



Is The Illegitimate Child To Blame?

Bill to deny public assistance to children born out of wedlock have revised and added through Raleigh's legislative channels for 18 years. For one reason or another, all have failed.
The latest effort—legislation designed to keep women having more than one illegitimate child from receiving welfare funds—got no farther than its predecessors. It was killed by the House Welfare Committee.

'Socialism' Steps On The Gas

SOMEONE is always rising to announce solemnly that America is the victim of 'creeping socialism.' But if we are to believe Economic Intelligence, a monthly bulletin of the Chamber of Commerce of the United States, socialism is no longer creeping. Alas, it is cruising along with the throttle wide open—all because 'highways are socialized.'

No shortages occur in free market products because we have the profit motive and the free pricing system in operation which insures adequate supplies. But the highways are socialized. And when a thing is socialized you seldom have the right quantity of anything.

In a nutshell, Economic Intelligence can see no solution to the highway problem so long as the United States has only public highways.
To build more you say 'It's impractical for private investors and businessmen to build privately-owned highways for mass use.' This however is negative thinking and old ingrained habits of thought (their emphasis) 'We offer, therefore, this challenge: Figure out new ways by which user-supported privately-owned highways can be constructed and maintained.'

Here is an excellent example of the classic battle between two words—"government ownership" and "free enterprise." Apparently, there is no middle ground no compromise in this war. Such a conflict can generate plenty of heat but very little light.
"The legitimate office of government," said Abraham Lincoln, "is to do for a

community of people whatever they need to have done, but cannot do for themselves.
The public highway system is a good example of this principle in action.
Private roads—including toll expressways—certainly can help relieve some of the congestion in U. S. highways. But they are not the answer to the nation's basic highway problem. The answer lies in an expanded program of construction of free highways.

Toll roads are often marvels of safety and time-saving for motorists but they can create all sorts of political and economic problems. In 20 states where toll projects are completed or authorized, the turnpikes are managed by authorities that aren't directly responsible to the voters or the legislators.
"The effect," said a highway expert in Business Week last year, "is to set up competing highway departments within states with the new agencies answerable to bondholders rather than to the public. We're going to have one big royal battle before this conflict is settled."

Attacks on public highways by laissez-faire classicists are unfair. They are a little like the demands of Marxian purists that Russian railways be torn up after the revolution as a vile bourgeois product, and replaced by good proletarian railroads.

Then there is the remark attributed to Arthur Summerfield, President Eisenhower's postmaster general. He is quoted as saying that Socialists and Communists are indistinguishable, and both are "inches responsible for the state of affairs we are in today."
Mr. Summerfield, although certainly no Communist, may not realize that he is presiding over what is perhaps the finest chunk of "socialism" in the nation—the U. S. postal service. Perhaps, Economic Intelligence would like to take on that dragon next.

North Carolina: Portrait In Names

UP IN THE country of the French U. Broad and the Beaucatcher, Editor Don Shoemaker contemplated the Seven Wonders of North Carolina. And he decided upon the Coliseum in Raleigh, the Blue Ridge Parkway, a textile mill, the Wright Memorial and a few others, and he was taken to task, gently, by an editor from the city of quiet restlessness, Greensboro who suggested the mention of Archibald Henderson and Harry Golden.
But we wonder if you can name buildings or roads or sites of people and tell the story of a great state by a series of words. Perhaps it can't be told without embellishment, without singling out build-

ings or people, without pointing to historical places, by merely scanning the unlikely road map.
Could North Carolina, then, be Chunky Gal Mountain or Caesars Head?
Could it be Cherokee or Saxapahaw?
Could it be Star or Samarcand in the Sandhills.
Could it be Eying Pan and Orocrake where feet are wet?
Could it be Chocowiny or Mochahe Island.
All of these could be North Carolina for here are the Goldens and the Heards and the courthouses and the mansions and the shanties, all tucked away from the eye of the editorial writer. . . all names that spell wonder.

But we are taking this limit added

This Key Element

Trade Is A Two Way Street

By CONGRESSIONAL QUARTERLY
WASHINGTON
Over all the commotion raised over the Reciprocal Trade Agreements Act, one of the basic issues involved remained obscure to most Americans.
Contrary to common assumption, it was not the trade agreements negotiated on a reciprocal basis with 33 other countries that were the main cause of controversy. Rather it was something called the General Agreement on Tariffs and Trade, known simply as GATT which was at the heart of the dispute.

COMPLEX QUESTIONS
The 34 countries adhering to GATT account for 80 per cent of world trade. The schedules of tariff concessions now covered by GATT involve more than 30,000 items of trade. GATT rules govern such complex questions as the use of internal taxes as a substitute for tariffs, quota restrictions on imports and exports, export subsidies and state trading.

INTERDEPENDENCE
Department of Commerce Trade Statistics point up the interdependence nature of U. S. trade. In 1954, for example, the U. S. imported almost \$3 billion worth of coffee, mostly from Latin America. At the same time, the U. S. exported almost \$1.5 billion worth of automobiles, parts and accessories.



"I'll be graduating in June with the highest honors in philosophy, literature, and the humanities, and I'll have a rough time getting a job because industry can't use me. . . ."

People's Platform
Mecklenburg Declaration Is No Myth

Edifies, The News.
TODAY, PERHAPS more than ever before, Americans are sorely in need of the perspective that only a broad knowledge of our history can provide. No nation can be patriotic in the best sense without a knowledge of the past. We cannot live in the past but we glory in our heritage and from that heritage we draw inspiration and faith, without which Republics die.

Two hundred and eighty years ago, on the date May 20, 1775, the Mecklenburg Declaration is commemorated in many ways: on our state flag, the date May 20, 1775, being inscribed there in 1861 by act of the legislature; it is taught

Table with columns for 'OUT' and 'IN', showing trade values for Automobiles, Coffee, Chemicals, Nonferrous Ores, Raw Cotton, and Paper Products.

remained fairly steady in 1952, 1953 and 1954. But there was a great deal of fluctuation in the composition of U. S. trade. Increases in certain imports contributed to rising domestic opposition to the Reciprocal Trade Agreements Act.

The Unification Of Germany: A Long Diplomatic Process

By WALTER LIPPMANN
ALTHOUGH THE Western Allies, including Western Germany, are committed to negotiation with Moscow, it is, I believe, true to say that they have not yet worked out an agreement on reaching agreement in London, Paris and Washington.
The three will and will not agree to what they meet Mr. Molotov. The shape of the problem has not changed radically. Henceforth, and increasingly, the question is how the Western allies are able to protect their vital European interests as the Germans and the Soviet Union assume the initiative in the negotiation of an eventual peace treaty.

SOVIET OBJECTIVE
This is the developing situation, and in preparing for the coming agreement with the Russians we have to bear it in mind. If the Westerners do not convince the Germans that they are able to negotiate in serious negotiations pointing toward German unification, the next phase will be some effort to protect their vital European interests as the Germans and the Soviet Union assume the initiative in the negotiation of an eventual peace treaty.

IT TAKES YEARS
In the light of all this it would be wise, I think, if we established a general idea that the reunification of Germany is a long and arduous process. It is not something that can be achieved now by four-power agreement even if everyone were more or less disposed to agree. The solution of the German problem is by its very nature a process, requiring almost certainly some years to mature. It is not something that can be agreed to and can be completed in one diplomatic session.

White House Worries
Present Far East policies cut two ways and could alienate two important political segments of the nation.
First, there's the very large segment of Americans who are already involved in war over Quemoy-Matsu. Second, there's the right-wing China lobby segment of the Republican Party represented by Sen. Knowland of California and Bridges of New Hampshire.

Ike May Name George To Dulles Job

political future is not, of course, uppermost in White House minds as a reason for making him secretary of state.