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The Case For Limited Access Roads

STRIPPED of its subtlety, the state's hymn of praise to limited access highways is a cry for help. The fact that North Carolina has no law specifically covering control of access is accurately described as the state's poorest kept secret.

It is the greatest single engineering improvement in highway planning and design of the last 35 years. The controlled or limited access highway is the highway of the future.

Despite the extravagance of Mr. Graham's language, the soundness of his thesis cannot be disputed. Limited access highways are highly desirable.

If North Carolina waits too long to provide specific, well-defined limited access authority it may have to suffer the anguish of lazy sister states which have been harshly and bitterly awakened to the inadequacy of their road-building laws.

A few years ago North Dakota discovered that officials weren't even sure they could lend a truck to help a local government build a road or stop a farmer from planting corn along the highway right of way.

In Oklahoma, when the state built a new stretch of highway to eliminate a bad curve, a farmer promptly plowed up a stretch lying next to his land.

Progress comes largely from learning to fit the law to the needs rather than the needs to the law.

That goes for limited access highways, too—highways where side entrances and



Sign of the Times
Exits are limited to predetermined safe points.

The principal features of North Carolina's limited access program: Few intersections at grade parallel frontage roads (service roads) for local and low-speed traffic, and improved sight distances.

The four-lane divided highway with limited access is 34 per cent safer than the same highway without control of access.

This record is possible because limited access routes keep uncontrolled roadside development from strangling highway routes and protect the motorist from the hazard of unexpected traffic darting out in front of him from side roads.

Whatever legislative action is needed to nail down the limited access concept specifically and clearly should be provided without the slightest hesitation on the part of future lawmakers.

Soviet Union Seizes Initiative In Strategic Thinking

By WALTER LIPPMAN

RETURNING to Washington after two weeks in London and Paris, I cannot help feeling that we may be missing one of the main points of the Soviet decision to demobilize about a million men.

This is not, I believe, the way the Soviet announcement will be read in Western Europe. The question there is normally likely to be this: If the Soviet Union demobilizes something like a quarter of its men under arms and still be as powerful as ever, how many men could be demobilized—or, in the case of the Germans, not conscripted—without making Western Europe less secure.

The more it is proved by Mr. Dulles that the Russians have lost nothing by economizing military manpower, the more impressive will be the example they have set.

Demos Ready To Commit Hari-Kari On Civil Rights

By DORIS FLEESON

THE STRUGGLE for Washington began over civil rights legislation, the issue most deeply steeped in the politics of this presidential year.

It is the issue most divisive of Democratic unity. At the same time, it holds for Republicans an enormous vote potential in the pivotal states.

Hand-to-hand
The other part is the politics of the struggle. With few exceptions, the Senate will be mostly concerned with the second part and it is there the real hand-to-hand fighting will take place.

Home stretch
What they hope to do, and probably are doing, is to postpone the battle until after the rest of the legislative program has been handled.

A Vanishing Race
The future of the other, would quite properly dedicate themselves wholly to his welfare, serving special food and building special accommodations.

The Future Of Reading
ONE college president has remarked that in fifty years "only 5 per cent of the people will be reading."

Beltless
NO ONE has ever been able to give us an exact definition of the Bible Belt. No one, that is, until we opened Cousins and Strangers, a book of commentaries on America by Commonwealth Fund fellows from Britain.

Drew Pearson's Merry-Go-Round
THE most famous economist in Congress is John Taber, Republican, of Auburn, N. Y.

Taber one who believes, however, that economy should not bind at home. He is now chair on the government payroll at \$39 a month and his brother Silas at \$379 a month.

Personal Patronage
Today Taber is no longer chairman. But he is still a force for a neat piece of personal patronage. Francis Mentillo gets a salary of \$4,707 from the House Appropriations Committee for which committee he is supposed to work.

British Frogman
Information leaking out of London is that the British frogman was sent to examine the hull of the Russian vessel in Portsmouth Harbor to see if the vessel might be equipped with an atomic torpedo.

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Thanks to Churchill's genius the West was ahead of the Soviets in realizing the political consequences of the second military revolution; that of the hydrogen bomb.

The question is whether in the revolution of military technology amidst which we are living, the Soviet Union is seizing the initiative in the strategic thinking about that revolution.

The Soviets saw this and very promptly made their own encouragement of neutrality. This piece of military realism, on their part has increased enormously their political influence in Asia.

People's Platform
The local 'Aida' performance in the Platform, seems to me that the Metropolitan Opera could shame us into revising our standards, if they were to stage this opera here.

Met Is Overrated
Frankly, I don't. I don't know that any Met performance would be worth it. Maybe Atlantas do, and I hear they make a big old 'social' affair of it.

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'Couldn't You Distribute It A Little Better?'



HERB BLOCK
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The Met Is Overrated

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But don't catch me suggesting Rock Hill's Mr. Memphis should be a little more emotionally starved. Doesn't the Winthrop College Auditorium in your fair metropolis have over 3,500 seats?

Now here's a project for you friends. Just arrange to have the Met appear there. My calculator says the ante would average only \$5 or so. See? We'd all save money.

Would a \$7 (or more) ticket to a Met production of 'Aida' in Charlotte show you much of anything more for your money, Mr. Memphis? Very chancy.

As for me, I'll stick with our local, home-grown, outfit! The fact is they've come along, I don't feel this same gamble that they'll give us an even finer set of productions next season. But don't forget about the project, please, Mr. Memphis. The Met, in Rock Hill, will tickle prices averaging five bucks. Fans for the Met in this area will remember you forever. How about it?

—S. ECHINO

You could argue the local opera association people want too much when they put a \$250 tab on their single admissions. I figure they could have filled Owen Auditorium at 'Aida' time if this price had been lower. Maybe \$1.99 would be a good bargain?

But an "inadequate group" Mr. Memphis? If you've seen any number of Met productions, and are using them as a yardstick, you're sure forgetting about the performances you went to that weren't first-class.

Mr. Memphis, come again. With the opera association could repeat "Aida" just for your benefit since these work seems to have slipped by your notice (or first time).

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The 'Zealot' And The 'Slicker' Retire

THE two men who contributed most to creative and newspaper writing in recent North Carolina history retired in June, leaving a void the University of North Carolina will find difficult to fill.

After he never only knows how many years of turning out reporters and journalists, O. J. (Skipper) Coffin and Phillips Russell are calling it a day as zealot and slicker, respectively, of the University's Journalism Dept.

A simple and happy formula prevailed in Eynum Hall until the recent trend toward over-academizing journalism facilities crept onto the UNC scene. Skipper would fire up his students to the point where they itched to go out and expose everything not in sight.

While concentrating on polish, Mr. Russell did not forget his training as a working newspaperman. When writing news of fiction, he favors the direct approach. "If you're writing a story about a bear," he tells his class, "bring on the bear!"

They predominate today in North Carolina's ivory towers, newsrooms, radio, TV, advertising, public relations, and a goodly number are running the small weeklies so vital in community life. Of those who sought and made the big-time, choleric columnist Robert Ruark was one of Skipper's boys. So was E. C. Daniel Jr., who recently ran a Monacan prince a fast race for most-publicized bridegroom honors. The suave Daniel, we suspect, felt the Russell influence strongly, although he could hold his own in the day-to-day rough and

From The Sanford Herald

THE DAMYANKEE

IN A LITTLE exploration of the word "Yankee," the CHICAGO TRIBUNE notes that the designation is given all Americans by persons in other lands; that to a southerner a northerner is a Yankee; that northerners say Yankees are from New England states; that people in New England say it is the Vermonters who are Yankees; and that Vermonters reply a Yankee is just someone who eats pie for breakfast.

The TRIBUNE fails (perhaps out of sensitiveness) to examine the damyankee, a word formerly heard often in these parts. What is a Damyankee? You may have your own definition. We have ours. To us a Damyankee is a motorist with license plate of Pennsylvania or New York or Connecticut or

New Hampshire or any other northern state, but probably New Jersey, streaking up or down U. S. Highway 1 at 80 miles an hour, contemptuous of all the land separating home and Florida, and prepared to denounce as a racketeer the highway patrolman who may arrest him and save his neck.

And, oh yes. He wears his shirttail outside his pants.

Some old-timers are retired because they cannot learn the new techniques—such as loafing.—MEMPHIS PRESS-SCIMITAR.

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