

South Carolina Censors More Backward Than Ever

The South Carolina General Assembly recently passed a resolution requesting the State Library Board to take out of circulation books which are "antagonistic and inimical to the traditions of South Carolina."

This resolution, although wrapped and padded in the ponderous phrases of legislation, is obviously aimed at books which portray favorably or advocate any mixing of the Negro and white races on a desegregated basis.

The danger to which this action points is not that the South Carolina Legislature is fighting the Supreme Court decision. That fact has been well illustrated by other actions of the body. The danger represented by this resolution is that, in order to fight the court's decision, the South Carolina Legislature seems to have no qualms about denying the belief on which all democracy is founded.

Without the belief that each person will reject the good and reject the bad through his own judgment, a democratic form of government would be an untenable idea.

South Carolina is not the first state to attempt censorship. Gov. Eugene Talmadge of Georgia in 1911 ordered that all books which reflected unfavorably on the South, the Bible or Georgia be removed from the libraries of Georgia colleges and schools.

No group has the right to decide what others shall read. Facts and situations do not disappear because the printed records of them are removed from libraries or burned.

The censorship of the individual conscience is the only rightful one which should operate. The South Carolina Legislature should be mindful of this fact.

The people of South Carolina and every other state should remember that group censorship gains power most easily when the individual conscience ceases to be alert to such action as the resolution of that state's legislature.

What Do 'Most' Want?

Two sides of one of the hottest stories of the century:

From the Patriots of North Carolina Inc. this week came a plea for membership. The Patriots' letter said:

"Our Negro citizens, as a whole, have been satisfied until stirred by outside agitators... We are convinced that 95 percent of the white people and a majority of the colored people believe that it is for the best interest of both races to maintain segregated schools."

On the other side of the fence is an article in the latest issue of The Reporter. Written by Negro William Demby, the article says:

"What Southern white people have been slow to understand is that the agitation for desegregation does not come from the North at all; it comes from the Negro middleclass minority in their own back yards."

"How can a Negro doctor with an income of more than \$500 a week continue to accept the humiliations of everyday life that

make a mockery of the status he has managed to acquire? He owns a ranch-style home and a Cadillac, yet his treatment in his own community doesn't differ substantially from that of the poorest sharecropper."

As for the claim that the majority of Negroes believes in continued segregation, writer Demby says, "... when white opponents of desegregation claim that 'most Negroes' have no desire to attend integrated schools, that they just aren't interested in desegregation, they are not far from the truth—if they are referring to Negro sharecroppers who inhabit the ghostly stretches of pine woods and bed-ragged gotten patches."

On the first argument, that of "outside agitators," both sides are correct to some degree. The National Assn. for the Advancement of Colored People behaved badly in the Autherine Lucy case and in several cases before.

But most of the Negroes' steps toward integration in the schools, as reporter Demby says, have been made by those "in their own back yards." In many cases, the NAACP has been asked to help—it has not initiated the cases.

As for the second argument, the Patriots are wrong and they know it. Southerners would be kidding themselves if they believed the Negro wants to continue his separate-and-equal-but-unequal existence

Just Call Central & Get A Date

Western Michigan College students recently found a solution to the perennial weekend dating problem which might be successfully applied on the Carolina campus.

Their problem concerned coeds who went home on weekends because they didn't have dates. The complaint about dating most often heard on the UNC campus, on the other hand, is the lack of coeds available for dates.

One Western Michigan men's dormitory, deciding something should be done about the weekly coed exodus, offered to arrange dates for any coed who would call the dorm during the weekend. They made the offer in the student newspaper, and immediately the phone began ringing.

Ninety-five dates were arranged by the men's dormitory for dateless coeds, out of a total of 147 calls. The demand was so great that the dormitory was forced to call on other men's dorms for help.

Perhaps an obliging women's dormitory on the UNC campus could start something like this to help those Carolina males who so frequently voice a complaint about the lack of dates. Certainly there are coeds here who don't date every night in the weekend.

ARE MERCHANTS' FINGERS IN THE PIE?

Is There Really A Car Problem?

John C. Brooks

(Student Brooks, a freshman from Greenville, has a lot to say about the student automobile problem. Written in the form of a letter to the editor, his remarks are presented here. The students have until May 1 to offer the Board of Trustees an answer to the problem.)

Since the election is over and there is no possibility of destroying any political issues, I think that it is time to ask some deep questions. The following ideas are only food for thought and have not been investigated to much extent.

Is there actually a car problem in Chapel Hill? Have the students been deceived? Are the merchants backing the restricting of students' cars?

I ask these questions because I am not convinced that there exists a car problem in Chapel Hill sufficient to necessitate the solutions that have thus far been presented to the students.

As far as the debate between the students and trustees concerning the current problem is concerned, the trustees have won the first round.

I say this because the students have conceded the first half of the debate by admitting the need.

Personally, I have not yet been convinced that the need exists. Having observed car problems in other towns throughout the state during the past several months, I have concluded that the Chapel Hill problem is by far the smallest problem of such nature.

It is true that there are more cars per capita in Chapel Hill than most other towns; however, it is also true that there are many more of these cars unused in town per capita than in most other towns. By observing the congestion uptown, I concluded that for a one-street, two-block shopping center, there is no unusual parking problem that parking meters have not solved, but which would be solved by the prohibition of any student cars.

Merchants? Believing the above to be true, I have searched for another factor in the so-called "parking problem." Perhaps the truth is as follows:

The Chapel Hill merchants are today finding that the stores in Durham and Raleigh are practically like next-door neighbors, whose prices must be reckoned with. They find that students are more and more taking their trade to shopping areas where prices are fair.

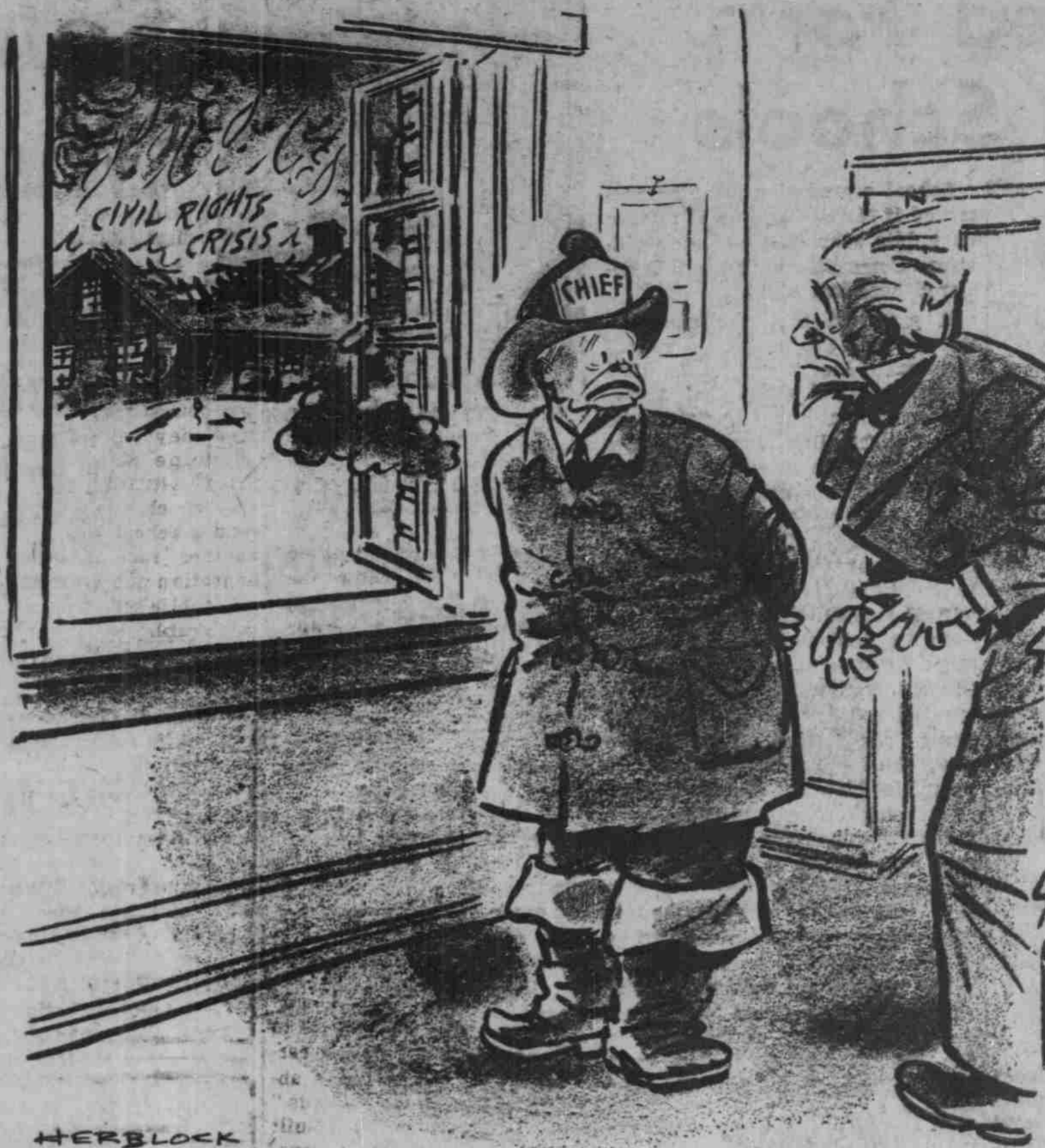
Should the cars of students be restricted, then the Chapel Hill monopoly would again be restored, since more students would have to shop on the Hill.

Should the cars of students not be restricted, then the local merchants would have to compete with the neighboring shopping centers as they would with their next door neighbor.

Of course, lower and fairer prices in Chapel Hill would be a shame and unthinkable. But do the merchants have enough influence on the trustees to persuade them to look out for their

interested minority? Since it has been done before, let's turn this one over in our minds. Before we find too good a solution, let's find a real problem for it to solve.

Tsk, Tsk — Somebody Should Do Something About That'



EASTER CORSAGES DON'T GROW ON TREES:

Why Do Flowers Cost So Much?

Woody Sears

(Writer Sears, who came here last year from N. C. State College in Raleigh, got concerned about the Easter corsage he bought for his girl. So he found out. How? He spent the holidays working for a florist in Raleigh.)

At this time of year, much thought is given to the beauty of nature, and particularly to her floral manifestations.

If everyone reacts to the price of flowers as I do, perhaps some consideration should be given to what goes into corsages to make them so expensive.

In a \$5 rose corsage there will usually be 10 roses, which gives us a cost break-down of 50 cents per rose. This sounds frighteningly expensive, but let's see what we get for our money.

Logically, the first step in the creation of a rose corsage would be growing the rose.

Commercial flowers are grown in greenhouses where nature is not directly depended upon to furnish the heat and water necessary for growth and development of plants. Assuming that it takes

a year to grow the bush which furnishes the rose, we have a time span of a year which has elapsed before the rose ever gets to the corsage state.

During this period someone has had to maintain a constant temperature and moisture in the greenhouse, which calls for the consumption of many gallons of water and a fantastic amount of coal.

Let's not forget also the time and labor that goes into the plants and the expense of that labor.

Once the rose blooms and is ready for cutting, it must then be cut, packed and shipped from the greenhouse to the florist's shop. During the time between the cutting and the compounding into corsages, the roses must be kept under refrigeration to keep the buds from opening and falling apart.

Now that the 50 cent rose has reached the florist's shop, it has incurred a cost of approximately 25 cents.

The next step between the bush and bosom involves the labor of an employee of the shop. First, the stem is stripped of thorns and foliage and cut at a point

just below the bud. Then a strand of wire is inserted into the epicalyx, or green part of the bud, and twisted to form an artificial stem. Green plastic tape is then wrapped around the base of the bud and twisted down to cover the wire. Then a cluster of similarly prepared roses is put together and taped into place.

Coming into the final stretch, the employee bends the stems into the desired shape, attaches a bow of silk ribbon to the aggregate stem, and places the work of art in a cellophane bag. The bag is placed in a box and put on display.

This has brought the cost of our 50-cent rose to somewhere between 35 and 40 cents, leaving a "profit" margin of twenty to 30 per cent, out of which rent, utilities, advertising and other incidental costs must be paid.

So now in the final analysis we see that the cost of our 50-cent rose to the florist might be as high as 45 cents, leaving him a whole nickel to himself, if he is lucky.

And after all, even a florist has a right to make a nickel here and there.

Carolina Caroleidoscope

Frank Crowther

The new bill passed by the student body calling for relaxed restrictions on absentee class, states that the present system is amenable to both students and instructors. The bill is reasonable. Legislators could be waiting for water by tampering with this regulation.

At the end of last semester, there were actually being dropped because of over-enrollment in one or more subjects.

True, this was just in General College, but for absences in other colleges and universities, strewn through many file cabinets.

It seems logical, however, that if the bill were to prevail, we could find some of the seniors in the same mess. We would be responsible and trustworthy. But would the bill be more conducive to over-cutting?

The unlimited cut system is successful because the students are in strict competition a certain point in their training, everyone is required to take a comprehensive test which rates one-third of them from school, and who they are or who they know.

Our system is not in this competitive system we are obligated to safeguard the welfare of the student individual student.

What is wrong with the present system as far as we can see. After demonstrating or she is a competent and proficient student reaching the Dean's list, the student is given unlimited cuts if they do not exceed 20% of the classes.

Those who are not on the same level need the supplementary classroom instruction why give them the right to miss class and see fit? Also, the largest part of the cost depends on its parents financially, and we doubt that the mothers and fathers would support the proposed system.

To tell the truth, we don't think the Council will, either.

The Playmaker's Forest Theater was again Wednesday night for the tryouts of the play "A Midsummer Night's Dream" watching them watching the struggle taking place on stage (and having our own warfare with the mosquitoes), another Playmaker, Andy who had certainly hit the big time in New York.

We had an opportunity to talk with Andy in the wonderful town during Easter vacation. He squelched rumors that he was leaving "The Sergeants" this June to make the move. There has been much speculation as to whether or not he would ever know it in the theater.

The laughter didn't subside until they were in the street, on their way home. The Playmaker who will leave his Tar Heel Broadway.

One Way...

Barry Winston

This one's about cars. So all you who don't care very much one way or the other about cars can turn to the ads. Ditto for those whose job it is to peddle the gleaming chromium, known as the "American Car" general public.

The other day, just for kicks, I tried out the '56 models of what I shall refer to as the "V-8"—this, to avoid any unpleasantness, representatives of the actual firm. I have to say they might not like what I'm going to say about their product, assuming they read this. I have a hoot what I say about anything. That is, assuming they can read. I have my doubts.

Anyhow, I climbed in behind the double-laminated, scientifically-contoured, sistant steering wheel, and looked out at the expanse of hood through the tri-colored, repelling, bullet-proof, Superamic windshield. From there my gazed glance fell on the board. I panicked. My multi-engine, multi-home in the pocket of my flying jacket.

I tell you, true, I have not seen such a variety of dials, meters and knobs since my days at Kitt Hawk with Wilbur and Orville. The salesman was very understanding. He explained to me, as one would to a child, the more prominent and important instruments. This consumed the better part of a half hour.

There were naturally, a speedometer, oil-pressure indicator, fuel gauge and ammeter. There were also an airspeed indicator, altimeter, inclinometer, tachometer, auto-dio-direction-finder, climb-and-bank indicator, inch television screen and a small, gleaming kitchen sink. He never did bother to explain the optional equipment.

Patiently he went on to instruct me in the simple operations required to bring the 400 horses awaiting my command, cranked it up. Woom-ah! What a beautiful whole machine throbbed, like a kangaroo, bag.

With some slight misgivings, I slipped the selector through Neutral, Reverse, Fly, Drive and Super-Drive into Drive. The engine of the engine brought us away from the spastic gazelle.

With both feet planted firmly on the accelerator, naturally I managed to hold it to two as we headed through town, bent for the We wasted another five minutes while the persuaded me to remove at least one of the brake pedal, and apply it to the accelerator. The rocket-sled leap we made didn't nearly as much as the attitude of respect he assumed when I flatly refused to respond on the back window ledge.

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TODAY IS "ALL YOU CAN EAT, FISH & CHIP" NIGHT AT THE RATHSKELLER

Pogo—Kelly

