

THE CHARLOTTE NEWS

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GO FORWARD... BUT WHERE?

While there are those who talk about dangerous spending, I think the time has come to give some thought to dangerous withholding.

—Governor W. Kerr Scott

WITH those words, North Carolina's chief executive announced the people of the state to go to Raleigh and show their support of his school proposal and other phases of his Go Forward program. They came, nearly 5,000 of them, a stirring demonstration of public interest in an exceedingly important public issue.

They were well armed with facts and figures and they used them effectively in showing the urgent need for better schools. But it remained for that grand old man of education, Dr. J. J. Joyner, to bring the statistics to life. In a wavering voice, hardly above a whisper, he told the audience that he favored the recommendations of the State Education Commission.

I favor them because they will increase and improve the educational facilities for development of the greatest resources of the State to the children.

I favor them because they will, if adopted, increase the inadequate salaries of the teachers and thereby secure better teaching.

Finally, I favor them because I love North Carolina.

DR. JOYNER'S sentiments are shared by most North Carolinians who, like Governor Scott, want to see their state Go Forward.

They want better schools. They want better roads. They want better institutions of care for the poor. They want better and more productive farms, bigger industries. They want to see the state's per capita wealth move up to that of the grand old man of North Carolina can attain a higher standard of living. They, too, along with Dr. Joyner, love North Carolina.

The fact that some of them are not willing to go all the way with Governor Scott does not reflect any disagreement with his fundamental objectives; nor does it indicate a preference for what the Governor calls "dangerous withholding."

Rather, the reluctance is an expression of concern over the sky-rocking costs of all government, local, state, and national, and (3) a feeling that the Go Forward program has not been charged with sufficient care for detail.

WHERE it possible for the taxpayers of North Carolina to consider the Go Forward program by itself, they would doubtless be leaning ardently and anxiously upon it. But, as it is, they are not satisfied with the exact detail.

But that is not possible. They are alarmed, and justly so, by the tremendous cost of operating the Federal Government which today is (1) paying for two World Wars, (2) preparing for a new war, (3) rehabilitating of the whole world, and (4) planning vast new social measures in addition to (5) maintaining its regular functions in all of their confusing complexity. They see U. S. Government costs

mounting billion by billion, and they know they have to pay their share. They also are distressingly aware of the huge deficiency in local facilities and services—streets, school buildings, water lines, sewer systems, parks and playgrounds, fire-fighting equipment—which accumulates during the war years and which are demanding countless millions of dollars. They know they have to pay their share of their local government, too.

Thus, when they look at their state, they see a complex of three miasma-brooding governmental establishments, competing for their hard-earned dollars, demanding of their resources, loading them down with a burden which they are unable to carry with difficulty now, and not at all in the event of a major recession.

It is not "dangerous withholding." It is merely the understandable desire of all men to have enough to pay their way in this competitive world.

BUT even when they agree in theory to go forward, they want to know where they are going. And they don't have it yet.

The \$200,000,000 road program was pulled out of a hat. No one has defined how far State responsibility for roads should go, that our local school systems are or how much we can afford to pay on them.

The School Foundation Plan, meritorious in theory, has school experts baffled. It was born just a few months ago, but already its ratios for distributing funds have been computed three different times in three different ways, while the total amount of money has jumped from \$83,000,000 to \$104,000,000 and then back to \$93,000,000, not stopping long enough any one place for local school officials, not to mention ordinary citizens, to find out just how it would work.

North Carolinians want some kind of overall plan which will answer their many questions, something like the proposed commission to streamline the State Government and define its sphere in respect to local government. They would like to see a commission to cover roads in schools and health and all of the many activities of the State Government, just as the Hoover Commission has surveyed the Federal Government, not only are they not satisfied with government by demonstration, knowing full well that a stable gathering of supporters can be rallied to the Raleigh Municipal Auditorium in behalf of virtually any major cause.

HOW the people of North Carolina just where they ought to go and how fast they should travel to get there, and they will set out.

Convince them that the road before them is the right one, and they will dig deep to pay for it.

They are not, as Governor Scott said of a certain kind of opposition every action they think might result in heavier taxation.

They want to Go Forward... but where?

TRAIN OF TOMORROW

WHERE it not for the competition from the airplane, John L. Lewis, and the sleek, air-conditioned express buses, the railroads of the U. S. would probably be building away this year of 1949 of old-style coal-burner steam trains with all the creaking and clanking and juddering and smoke and soot and noise.

It is one of the finest examples of engineering genius this nation's private industry has ever produced. And it offers the comforting reminder that the American industry is able to meet any challenge, from within or without, from an increasingly complex modern civilization.

The Train of Tomorrow is here today. Let us hope that it will not be long before we have the opportunity of riding their way through the Piedmont, bringing new glamour to what has always been one of our most exciting ways to travel.

RE-EXAMINATION OF DRIVERS

THE right thing when it killed a messenger who would have permitted present owners of driving licenses to get their licenses renewed without re-examination.

Passage of this bill would completely destroyed the State's traffic safety program, already materially weakened by the abolition of motor vehicle inspection.

Opponents of the inspection law are arguing that mechanical flaws are responsible for a major proportion of auto accidents, and that the fault generally rests with the drivers.

But so soon as the vehicle inspection program was killed, some of its enemies turned right around and tried to kill the only protection we have against physically or mentally unqualified drivers.

tors simply to show what can be done to achieve beauty, efficiency, and comfort. Its novelties are numberless; its luxury of the shrewdest quality. And yet its seating capacity is such that it could be operated profitably over long hauls at fares not much higher than those prevailing today.

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RE-EXAMINATION OF DRIVERS

THE objective of the State's traffic safety program is simply to reduce the terrible toll of death, injury and property destruction on our streets and highways. Instead of eliminating outright the various methods adopted to achieve that objective, the General Assembly should be concentrating on ways to improve their effectiveness.

It looks to us that it is a good time to sell cows and take half of the money and build pastures and fences and keep the other half of the money to buy the same cows back twice months from now. — Morgan County (Ga.) News.

Farmer with buckets of eggs were making the rounds Saturday trying to sell their "hen fruit" at 50 cents per dozen. Strange to relate many people only enjoy eggs when they are sky high. Some even tell us they taste better at the higher prices. — Sandersville (Ga.) Progress.

'But They're So Efficient'



Roscoe Drummond

Democratic Honeycomb Over?

(Reprinted from The Christian Science Monitor)

ONLY the most extreme partisans can derive any satisfaction from the legislative statement in which the 81st Congress has so quickly become engulfed.

Quite apart from President Truman's own political dilemma, it is no credit to the democratic process that the White House and its recently elected majorities in House and Senate should find themselves separated by a single piece of legislation has been enacted.

Yet this—though it may later be repudiated—has happened. Mr. Truman's half-joking, half-serious threat in his Jackson-Jefferson Day dinner speech that he might soon stamp the country to build a fire under Congress was a frank recognition that the Administration has lost control of its own Congress before it has begun to exercise its democratic program.

When the President complains that his program is being currently stymied by "boffin interests," that he is not credit to the democratic process that the White House and its recently elected majorities in House and Senate should find themselves separated by a single piece of legislation has been enacted.

MR. TRUMAN'S present position is not Republican but Democratic opposition to the legislative program. In the judgment of a number of Democratic Congressmen, much of the responsibility rests with Mr. Truman himself.

There is no doubt that Mr. Truman personally is deciding the strategy of the Administration for the 81st. When Mr. Truman called on his Labor Dept. to issue a bill to carry out this commitment, he was asked what would be the shape and timetable of early legislative matters he has had in mind.

TAFT-HARTLEY: The Democratic platform was specific and concrete. It was vague and general in saying what it would put in its place. Without adequate funding of the white millers' machine, the majority in Congress, Mr. Truman offered Congress that his gift was nothing.

MINIMUM WAGE: The Democratic platform supported an increase in the minimum wage to 75 cents. It was a simple, straightforward, clear-cut proposal. But when Mr. Truman called on his Labor Dept. to issue a bill to carry out this commitment, he was asked what would be the shape and timetable of early legislative matters he has had in mind.

WHOLESALE: The Senate Republicans were pledged to take up a bill to control the filibuster on the first day of the new Congress. The Democrats knew that the House would have little chance of enacting much of its civil rights commitments of their 1948 platform. The Democrats could have used fruitfully the last two months of Congress during which no controversial legislation has been on the floor to debate, without delaying other measures, and possible to decide the filibuster issue. Now the anti-filibuster filibuster

is grimly at hand when all the advantages are with the filibusters.

Quote, Unquote

BOLD NEW WHOOPLA: If you don't work or don't care to work, just get on the relief register and you will get all you need for free. Remember those big barns and crates of eggs and every other thing which came into relief centers in the early Roosevelt years. It was nothing to what Mr. Truman is cooking up.

BRISTOL: An up-state reader writes to say that he would like to hear some old-fashioned fire-and-brimstone sermons; that the preachers of today do not make much impression on people who come to church. To best sermons of that sort nowadays it will be necessary to get out in the remote rural districts where old-fashioned fire-and-brimstone sermons are loved, their liquor and their politics absolutely straight and unadulterated. — Daily News.

Tuesday morning coat speculators included a stable number of ladies wearing hats and two ministers.—Granada County (Miss.) Weekly.

Drew Pearson's Merry-Go-Round

IT'S been squeezed off the front pages by other news, but certain things have been transpiring in Germany that may some day affect Europe.

The German people, from which sprang two world wars, is gradually easing back into the control of some of the big German cities who built up Hitler's war machine.

U. S. Steel in Ruhr: These men justify the judgment that they have behind to govern the Ruhr on the ground that a committee of allied steel moguls will supervise the Ruhr. The American members are William J. Brinkert, Werner P. Brown, Royce W. Latta, and J. P. Elliot. All of them are U. S. Steel Corp. together with Frederick M. Dillies of Inland Steel.

Marquis Childs Air Defense Forward

THE sun has burned a hole in the sky. It is a brilliant morning and the sky is a brilliant blue. The sun is shining brightly and the sky is a brilliant blue. The sun is shining brightly and the sky is a brilliant blue.

But, and this is perhaps the most important thing, the sun is shining brightly and the sky is a brilliant blue. The sun is shining brightly and the sky is a brilliant blue.

In other words, according to the Air Force, the sun is shining brightly and the sky is a brilliant blue. The sun is shining brightly and the sky is a brilliant blue.

The Air Force planners say by operating in the Arctic region, the Air Force can avoid the Arctic region, the Air Force can avoid the Arctic region.

Now said the new step-up demonstrated to be practical. The Air Force can avoid the Arctic region, the Air Force can avoid the Arctic region.

That is the matter-of-fact statement of Gen. Curtis LeMay, Commander of the Strategic Air Force. Once Lady Luck had been extended well beyond Moscow.

DeWitt MacKenzie Attitude Confirmed

THE confirmed WASHINGTON American Communist leaders to the Moscow axis doesn't alter, but it does confirm the attitude towards the U. S. Government.

They own allegiance first to Russia, then to the Communist Party, and then to the Moscow axis. They own allegiance first to Russia, then to the Communist Party, and then to the Moscow axis.

Their declaration therefore shows daring and vast determination. They own allegiance first to Russia, then to the Communist Party, and then to the Moscow axis.

It is a case where the Communist Party of the United States is not only a party but a party. They own allegiance first to Russia, then to the Communist Party, and then to the Moscow axis.

What started this avalanche of pledges to Moscow? There are various reasons. They own allegiance first to Russia, then to the Communist Party, and then to the Moscow axis.

I. To strike, first in the chance of the West. They own allegiance first to Russia, then to the Communist Party, and then to the Moscow axis.

What can wait? (Releash News & Observer) Prospects for new members of the Communist Party of the United States which could not become effective under the Constitution.

THE chief go-between for both the British and the Americans was Ben Elliott, who now sits on the Board of Governors for the Ruhr.

During the days when that deal was organized—1948-49—Hitler had already marched into Czechoslovakia and Poland. Ben Elliott was the man who was constantly warning of war, and this columnist had categorically predicted it.

Fareed Justice Department

DESPITE this, the biggest leaders of American steel worked out the deal. They own allegiance first to Russia, then to the Communist Party, and then to the Moscow axis.

Today, therefore, control of Ruhr steel, the key to war in Europe, will be in the hands of the British and the Americans. They own allegiance first to Russia, then to the Communist Party, and then to the Moscow axis.

Capital Chaff

THE Hungarian Government is going after other religious groups. They own allegiance first to Russia, then to the Communist Party, and then to the Moscow axis.

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Secret Steel Deal

ALL this remained secret until the U. S. Army got into the Ruhr. They own allegiance first to Russia, then to the Communist Party, and then to the Moscow axis.