

# Editorials

## The Message Of Nov. 5

The election has come and gone but the message of Nov. 5 lingers on. For many candidates on Nov. 5, black voters made the difference between winning and losing the election. If black voters voted Republican instead of Democrat, the election result would have been a different picture.

Two weeks before the election, we predicted that black turnout would be 33 percent and white turnout 43 percent. The black vote is no longer a thing to be taken for granted. Nor will the practice of talking to a few so-called black leaders bring out the vote. Black vote, like white vote must be sought after and the voter must be told why he should vote for this candidate as opposed to the other candidate.

We may recount, for the sake of record, some of the things black voters said during the election. They noted that some candidates avoided the black sections of town as if being seen here will cost them some vote. They said that some candidates misjudged them by talking about block vote. They said that many politicians only come out at election time. They said that they did not have enough information on some candidates to know whether to vote for one candidate or the other.

Perhaps some office seekers will note these feelings by many black voters and do something about them. Blacks, like whites, are now more sophisticated in their voting habit and to use the method of appealing to black voters that was ten years outdated today is totally to miss the point.

Because of increased efficiency in communication, how a candidate voted on a bill, how many blacks are employed in a candidate's office, what an elected official said or did not say on certain issue, reach the voters in a matter of split second. Many voters take note of such records and express their view on the candidate during election. How else can democracy work to bring about accountability?

### Integration In N.C. Higher Education Still In Theory

Black A&T State University in Greensboro has been denied the chance to have a Veterinary School on that black University campus. The planning and budget committees of the University of North Carolina Board of Governors recommended instead to have the Vet. School built at white North Carolina State University in Raleigh.

The choice of Raleigh as the site for the Vet. School came as a shock to many black and to some whites who have looked upon the siting of the new School as a big test for integration programs in N.C. Higher Education system.

Can it be argued again that integration is working in N.C. Higher Education when the only change the board of Governors has to prove that integration is a reality in N.C. Higher Education System was not utilized last Friday? Locating the Vet. School in Raleigh is still a recommendation and the full board still has a chance to locate the school in Greensboro. Perhaps this is a remote possibility. Yet the full board still has a chance to redeem its pledge that integration is a fact of N.C. Higher Education.

As programs increase the number of blacks on traditionally white campuses, it is hoped that the board of Governors will also see fit to institute programs on traditionally black Universities that will increase the number of whites on black University campuses.

Blacks must not only be told that integration is for everyone's benefit. We must also be shown. Today, a black student who wishes to get a Ph.D. in black studies must go to a white University to get it since no black University in the State has a Ph.D program.

THE WINSTON-SALEM CHRONICLE is published every Thursday by the Winston-Salem Chronicle Publishing Co., Inc. 2208 N. Patterson Ave. Mailing address: P.O. Box 3154, Winston-Salem, N.C. 27102 Phone: 722-8624

Individual copies 20 cents  
Subscription: \$10.40 per year payable in advance (N.C. sales tax included)

Editor-in-chief.....Ernest H. Pitt  
Society editor.....Linda Murrell  
Business editor.....Charles T. Byrd Jr.  
Publisher.....Ndubisi Egemonye  
Administrative assistant...Gloria J. Jones

Opinions expressed by columnist in this newspaper do not necessarily represent the policy of this newspaper.



"THESE FOOD PRICES ARE KILLING ME!"

## To Be Equal

by Vernon E. Jordan, Jr.

Pushed by the energy crisis, high gas prices, and gasoline shortages, many people in 1974 left their cars at home and rode buses and trains instead.

Enough of them did this to change the overall transportation picture somewhat -- an almost eight percent increase in riders on mass transit lines during the course of the year. Not only that, but the numbers using mass transit facilities actually increased from month to month during the year.

Since the big energy crunch came last winter, this means many people forced to use public transport decided it was cheaper and as convenient as driving their own cars to work and stayed with their new-found bus or train.

The extraordinary part of the slow shift to public transport is that it has taken place in cities outside what is considered the natural environment for mass transit -- the northeast. The American Public Transit Association reports ridership up 18 percent in San Diego, 23 percent in Jacksonville, Fla., and 62 percent in Tucson.

All this doesn't mean a mass abandonment of the automobile, but it does mean that the prospects for public transportation are not as grim as they had appeared. The bloom has come off the road-building boom and the

federal emphasis on highways should be changed to aiding and expanding the public transportation network.

There are signs that a public once opposed to federal mass transit aid has shifted its attitudes. The steady increase in ridership is one such indication.

Another is the results of a New York State poll showing massive public support for mass transit aid, and nearly half of upstate replies favored aid to public transportation over more highway building, although that area has always been highway-oriented.

A third sign is the very real boom in subway construction and expansion of bus lines going on around the country. At least seventeen major cities are currently building or planning new rail transport systems.

There are important reasons why the federal government should recognize that its roadbuilding program has reached the point where it is no longer feasible and that it should shift the energy and resources that went into highway construction into construction and operating support for mass transit systems.

Such a shift would fit in with the national goal of reducing gasoline usage and reducing dependency on oil imports. It would also help cut down on

pollution and improve the environment. More efficient use of energy resources and cleaner air are hallmarks of public transportation systems.

The national economy needs the jobs created by transit construction. This is one area that can be of help to minority construction businesses, since their capabilities are most suited to the kinds of smaller construction projects typical of transit facilities.

The slack in auto sales can be made up by sales of buses and railway cars. Better public transport will mean many people now jobless can consider job openings previously closed to them.

The case for operating subsidies too, is important. Fares can't pay the whole cost of operating mass transit systems. Only subsidies can keep fares low enough to attract the maximum numbers of riders and provide for fully efficient use of facilities. Such subsidies should be seen as investments since they enable proper maintenance of a system and pay off in expanded economic activity in the areas served.

Federal aid to public transportation systems has picked up much support in Washington and an Administration publicly committed to saving gas ought to take the lead in ushering in a new era of support for mass transit.