THE CHARLOTTE NEWS

THOMAS L. ROBINSON ..... Publisher
J. E. DOWD ..... General Manager
R. S. GRIFFITH ..... Executive Editor
C. A. McKNIGHT ..... Editor

FRIDAY, DECEMBER 30, 1949

SLUMS AND SLUM DWELLERS

IT IS the custom in some quarters these days to speak condescendingly and disparagingly of low income tenants in some such fashion as this:

"What's the use? If you take some of these people out of the slums and put them in the best house in Charlotte, they'd have it looking like a slum in a few weeks, too."

Undoubtedly there is a measure of truth in that assertion. There are certainly people in slums (and in better residential sections for that matter) who are careless about their homes, their belongings, and their personal appearance.

But anyone who will trudge through the back yards and the dark alleyways of Charlotte's famed Brooklyn, for example, will soon find out that many of the shotgun houses are spick and span on the inside, even though they may be dingy on the outside.

Some of the attempts to make the living quarters more livable are pathetic. Here and there a bright splash of cheap wall paper, or a vari-colored sofa, or a small Christmas tree trimmed just like any other Christmas tree. You get a glimpse through a window here, or a door there, or, if you ask, you may be invited in to look through the whole house.

You find dirty houses, and dirty people, of course. And in the creeks which rush along under the shacks on stilts, you find old cans and bottles and other refuse. And you know that, despite the installation of toilets, not all of which remain in good working order very long, much filth finds its way into larger creeks which run slowly through other parts of the city, close by big fine hospitals and big fine residences.

But the thing that amazes you most is that Brooklyn's record of crime is not greater than it is. The houses are packed tightly together, their thin walls releasing the smallest sounds from within and passing those from without. People get in each other's way. There is no privacy in the accepted sense of the word. That so many human beings can live in such close quarters without more flaring tempers and flashing knives is abundant proof that many of them are good people, even if they are poor.

And then, when you stand on a rise in the street and look over to the City Hall and Courthouse on one side and Independence Boulevard on the other side, you can see the whole area cleared of its shanties, the people moved elsewhere, and in their place public buildings and commercial establishments and broad open streets with plots of grass and shrubbery dotted here and there. And you wonder if the vision will ever come to pass.

No one knows just how many human beings are living in Brooklyn and in the other blighted areas of the city. No one knows how many of them are there by choice and how many by necessity. But you suspect very strongly that there are many who could make their lives a good deal richer for themselves and more productive for others if they could be helped across that first barrier of poor housing.

PROBLEMS OF SECURITY

FINANCIER Bernard M. Baruch went straight to the heart of the old-age security problem when he scored the trend toward private pensions and urged instead an increase in old-age insurance payments and an end to inflationary policies.

Mr. Baruch pointed out the short-comings of private pension plans:

1. They make it hard for workers to change jobs, because the workers lose their pension equity.

2. They encourage retirement at too early an age in a nation where the health and productivity of our older people are steadily improving.

3. They discourage the hiring of middle-aged and old men who would be entitled to pensions before their contributions amounted to very much.

4. Private pensions are mainly for those working groups strong enough to force them upon employers. Costs of the programs are reflected in prices, and the net result is that the weak pay higher prices in order that the strong might enjoy pensions.

There are other things about the private pension movement which are disturbing economists.

1. Payment of pensions depends upon the continued solvency of the business or industry. If it should fail, or if it should go out of existence for any other reason, the workers would lose their pensions.

2. The total volume of money contributed to private pension plans is already estimated at $2.5 billion annually, as much as the Government will collect under Social Security next year. This money tends to go into absolutely safe investments rather than being turned loose into consuming channels. Eventually the sum held in private trusts may become so large as to be unmanageable from the standpoint of the national economy.

3. Pension contributions by industry are tax exempt. If the trend continues, the Government may lose billions in taxes.

It is generally agreed that the only really workable method of financing a satisfactory nationwide program of old-age security is from the current earnings of employed persons. Such a "pay-as-you-go" plan for private pensions is hardly satisfactory, if the dismal history of the United Mine Workers' welfare fund is any yardstick.

Yet it is feasible through the national Social Security program. In preferring an increase in old-age insurance payments and a broader coverage of wage-earners, Mr. Baruch is in agreement with leaders of both major political parties. A bill to accomplish those two objectives has passed the House of Representatives, and is slated to be adopted by the Senate next year.

It may well be that the Social Security program will have to be increased still further. Exhaustive studies of the whole security problem have been conducted by various Congressional committees for 1950, and an answer may be forthcoming from them.

Meanwhile, we should never forget that it is utterly impossible to build a lasting structure of old-age security as long as the Government encourages, or permits, inflation. The decreasing value of the dollar has left millions of aged Americans without the financial security they had planned for and saved for. It is cruel indeed to permit inflation to wreck the plans of a life-time.

CHURCHILL HONORED

AT LEAST one magazine *(Time)* has dubbed Winston Churchill, sometimes painter and one-time Prime Minister of Great Britain, "The Man of the Half-Century".

If not Churchill, who? Roosevelt has his partisans. Perhaps Gandhi, whose passive resistance program involved millions of citizens. Or Hitler or Stalin; the most powerful and influential man of the half-century need not be the most benevolent. Some might name Albert Einstein, since he is probably the single man most closely identified with the scientific movement that led to the harnessing of atomic energy.

The more cautious among us might insist that no one man merits the title, that only a triumvirate of Churchill, Roosevelt and Stalin deserves the honor.

Nevertheless, Churchill is as fit to wear the mythical crown as any other single leader.

Churchill the politician may not find universal favor in this nation, but Churchill the personality — moon-faced and loose-jowled . . . I look like every baby and every baby looks like me.)— comes close to receiving, in an alien land, the same sort of intense devotion that many lavished on (and accord the memory of) Franklin D. Roosevelt.

During the bitter days of the war, this nation along with his native England took sustenance from the eloquent words of encouragement that came from Winston Churchill. We, too, profited from his air of confidence balanced with awareness. We, too, recognized the certain prophecy of his famous "V" gesture.

We, too, knew the background of the fat little man with the big cigar: war correspondent, member of Parliament, journalist, holder of high posts in the Conservative government of England. In these varied fields, Churchill, like all men, made mistakes—but he made fewer than most.

Churchill's achievements have been many and though he was specifically the spirit and heart of England during the war, he was in a sense the spirit and heart of free people everywhere. In his determination to remain a free man himself and to protect freedom for the people of his land, he succeeded as much as any other man in protecting freedom for us all.

From The Hickory Record

TRUMAN'S WINNING SMILE

RECENTLY Dr. George Gallup announced the results of his poll in which he asked the question, "What man, living today in any part of the world, that you have heard or read about do you admire the most?"

Lo! Harry Truman's name led all the rest, just as it had done in the Gallup poll conducted about the same time in 1948—after Harry's surprise victory.

One may not like all of the President's policies, but all must admire the smiling confidence with which he approaches his many problems. The Truman smile has become just as traditional as Teddy's monocle, FDR's long cigarette holder, Churchill's cigar, or Coolidge's reticence. The Record believes that Harry's smile is largely responsible for his continued popularity.

'It's A Little Out Of My Line, But He's A Darn Good Man'

Merger Recommendation One More Step Toward Monopoly

By MARQUIS CHILDS

WASHINGTON

THE STOCK-TAKING indulged in at this time of year is apt to be cynical and even edged with disillusion. But there is at least one citizen in these United States who has every reason to be heartily grateful for a wee of a Christmas.

That is Juan T. Trippe, president of Pan American Airways. Three days before Christmas the Civil Aeronautics Board released its report by Examiner Thomas L. Wrenn recommending the merger of Pan-Am and American Overseas Airlines. This is a big and important step toward the goal that Trippe's lifelong ambition—a single American airline operating in the foreign field and that airline naturally will be Pan-Am.

As so often with our giving and receiving, this latest example seems to follow the Scriptural knowledge that "to him who hath shall be given." Through his extraordinary organizing capacity, his zeal and his ambition, Trippe has built an empire of phenomenal power. It has been called a state within a state and the road ahead seems to have been cleared for an even greater measure of sovereignty.

True, the CAB can reverse the findings of its examiner. If the board also rules for the merger, which was engineered by Trippe, then under the law President Truman must make the final ruling and he can reverse the board. But in view of the examiner's report and the light of persistent rumors that the way has long been prepared by pressure, persuasion and pelf, this seems unlikely.

At the end of lengthy public hearings into the merger, Public Counsel James L. Highsaw Jr., and William F. Kennedy filed a brief saying it would almost certainly result in a monopoly. And that monopoly airline, according to the brief, would have greater powers than the United States Government.

PRESSURE INCREASE

Should the merger go through, one competing line would be left on the North Atlantic run. This would be Trans-World Airline. But TWA has protested that it probably could not withstand the kind of competition Pan-Am united with American could bring to bear.

Furthermore, TWA has just filed a brief charging that Pan-Am is putting over a "hoax" in order to cut in on TWA's most lucrative field of operation. That rests on TWA's exclusive right to enter Rome. Now with the Holy Year coming up and thousands of American pilgrims flying to Rome, the CAB has granted Pan-Am the right to operate "charter flights," which, according to TWA's brief, will be the equivalent of regular operation.

To the average American this may seem the kind of struggle for private power that has characterized the rise of the giant corporation and, then face, it is no business of his. But in some respects it is literally his business. Subsidies provided by the taxpayer have contributed a great deal to the development of the private airlines.

But in another, and perhaps even more important, respect it is the business of the average citizen. This is because this development of civil aviation is directly related to military security.

A group of former air transport officers of the Navy and the Air Force, with some support on Capitol Hill, are proposing that we come to be known as the air merchant marine bill. Under it the Navy would financially aid the manufacture of transport planes—particularly cargo planes — which would be leased to the airlines for operation. In this way the air-carrying capacity of the nation would be greatly augmented so that an emergency like the Berlin blockade or war itself would not find the armed forces desperately short of cargo planes.

But the Air Transport Association and the big lines oppose this proposal, a confidential document being circulated through the industry quotes Robert Ramspeck, executive vice president of the Air Transport Association, as warning that the air merchant marine bill would bring the airlines "closer and closer to Government ownership as time passed."

If the danger of Government ownership lurks in this bill, there is a far greater danger of nationalization in the trend toward monopoly. It would be so easy for Government to take over a single airline operating with supra-government power in the foreign field. That is one reason monopoly seems to me a mistake.

Nationalization of a service used by the traveling public tends to bring lowered standards and a general bureaucratic indifference. But so also does private monopoly when it is unchallenged by competition.

People's Platform

Sen. Graham's 12-Point Program

GREENSBORO

Editors, THE NEWS:

ON Dec. 13, 1949, Sen. Frank P. Graham addressed the Young Democrats of Union County at Monroe, N. C. I have been deeply impressed by this statesmanlike address, for the program he outlined in very clear and simple language reflects the position he has supported to my own knowledge for more than fifteen years.

He said that the heavy responsibilities of the national debt and the "cold war" carried by the people of the United States in their leadership of the free people of the earth against the menace of totalitarian dictatorship emphasized the imperative need for:

(1) The reorganization of the government for economy and efficiency in line with the recommendations of the Hoover Commission;

(2) the conservation of our soils, forests, minerals and water power as permanent sources of national well being;

(3) Federal aid to the states without Federal control for more equal educational opportunity for all the children.

(4) The elimination of monopoly power of any individual or group over the basic resources, the production or market of the nation in order to make free and open a resurgence of productive enterprise for the prosperity and well being of the people;

(5) The promotion of agriculture and industry for a balanced and wholesome economy with agricultural parity and industrial equality of collective bargaining between responsible labor and management as two of the foundations of an equitable society and as American strongholds of freedom against any threat of totalitarian tyranny;

(6) Reasonable and decent minimum wages to increase purchasing power and general prosperity to widen the base of social well being and thus lift the level of human liberty;

(7) The promotion of rural electrification and telephones through corporate and co-operative enterprise on a self-liquidating basis.

(8) The preservation and advancement of freedom and equal opportunity for all people as the best answer to the threats of both Fascist and Communist dictatorship through the continuous elimination of religious discrimination and racial injustice by steps which do not set back interracial co-operation and the autonomy of sound progress in all our states; by increasing local and Federal co-operation:

(a) For the elimination of the poll tax.

(b) For the prevention of the few remaining lynchings by mobs in the South and assassinations by gangs in the North, and

(c) For gradually advancing the free principles of fair employment through voluntaryism in private employment to be achieved by education and religion without Federal sanctions or any arbitrary compulsions beyond acceptance in the minds and hearts of the people of a region;

(9) Local-state-Federal co-operation through private and public agencies for providing more hospital beds, doctors, nurses and medical technicians; promotion of voluntary medical insurance; and a survey by top-flight experts, including eminently representative members of the medical profession, of the hospital-medical care programs in the several states and the other nations as prerequisite for the consideration of any long range program to meet the health needs of the American people;

(10) The national science foundation to keep America on the farthest frontiers of research, knowledge, technology and security;

(11) Aid to the free peoples of Europe and Asia for self-support as a source of the recovery of the world and the advance of the freedom of mankind;

(12) American leadership in the United Nations for the international control and inspection of atomic power without the veto; the restriction of the veto in other vital matters; strengthening the world court and the general assembly; and an international police to prevent aggression and preserve the peace.

Senator Graham's realistic position with regard to civil rights, as described in Point 8 above, is very well reflected and amplified in the report of the President's Committee on Civil Rights, published in 1947. Senator Graham, then president of the University of North Carolina, was a member of the President's committee, and the following is an excerpt which appears at Page 166-167 of the report:

"A minority (including Senator Graham) of the Committee favors the elimination of segregation as an ultimate goal but . . . opposes the imposition of a Federal sanction. It believes that Federal aid to states for education, health, research and other public benefits should be granted provided that the states do not discriminate in the distribution of the funds. It dissents, however, from the majority's recommendation that the abolition of segregation be made a requirement, until the people of the states involved have themselves abolished the provisions in their state constitutions and laws which now require segregation. Some members are against the non-segregation requirement in educational grants on the ground that it represents Federal control over education. They feel, moreover, that the best way to ultimately end segregation is to raise the educational level of the people in the states affected; and to inculcate both the teachings of religion regarding human brotherhood and the ideals of our democracy regarding freedom and equality as a more solid basis for genuine and lasting acceptance by the people of the states."

I believe that Senator Graham's twelve-point program as summarized above is supported by the overwhelming majority of all the people of both races in North Carolina.

—HARRY GANDERSON.

Quote, Unquote

Poems Revealing An Item That More Often Than Not Affects One's Appetite:

People who brood
Don't relish their food.
—Alabama (Ga.) Journal.

The fact is, we wouldn't like Tito very much, either, if it weren't for the fact that Stalin dislikes him. —Wichita Falls (Tex.) Times.

There is a long lapse between two periods of perfect bliss—honeymoon and having grandchildren. — Elizabethtown (Ky.) News.

An Expert Says Hawaiian Fantods Are The Worst Yet

By ROBERT C. RUARK

KONA, HAWAII

IN YEARS PAST it has been our custom to treat briefly with the hangover problem, which is a malady that is endemic in the Mistletoe or God-Rest-Ye-Merry season. It may be only imagination on my part, but it seems to me there are more hangovers around today than there used to be.

This may be attributable to the increasing fondness for double shots of neat booze on the rocks, the dry Gibson, which is an oxymoron immersed in clear gin, or the habit of clearing the head in the morning with a Bloody Mary, or vodka-cum-tomato juice.

The imminence of atomic destruction is used by some as an excuse for the ante-meridian flutters, but is scorned as a sign of feeble excuse for compulsive guzzling by the more valiant toasts. Certainly the hangover has increased among members of the Republican Party in the past twelve months, for natural and forgivable reasons, and is still rising in incidence among the rich, who see no surcease from taxes.

As the hangover mounts in frequency, it also richens in variation. We have discussed, previously, the common species of morning malaise, including the skull-splitter accompanied by delusions of mice in bed; the languid Sunday kind which packs a mental clarity of a superhuman octanage; the inability-to-let-anything-go type in which one transfers handkerchiefs, cigarette packages, key rings and papers helplessly from one fist to the other, and of course the tinkling chimes of far distant elfin bells.

The suicidal hangover is still with us, too — that being the one induced by mixing drinks in the mistaken idea that alcohol is only alcohol and does not become more vehement by cross-breeding.

It seems to me that the guilt-complex hangover is still climbing steadily, or at least I am meeting more people with sheepish expressions and an air of general benevolence about them, than may or may not have committed in a moment of exuberance the night before.

Hangovers vary according to locale. A contemporary has cited a Pullman berth as the worst possible place to suffer from the screaming fantods. I will say that the airplane hangover, has it whipped. You are strapped in your chair, shriek scream and get sick in your vicinity. You can't get off, nor are you allowed by the hostess, to leaven the pain with a short helping of doghair. Your stomach squirms, because the pilot always waits until he has a hangover victim aboard before he searches out the rough air.

A London hangover is a frightful thing, when all the world is gray and still and the fog mingles with the dirt-filled air, and the pubs are closed.

But I do believe that a Hawaiian hangover has London licked. The islands are full of sites, sights and sounds that are ordinarily wonderful to the senses. But after a bout involving okolehau, scotch, rum and assorted fruit juices, they become repulsive.

The poison green of the shrubbery and the Mohican blue of the sky and sea smite the eyeballs painfully. The sun shimmers on the sands with black specks appear before the eyes. The mynah birds scream and squawk like tortured sinners.

The victim is surrounded by myriad athletes being sunburned and vociferously healthy, a horrid contrast to his condition. His head pounds to ukulele rhythm, his stomach does a slow version of the hula, and songs race in and out of the brain until reason reels.

You understand of course that this is nonsubject, but is the result of an amazing amount of reportorial research in my constant search for truth, Aloha oe. Which means I wish I was dead.

Drew Pearson's Merry-Go-Round

Acheson And Johnson Doing Top Jobs

WASHINGTON

HERE is the inside story on reports of friction between two of the most potent Truman Cabinet members — Secretary of State Dean Acheson and Secretary of Defense Louis Johnson.

Actually there have been differences of opinion between them on three important policies, but both men are now leaning forward to get along with each other. The three policies are:

1) Sending a steel mill to Yugoslavia, which Johnson opposed but Acheson favored;

2) Occupying Formosa with U. S. troops, which Johnson favored but Acheson opposed;

3) General American policy in the Far East, where Johnson believes the United States should have vigorously supported Chiang Kai-shek.

Acheson has particularly resented Johnson's barging into the Far Eastern situation; and the belief has been expressed around the State Dept. that Johnson's interferences could not be entirely divorced from his law firm which once represented the brothers-in-law of Chiang Kai-Shek and the Soong dynasty.

Argument Over Airplanes

ONE small part of the Johnson-Acheson irritation came when the Secretary of Defense balked at giving the Secretary of State a special White House plane to fly to the Big Three foreign ministers conference last November.

Acheson wanted the "Dew-Drop", the de luxe liner which the Air Force had built for "President" Dewey. But Johnson refused on the ground that the President's special plane, the "Independence", was en route to Iran to bring back the Shah, and that Mr. Truman wanted the "Dew-Drop" kept in the United States in case of emergency.

Johnson offered his Cabinet colleague the President's onetime plane, the "Sacred Cow", but the Sacred Cow does not make as much speed as the Independence or the Dew-Drop. So, without arguing any further with the Secretary of Defense, the Secretary of State quietly rented a special plane from American Airlines.

This cost the taxpayer around $12,000 and was the first time a Cabinet member has rented a special plane, since Air Force planes are available at considerably less cost.

Winchell Starts Something

SHORTLY after Acheson returned from Europe, Walter Winchell broadcast an item that Washington in 1950 would not be big enough for both Acheson and Johnson.

Acheson didn't know anything about the broadcast—until 9 A. M. next day, when he got a phone call from Johnson asking if he could come over to see him right away.

Acheson agreed; and Johnson, arriving a few minutes later, asked:

"Did you hear what Walter Winchell said last night?"

Acheson hadn't, but thought it was interesting that the Secretary of Defense should go to so much trouble to say that he had nothing to do with inspiring the broadcast.

As a matter of fact, if either of the two departed, it will probably be Johnson—not because he isn't doing a good job; he is. But he has occasionally stepped on Truman's toes.

Johnson's Double Job

JOHNSON is doing one of the most difficult jobs ever tackled by any administration—pruning the military budget and at the same time pulling across unification. Crack Army-Navy heads together is difficult enough and contributed to the death of his predecessor. But simultaneously cutting the budget is bound to make any Cabinet Secretary of Defense unpopular inside the Government.

However, Johnson, in his zeal to get things done, doesn't always clear his appointments with either the Democratic National Committee or the White House secretariat. On major appointments, he clears with the President himself, but he goes over the heads of the men around Truman to do this, and they don't like it.

Result has been a steady trickle of well-placed anti-Johnson venom in the President's ear. This, plus perhaps the fact that Truman may regard Johnson as a rival in the dynamic Secretary of Defense, explains why he dropped the remark to intimates that someday he's going to "get rid of that so-and-so."

Truman, however, has been known to fly off the handle and then forget about it.

Meanwhile, Johnson is doing one of the best jobs in the Cabinet, and would not be easy to replace. So also is Acheson. And as of the present time they seem to have climbed out of each other's hair and put aside their differences.

Mail Bag

CORRECTION: A recent column may have been unfair to Stephen Downey of Sacramento in linking him with his brother, Sen. Sheridan Downey of California. The fact is that Stephen Downey is an able liberal, and, unlike his Senatorial brother, fights for his convictions. Just received from Sidney Hyman, Washington, D. C., a letter which reads: "I've just read your column about funds for the kids of Europe, including the German children. I have no love for their parents. Some of them wiped out every member of my own family in Europe; others among them were on the other side of the line when I was at the Kasserine Pass, at Cassino and Anzio. But I agree wholeheartedly with the thesis you advance in your column and am grateful that something remains of your backsliding Quaker conscience so that you still can advance such a thesis. Since I have no children of my own, and thus will have no opportunity to salvage toys from any after-Christmas shambles, I am enclosing this check to buy new ones. Would you be so good as to attach any name to the gift you think wise. You might simply say, America."