a gentleman is not obliged to toil. The true gentleman's plow, sowing, hoeing, and reaping, is done by hired hands—an' 'n' means it by the sheriff."—Four Myths (Fla.) News Press.

Social reformer (to reprobate): "The last time I met you you made me happy because you were sober. Today I'm unhappy because you're drunk. Reprobate: "Yes, today it's my turn to be happy."—LAMAR (Mo.) DEMOCRAT.

# Remember The Model T? Worm's View Of The Road

By C. J. POSEY  
In Civil Engineering Magazine

(Editors' Note: Mr. Posey is chairman of the Department of Civil Engineering at the University of Iowa.)

**O**NE IMPORTANT factor in automobile design has been meticulously evaluated by the public and by automobile designers alike, with the result that many of the most recent models are less safe than the designs they are supposed to be an improvement upon. This factor is the height of the vehicle—overall height, and more particularly the height of the driver's line of sight.

The most obvious advantage of height is illustrated by cars approaching each other on a hill-top. The higher the driver's line of sight and the higher the approaching vehicle, the sooner the driver will see it.

For example, the drivers of two Model T Fords, approaching over a vertical curve with a radius of 2,000 feet, will see each other when still 320 feet apart. If instead the two cars are the latest low-slung models, with lines of

sight only 48 inches above the pavement and the car top, more than eight inches higher, their distance apart, when they first sight each other, will be only 260 feet.

**INHERENT DANGERS**

When it is considered that the late-model cars are likely to be traveling upwards of 60 miles an hour, and the Model T's not over 45, the tremendous increase in the inherent dangers of the situation is obvious.

A horrible accident that happened in one of the western states is only one of thousands of this type. A convertible came over a rise "on the wrong side of the road" too fast to get back into its lane" and crashed into a truck carrying hot asphalt. And the occupants who might have survived the terrific crash were burned to death by the hot asphalt showered upon them by the force of the collision.

Highway engineers are perfectly aware of the importance of sight distance. Modern specifications call for rounding off the

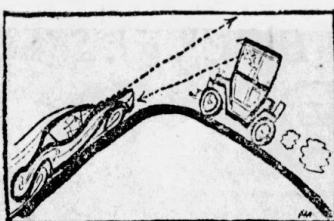
crests so that the sight distance will not fall below a certain minimum.

In certain types of terrain this one item in the specifications may call for large expenditures. Yet no sooner is the new highway completed than it is rendered obsolete by the manufacturers' latest models in which a complete redesign, achieved after an incredible amount of effort on the part of the designers, has permitted a further lowering of the overall height.

It is obvious that the danger at crests could be somewhat alleviated by requiring all vehicles to carry amber lights at least six feet above the ground, but there is another advantage of height that is even more important, than being able to see over verticle curves, and it would not be helped a bit by such a requirement.

**DISTANCE JUDGING**

Many accidents are due to the driver's inability to judge distances and speeds correctly. Beyond a hundred feet or so, binocu-



lar vision is useless.

All of the various methods of judging distances, that which relies on perspective is by far the best for the operator of a motor vehicle. If he is seated high up, as in most modern buses and in many trucks, his perspective is greatly improved.

That the bus driver can put his huge vehicle down the highway at speeds of 70 miles an hour meeting equally wide trucks with only a few inches to spare, and overtaking and passing vehicles with precision even though he does not have the ability to accelerate that the car owner has, makes him seem possessed of superhuman skill. He isn't. Move him down to the car driver's level and he wouldn't be able to do so well.

If there is any doubt to the importance of vehicle and driver

heights, the large number of high-backed trucks and buses on the road should provide a basis for gathering statistics. The writer recalls seeing a news item in which surplus was expressed over the results of a statistical study that showed that old-model cars were involved in fewer accidents, proportionately, than new-model cars.

At present the accident rate for trucks is about one-fourth that for cars. Many factors enter, but part of the large difference could be driver-seat height.

Realization that sight safety problem has taken the form of increasing window areas to the extent that the driver can see all of his fenders. Useful as this may be in parking, it is of no value in high-speed highway driving.



"Don't look at me that way, Lady... not everybody can be successful, somebody has to be a failure..."

## Lawmakers Of Atlantic May Get Together Yet

By EDWARD J. SEEMAN  
Editor, Memphis Press-Scimitar

**A**S WE read of the bitter strife of parties in France that leads to the downfall of one government and difficulties in the formation of a new one, we are inclined to despair.

Even in that France there rises hope for the free world. For there has been formed in the French parliament another political party, but a group which is called "Amities de l'Atlantique a l'Assemblée Nationale." Every American knows enough French to see that the trans-Atlantic cooperation is the object of this.

**EMPHASIS ON NATO**

The purpose of the movement of which this is one expression is more clearly stated by the Canadian NATO Parliamentary Association of which Senator Wishart M.C.I. Robertson is president:

"The objects of this Association are to develop among its members a greater knowledge of the accomplishments of NATO, and to consider in what manner, while maintaining adequate common self-defense, it may be further developed as an instrument in assisting to achieve for the peoples of the signatory countries, and incidentally for all men of good will, the greatest possible degree of freedom, economic betterment and political stability."

To make and maintain contact with parliamentary representatives in other NATO countries, who have similar purposes, and to seek to meet periodically with all such representatives, for joint public discussions of common problems, are its aims.

In Britain, a similar association is being formed under the leadership of Sir Hon. Clement Davies, leader of the Liberal Party.

The head of the French group is Jacques Bardeaux. Active in it is Sen. Edmond Michelet, former minister of war.

Two men who spoke at the Atlantic Congress in Memphis several years ago were among the leaders of this movement: Gen. Pierre Billotte in France and Allison M. M. in Canada.

**U. S. GROUP FORMING**

I learn that in our own country, the formation of a Congressional NATO Association is under way.

Einar Gerhardson, president of the Norwegian Parliament, has suggested that representative lawmakers of the various NATO countries meet in Paris this summer.

In the words of Winston Churchill, "Let it roll!"

At the end of the convivial song, "The more we get together, the happier we'll be."

## Relationships

**WE ARE** so used to contactless association in our modern life that almost seems the only way to behave. But there is not only psychological but moral danger in such a complete isolation. For the core of morality lies in the realness of our relationships and identifications, the quality, the tenderness and truth they hold. Miss Molly, the good teacher; Marty and John, the good friends; the good Little Grandma; Tim o'th' good stranger; Bill's good surgeon; there is no substitute for the good human being in human affairs. No good science, wealth, guns or authority can take the place of real relationships. We are learning this now—as parents and teachers and complete. The scientists are learning, too, that science becomes good only in service to humanity.

—Lillian Smith in "The Journey"

**Freedom And Art**

By WYLLA CATHY  
In "On Writing"

**T**HE REVOLT against individualism naturally calls artists severely to account, because the artist is of all men the most individual; those who were not have been long forgotten. The condition every art requires is, not so much freedom from restriction as freedom from adulteration and from the intrusion of foreign matter. Concentration and purpose which have nothing to do with spontaneous invention. The great body of Russian literature was written when the censorship was at its strictest. The art of Italy flowered when the painters were forbidden to paint religious and Gothic subjects. In the great age of Gothic architecture sculptors and stone-cutters told the same stories with infinite variety and fresh invention over and over, on the faces of all the cathedrals and churches of Europe. How many curiosity experiments in government, full revolutions and reforms, those buildings have looked down upon without losing a shad-

## Quote, Unquote

**A** soldier was being inducted into the Army and with his physical over, the sergeant asked, "Did you go to grammar school?"

"Yes, sir. I also went through high school, graduated cum laude and completed three years graduate studies and then received two more degrees."

The sergeant nodded, reached for a rubber stamp and slapped it on the questionnaire. It consisted of a single word, "Literature."

—Fort Myers (Fla.) News Press.

**Mother—**Are you the young man who jumped in the river and saved my son from drowning when he fell through the ice?

**Young man—**Yes, ma'am.

**Mother—**Where's his mittens?

—Greenville (Tenn.) Sun.

## People's Platform

### Milk Industry Not A Public Utility

**E**ditors, The News: Charlotte

**I**F we all hope that the House of Representatives will not adopt the inept overstatement of Sen. Ralph Scott that the milk industry in North Carolina is a public utility, if it were a public utility then the matter should be in the hands of the Civil Commission where rates are made hard and fast by that body.

It is not a public utility such as telephone and telegraph, electric power and public haulers, but merely one of the necessary commodities on every household's grocery list, then the legislature ought to let the law of supply and demand govern the matter of the price of milk.

If milk is a public utility then why not butter and eggs and that whipping cream that we all like but can't afford? The lovely wedge of cheese might also qualify, as well as all forms of canned and skimmed milk. And I almost forgot, good old buttermilk might well have both a floor and a ceiling and be rated likewise—as a public utility.

I have a feeling that the membership of our House of Representatives is not going to class milk as a public utility even though

### A Remembrance Of Things Past

**E**ditors, The News: Charlotte

**I** WOULD LIKE to know if I am the only one in the world who has the same one I knew in Germany in 1938. If he is the same one, we spent many happy hours discussing such subjects as the one he mentioned. Herr Fallersleben even then wanted to expurgate an unfortunate minority. Herr Hitler tried and was almost successful until the blood of young Americans intervened. The person he refers to as the "lady" wanted to have sex deviates excused. Herr Fallersleben said that this was considerably too easy on them. What would he do... eat them?

Mr. Fallersleben condemns modern liberalism on the grounds that liberals disagree with him, quotes some obscure lawyer of another country (whose name he fails to mention), brings in the old bromide about southern chivalry and extolls the myth about Hollywood stars being immoral.

I think I'm going to be sick.

—REINHOLD ERWACHENSTEHEN

### Underprivileged Boys Ask For Stamps

**E**ditors, The News: Phoenix, Ariz.

**I** HELP boys in their stamp-collecting hobby. Would it please you to let your readers know that I could use spare postage stamps. Many underprivileged boys have asked me for stamps.

**BROTHER CASSIN BRENNER**  
St. Mary's School  
Ch. N. 34 Street  
Phoenix, Arizona.

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

**W**ASHINGTON

Prime Minister Churchill has secretly requested the State Dept. not to publish its diplomatic correspondence regarding the Yalta Conference until 10 years have passed.

There will be a bad howl to Republican politicians who have had their tongues hanging out waiting for the secret release of the Yalta records. They could charge alleged Rooseveltian give-aways to the Kremlin.

**Necks Were Risked**

However, when Churchill's request was relayed to John Foster Dulles, his reaction was: Since Eden and Churchill risked their political necks for us on the Formosan crisis, we ought to adhere to Winston's wishes.

So the Yalta papers, though already in galley-proof form, will be suppressed. Churchill based his request on the fear publication would harm American-British relations.

This probably ends an attempt by GOP senators to pry the Yalta records

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## Winston Churchill Does GOP A Favor

**l**oose. Sens. Knowland of California and Bridges of New Hampshire had continued an appropriation of \$12,000 a year for four years to publish documents pertaining to both Yalta and U.S.-Chinese relations. Terrific pressure was applied to the State Dept. last October to get publication before the November elections, and Bill Reid, Republican Secretary of State, even went down to the State Dept. to prod historian Robinson McInwaine to no avail.

GOP senators don't know it yet, but how tough the Allies were on them at Versailles. The State Dept. accepted Churchill's wishes in 1943, but published the full conference record in 1945 when the tide of war shifted and the Allies were confident of winning.

**Dulles Vs. Chiang**

Here is the inside reason why Secretary of State Dulles suddenly went to Formosa for an unscheduled conference with Generalissimo Chiang Kai-shek. Dulles flew to Taipei after Chiang

virtually demanded that he show up to discuss something he said was extremely critical of the United States. He got there. Dulles found that Chiang was hoping mad because he thought Foreign Minister Anthony Eden had persuaded Dulles during the Bangkok conference to abandon any idea of defending Quemoy and Matsu.

Dulles assured Chiang the U. S. Seventh Fleet would defend both islands against Red China—if it looks as if an invasion is the prelude to an attack on Formosa. Chiang answered that he hoped this was the case. If not, he would have to order his own forces to attack the mainland, even if it meant eventual suicide for him and all his army.

Dulles wound up the conference by urging Chiang to keep calm and trust the United States not to desert him.

Note—There have been so many conflicting statements on Quemoy and Matsu that some people even inside the State Dept. don't know whether they're going to be defended.