

# The Selma Times-Journal

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F. T. RAIFORD, Editor and Publisher, 1914-1957

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## Why Are They Not Caged?

Suma Hall, three-year-old girl of Knoxville, Tennessee, is near death in a hospital as the result of a savage beating by an intruder who climbed through her bedroom window.

Although her brother Eugene, 4, also was sleeping in the same room and not molested, Suma suffered severe facial bruises, a broken jaw, brain concussion and neck injuries, facts that police believe that a degenerate is responsible. In consequence, a roundup of "known sex offenders" was ordered in an effort to find the child attacker.

What the Times-Journal, and a great many other observers, cannot understand is, why are such sex offenders allowed to roam at large until a new and horrible crime has been committed?

Why are they not caged like the dangerous animals they are?

As long as "known sex offenders" are permitted to stalk among defenseless human, especially children, the people of this nation will stand indicted as accessories to criminal outrages.

That may sound unpleasant to do-gooders and misguided sociologists, but truth often is the most unpleasant factor to consider.

## Decision For Negroes

Probably the best-known Negro members of the United States Congress are Rep. Clayton Powell, Harlem preacher, and Rep. George Dawson, of Chicago. Both are Democrats, but they differ widely in their views on racial problems.

Rep. Powell, who drank whiskey with Governor James E. Folsom in the state mansion of Alabama, is sponsor of an amendment which would prohibit Federal aid to education unless accompanied by detailed plans on segregation practices.

Rep. Dawson, who consorts with members of his own race and never has made a nuisance of himself in Washington despite effective efforts in behalf of Negroes, opposes this amendment. Rep. Dawson holds that racial emergency needs supersede any race issues which might be involved.

In view of this direct conflict of policy, it will be interesting to note how the rank and file of Negro citizenship responds to these divergent appeals.

## Road Program Benefits Many

The American people have two great reasons to rejoice that the 33-billion-dollar highway bill is about to hit the President's desk.

1. We will have the makings of a real highway network adequate to our national needs for the first time since we moved onto our high but incredibly crowded state of interstate living.
2. We will be embarking upon one of the most ambitious public construction programs in U. S. history.

The core of this huge project is the building of a 41,000-mile web of interstate superhighways. Over the next 10 years the federal government will allocate \$3 billion dollars among the states to pay 90 per cent of the cost of this work.

In addition, billions more will be spent by both the United States and the 48 states in a stepped-up "regular" highway program, that is, the building and maintenance of primary and secondary roads which criss-cross the map and carry the heavy flow of traffic to every corner.

Together these expanded programs will inject new vigor into the national economy. Some states are already advanced in their planning for this work, and its impact on business levels could be felt soon.

With the economy in a somewhat uncertain state although on a great high plateau, the highway program "shot in the arm" could be an important stabilizing factor. Indeed, it bids fair to outdo any public works project conceived in even the worst of times.

On top of this obvious booster effect, the program will be of major benefit to business in this way: By providing a vast net of roads between the chief centers of the country, it will encourage the faster, smoother flow of trucks and buses and private vehicles in profit-making travel.

It is as if a person of large body had been struggling along for years with a blood vessel system too small to sustain him properly, and then suddenly found himself equipped with arteries big enough to do the job. That's what a great super-highway system can do for America.

Of course, fine roadways are not just an economic (and defense) asset. They are invitations to pleasure, to the fun of getting out and seeing the richly varied landscape.

Americans are most active travelers in the world, but a lot of their "motion" in recent years has had the speed of molasses in winter. They will welcome a great step forward that promises them perhaps the most painless gadding about the country will have enjoyed since the "quiet" days before World War II.

## War's Costly Hangover

To look at the estimated eventual costs of proposed veterans' benefits is to wonder what the country would use for money if it had to fight another war before the year 2000. The veterans' pension existing house action would cost an estimated \$165 billion by the year 2000. This would come on top of existing veterans' benefits which are expected to cost about \$10 billion by the same year.

Together these veterans' cost estimates run to about \$8 billion more than the treasury spent between 1941 and 1945 when it was fighting this country's share of World War II. Of course such estimates reflect the government's maximum liability and therefore are subject to challenge. Veterans' spokesmen say the pension cost estimate is exaggerated because some of the prospective beneficiaries wouldn't exercise their pension rights.

But it's equally apparent that the country won't get another war at the price it paid for World War II. Moreover its veterans' costs are only part of the multiplying commitments that will run to staggering proportions eventually under statutes already on the books.

—The Daily Oklahoman.

## Newsprint Mill Is Welcome

The newspapers of the Southeast welcome the announcement that a new \$23,000,000 newsprint mill will be in operation in Florida by 1958. The plant, to be built by the Hudson Pulp and Paper Corp., will close the gap between the large amount of newsprint consumed in the South and the smaller amount which is produced. More than 1,500,000 tons are used annually in this section, and less than a million are produced.

The mill will also help ease the headaches of newspaper publishers everywhere who have been harassed in recent years by a nationwide shortage of paper.

The newsprint business has been an expanding industry in the South in recent years. The Hudson mill will be the fifth plant to be erected in this section, and will play a valuable role in strengthening the economy of the region. There is a very real place for newsprint manufacturers in the South, and the Hudson company will find a large array of newspapers ready to do business with it.—The Atlanta Journal.

"Does your kid know his ABC's?"

No, he thinks it's a television channel.—Tula Topics.

Wife: "Our dog has more friends than I have."  
Husband: "That's because he wags his tail instead of his tongue."  
—Lore Star Scanner.

A friend recalls a husband-and-wife duel in which the husband, about to lose the temple, warned, "Careful, you'll bring out the beast in me."  
—Go ahead, sneered the wife. "Who's afraid of mice?" —The Kalamazoo.

## Second Guesser

By JOHN WHEELER  
North American Newspaper Alliance

Bruce Barton told this story:

At a University down South, there was a star football player who was the prospect and success of the team depended, as well as the stable reputation of the college. He could do everything—run, block, kick and pass. He was the kind of man coaches dream about, but he was an intellectual giant. To be available, he had to pass an examination. The coach, whose job was at stake, went to the dean.

"Can't you give this kid a break?"

"Tell you what I'll do," he answered, "if he can pass with a fifty per cent average, he's okay."

"Thanks," said the coach as he walked away, relieved.

As soon as the papers were marked, the coach rushed to the dean's office.

"How did he make out?" he demanded.

"His average was all right, in fact he had ninety per cent, but he couldn't play because he was caught cheating."

"But you told me you would pass him with an average of fifty per cent. What do you mean he cheated?"

"You see," went on the dean, "he put his hand on the smartest boy in the class, and there were ten questions. He answered the first nine correctly, in almost the same words as the man in front of him. I'll admit the tenth was a stinker, and I stuck it in deliberately, not figuring anybody would know the answer."

"The bright young man wrote on his paper,

"I don't know the answer to this one."

"Your football star put down,

"I don't know the answer to it, either."

## Cobb Story

Reminds me of what Irvin Cobb

once said about an author who was

imitating King Lear:

"Don't you think he is a good

writer?" somebody asked him.

"I am not sure about him being a

good writer," replied Cobb, "but

he is a damn close reader."

Senator Allen Barkley had a reputation of being one of the great

wisdom and phrase makers in Washington. He died dramatically having

just uttered a phrase which he had

repeated. Very few of the opposite

party enter his portals. However,

when Mr. Barkley was Vice President

of the United States, he was invited

to speak there. He arose, smiled

before starting his talk and then

he began:

"Yellow democrats—I am glad

to be here."

He got a big laugh and a round

of applause.

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## Roberts Committee Factor

## Congress Demand Seen For Safer Automobiles

WASHINGTON (NANA)—The redesigning of automobiles to make them safer can be expected in the next year or two. And, if the manufacturers do not do this voluntarily—as some have started to do on a modest scale—then the Congress backed by the American Medical Association and other groups will require it by law.

This course seen plainly indicated by early experience of the House Subcommittee on Traffic Safety, which is preparing to launch a nationwide investigation.

Chairman Kenneth Roberts (D., Ala.) has reason to believe the American Medical Association will back federal safety standards of the industry itself, does not move faster on its own. The Alabama has been advised by Dr. Fletcher Woodward of Charlottesville, Va., Chairman of the AMA's Committee on medical aspects of auto crash injuries and deaths, that AMA is so concerned that it is preparing to take steps toward proposing some remedial action.

Research Proposed

Dr. Woodward's committee has recommended to the AMA Board of Trustees that a research foundation be created to study the how, where and why of traffic accidents with the specific aim of seeking ways to cut down on the appalling human toll.

Noting that there seems little hope of substantial improvement in the human factors that contribute to accidents, Dr. Woodward's group has initiated some safety studies. And Woodward would like the hope that competition between manufacturers would spur greatly the installation of more built-in safety equipment in standard cars. But he added that this is not done, that a "federal agency will be sought" to set up minimum safety requirements.

Chairman Roberts also has been encouraged by Dr. George O'Connell, County Health Officer in Calhoun County, Ala. Dr. O'Connell says that traffic accidents which in 1952 took 38,000 lives in the U. S. while only 22,000 in 1951, were killed in accidents in the Korean War. He proposed more uniform and severe enforcement of traffic laws.

Tested For Freedom

These suggestions and others will be taken up by Roberts' Subcommittee of the House Interstate and Commerce Committee in a series of public hearings starting in July.

"We plan to hold at least one hearing in Washington before Congress adjourns," said Roberts. The object is to cover briefly the main factors that will be investigated in the study of the country later. Our schedule is not yet arranged, but we expect to hold public hearings in a number of large cities. We want to cover different sections of the country, too, and I'm fairly certain that anything that is held in Alabama, Indiana, Texas, Ohio and Maryland."

Roberts said the subcommittee has agreed to look into the human factor, possible new legislation, vehicle design, highways and law enforcement.

Other members of the subcommittee are Reps. Walter Rogers (D., Tex.), Samuel N. Friedman (D., Md.), John V. Benson (D., Ind.), and Paul F. Schenck (R., Ohio).

Reward In Heaven

LANSHING, Mich. (AP)—Honesty pays but much more year-after-year than it does in the mortal world, Sharon Miller found out. She found an envelope in the street containing \$4,000 in cash and checks belonging to a machine tool firm, Sharon returned it. Her reward: a company pension and \$175.

Dribble confectioner's sugar kitching over hot doughnuts for a pretty game. Make sure the doughnuts are hot.

Miss Is Effective

ST. LOUIS (AP)—When a man brought into Mrs. William Harrison's kitchen, she grabbed her husband's 22-caliber rifle and fired one. She went wild but the man fled. She didn't know that for a while, Mrs. Harrison faint as she pulled the trigger.

No Wampum?

PIERRE, S. D. (AP)—Burglars are hitting the wampum in South Dakota. A bunch broke into the Buffalo Gap bar and stole three tomahawks with beaded handles.

The Cheerful Cherid

We look ahead with eager eyes to joys we hope to have some day. Little contents, pleasant, little things, like a new dress, a new car, a new house, a new job, a new life.

Give them a Faith to live by

When you worship with the children every week, they are you... the biggest, smartest, most important people in their world, asking God for help, thanking Him for blessings.

Soon it becomes clear... here they can always find the strength they need, always find the happiness they want to have.

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## Never had it So Good



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## Letter Box

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