EDITORIAL VIEWPOINT

PRISONERS AND HIGHWAYS

Because of the import deliberations on this problem will have, we reprint fully the following editorial from the Winston-Salem Journal issue of Tuesday, January 6, under its original heading, feeling, too that legislators would do well to heed its content.

The Journal's editorial follows:

"The separation of the State prisons system from the State Highway Department is one of the major issues which may face the 1953 General Assembly. Governor-elect William B. Umstead is reported to be considering a recommendation for a legislative inquiry into the advisability of effecting this separation, which was strongly urged in the Osborne survey report.

"The recommendation has much merit. The present setup is based largely upon two factors: (1) The fact that North Carolina has a State-wide system of highway construction and maintenance, with the State being responsible for all roads outside the corporate limits of towns and cities; and, (2) the traditional belief that punishment is the primary objective of the penal system. These facts tend to develop over-emphasis on the side of building and maintaining highways at the expense of prsoner reform and rehabilitation. North Carolina is the only State which leaves its prison system to the Highway Department.

"Naturally, State Highway authorities put roads first in their thinking. It is important to them that the use of convict labor makes it possible for the State to build and maintain roads at a minimum of expense. While some of them may devote a bit of thought to rehabilitation, this is a matter which lies largely without their jurisdiction and scope of planning.

"Another thing which makes the "marriage" of the prison system to the Highway Department appealing to State officials, both within and without these systems, is the fact that being, as it were, a part of the highway system, the prison department is supported entirely by highway gasoline funds. The penal system is now receiving almost $6,000,000 annually in highway fund payments for the road work of prisoners. Divorcement of the penal from the Highway system would create a problem in finance with relation to the operation of the prisons.

"The legislative study if made ostensibly would give due attention to these matters and also to the contention of some exponents of the present arrangemnt that it serves the cause of prisoner rehabilitation in considerable measure by making an adequate "work therapy" program possible. If an idle mind is "the devil's workshop," as the old adage suggests, men constantly employed in useful labor are less likely to sulk, stage prison riots, and grow soured on life. They have less time to think of evil things and plan criminal careers when they get out of "durance vile."

"Undoubtedly work does play an influential role in prisoner reform. Part of the Highway Department work may be of a skilled and semi-skilled type which would fall rather neatly into the pattern of vocational training programs. But most of it is "common labor" of the crudest type, such as using a pick and shovel grubbing rights-of-way, etc. And as the Osborne report points out the prisoners in the road camps "are frankly there for one purpose only: to produce as much work on the roads as can be got out of them. Nothing worthy of note is done to improve them while serving sentence, or to prepare them for free life, or to help them when they retrun to freedom."

"The Highway - Prison combine also means divided control and the attempt to "serve two masters," with the emphasis all too clearly upon building roads. Yet a full separation of the two units may not be entirely practical at this time. The new penal system reform program now being attempted within the framework of the present structure by Prison Director Walter Anderson may go far toward establishing proper emphasis upon rehabilitation, provided there is sufficient cooperation between the Highway and Prisons Departments. A careful study by a legislative committee might help bring this about by producing a pattern of co-ordination under which the penal system would become more autonomous pending the time when complete divorce of the prison system and the Highway Department becomes practical."

RAY ROBINSON QUITS THE RING

"By any odds, he was the best fighter, pound for pound, of his day." That is the tribute paid Ray Robinson by **Time** Magazine as the great fighter hung up his gloves and retired from fighting to go seriously into show business.

His record, cited in part in the magazine's story, is more than impressive, and certainly backs up the tribute paid him. Holder of two championships — welterweight and middleweight, Sugar Ray won 85 straight victories as an amateur and lost but three of 137 professional bouts in a career that spanned 12 years, and was never knocked out in his professional lifetime. His losses were once to Jake LaMotta, whom he defeated in all their other five fights, once to the British Randolph Turpin, whom he knocked out in a return match, and to Joey Maxim, from whom he tried to wrest the light-heavyweight title and as **Time** reported, had it all but won when Ray himself succumbed to the heat.

Not only a great fighter but a prudent and thrifty man, Robinson can well afford, financially to retire from the ring. He has invested his earnings comparatively small for a top-rank fighter, wisely, and is said to be earning $10,000 a week in his new profession as a dancer.

Any way you look at it Ray Robinson has been a credit to himself as well as to the fight game. Never as popular as Joe Louis, being a boxing artist and as **Time** calls him, a "perfectionist," his fighting was not the type that the crowd loves — the slugger type. But he was a master of defense, with a left hand as dangerous as his right. A great artist and a sensible man who always knew how to take care of his own interest outside as well as within the ring, he ranks with the best of the ring's greats of all time.

SHOULD HAVE BEEN LEFT UNSAID

Most Americans agreed with President Truman when he said that if General MacArthur had a solution for the Korean situation it was his duty to his country to come forward with it. On the other hand the great majority probably did not like his accompanying statement to the effect that General Eisenhower's trip to Korea was a piece of domagoguery. It may well be true that the General's announcement of his proposed journey, if elected, was timed to gain votes, but on the other hand there is no good reason at all to doubt that his basic intentions were sincere and that the trp was made by Ike with a view to briefing himself frst hand on the situation. He may have learned on this side of the Pacific; conversely he may have accomplished a great deal, one way or another, by making the trip as the president-elect, soon to direct that policies of this nation.

Anyway, even if Truman thought the trip was a grandstand play and no more, it would have been prudent and proper to have kept the opinion to himself. But the man from Missouri was never one to keep his mouth shut when he could say something that would place him in the center of the picture. His "waspish" nature, and his too ready tongue have been great drawbacks to him in his career as president.

To most people we think that Truman succeeded only in making himself appear a poor loser and a poor sport, and it was in particularly bad taste after he had made those apparently sincere overtures, right after the election, toward smoothing and facilitating the change in administrations which will occur January 20.

THE CAROLINIAN

(Published by the Carolinian Publishing Company, 118 East Hargett Street, Raleigh, North Carolina——Telephone: 9474)

Entered as Second Class Matter, April 6, 1940 at the Post Office at Raleigh, North Carolina, under the Act of March, 1879.

SUBSCRIPTION RATES: Six Months $2.00 .... One Year $3.50

PAYABLE IN ADVANCE——ADDRESS ALL COMMUNICATIONS AND MAKE ALL CHECKS AND MONEY ORDERS PAYABLE TO THE CAROLINIAN.

Interstate United Newspapers, Inc., 542 Fifth Avenue N. Y. 17, N. Y, National Advertising Representative.

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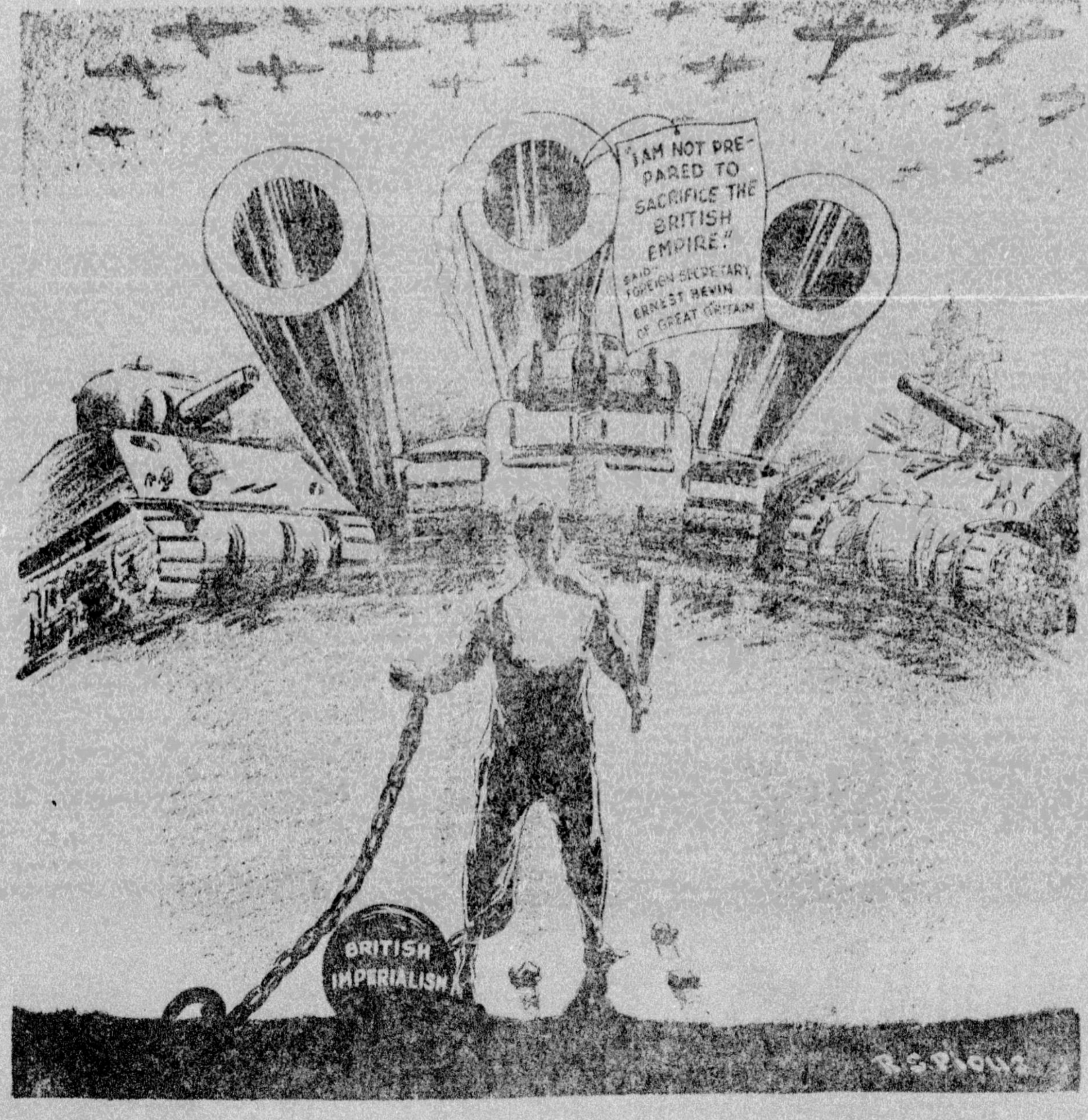
PAUL R. JERVAY, Publisher **LIN HOLLOWAY, Managing Editor**



"BUT THERE IS NO FORCE THAT CAN STAY THE VOICE OF FREEDOM IN AFRICA"

C. D. Halliburton's

SECOND THOUGHTS

In this column recently there was a discussion of public transportation in the South and how it has changed for the better in the last decade or so. What was said applied particularly to the railways. It was noted that conditions have not improved to the extent that court decisions warrant, and soon afterward came the news of another suit being filed against a railway — a suit involving segregation of interstate passengers on a train. The passengers had occupied seats as purchased on a through train somewhere in Pennsylvania or New York, until they arrived in Florida, and then were forced to move.

The new pattern is being gradually established on the railroads, however, and interstate segregation where the journey originates in the North will soon be a thing of the past. Segregation of intrastate passengers, and of those traveling from one point to another in the South is the next big point of attack, and there the fight will be tougher, because so far the jurisdiction of the federal courts does not appear to extend to intrastate segregation, and probably cannot do so under the interstate commerce laws. The approach will have to be by way of the 14th Amendment, very likely, though as the pattern of non-segregation of interstate passengers spreads and becomes accepted, intrastate and intra-South segregation will inevitably be weakened.

Another big problem which appears in railway travel, and more acutely in bus travel, is discrimination against Negro patrons in depot accommodations and services. This discrimination is flagrant especially in bus stations. Facilities for Negroes are so grossly inferior in many places as to be scandalous. The Negro passenger is often unable to buy even a newspaper except under the most humiliating circumstances. He may be able to obtain a meal under similar degrading conditions and with inferior service and opportunity for choice, or he may find it impossible to obtain food at all in a bus station, while others eat. Especially is this true in small places where the bus line maintains no regular depot, [illegible] utilizes the station being located in a drug store or some other local business place serving as a bus station only as a sideline. Toilet facilities are also often absent, and where maintained even in the depot of large cities are frequently so poorly kept as to be disgusting. The "separate but equal" fiction is nowhere more flagrantly fictional than it is in hundreds of bus stations throughout the South, and it is particularly unfair in that Negroes are heavy patrons of the bus lines.

Bus seating continues to be a source of friction and a continual threat to the rights of Negro passengers, though conditions appear to be somewhat better than they were ten years ago. The only real solution to that problem is the complete abolition of racial discrimination in seating arrangements.

In summary a good deal of progress has been made in the removal of discrimination against Negro passengers, but most of it has come about in connection with interstate railway travel, and while on the train. Off the train the Negro is, by and large, about where he was ten years ago.

IN THIS OUR DAY

By C. A. CHICK, Sr.

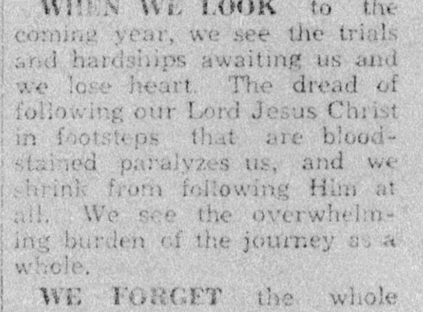
EMANCIPATION PROGRAMS

Many communities in which large numbers of Negroes live celebrated New Year's Day as Emancipation Day. The programs no doubt all took on a general pattern: A brief survey of our sojourn in slavery including our struggles for freedom, achievements since we have been legally freed, our persistent efforts to attain economic, political and social freedom as well as legal freedom, and recommendations for future activities on our part that we might eventually accomplish the foregoing.

Again and again, this writer has pointed out in this column the benefits that he feels may be derived from Emancipation celebrations. In the first place apparently many of us are not aware of our accomplishments in this country, to say nothing about our lack of knowledge regarding Negro achievements throughout the [illegible]. A well-informed speaker during a New Year's program can catalogue some of our achievements in this country as well as in Africa and other parts of the world. In the second place, we are, for many reasons, so very likely to develop a feeling that we are a more helpless creatures in an unfriendly world and that there is not very much we can do to improve our circumstances. A shrewd and dynamic speaker can point out to us that we are not so helpless and that working with God and right thinking peoples in this country and other parts of the world we can do much to improve our situation. In the third place, a well planned Emancipation program can do much to create within us more faith in ourselves, more respect for ourselves, and more courage to tackle individually and collectively difficult problems.

All in all then, I feel that Emancipation programs are well worth while and those communities and Negroes who perpetuate them are deserving of the highest congratulations. And, by the same token, it is regrettable that so many Negroes and communities have apparently lost interest in programs pertaining to our freedom. Those Negroes who no longer sponsor nor support Emancipation programs give such as the following for reasons for not so doing: "It is time for Negroes to forget that they were once slaves." Yet those self-same Negroes will [illegible] their [illegible]. "Negroes should pattern after the Jews." Well, Jews have Emancipation celebrations annually — the Passover. "Time for Negroes to forget that they are Negroes." My answer to the foregoing statement is: why should Negroes forget that they are Negroes? What is so disgraceful about being a Negro? Moreover, how may Negroes forget that they are Negroes? "Time for Negroes to stop parading up and down the streets." Yet those self-same Negroes parade up and down the streets during the homecoming football games. Moreover, they parade up and down the streets when they are delegates to their various conventions. It is puzzling to me why it is all right to parade the streets for one type of program and is not all right for another type.

By and large, I feel that those Negroes who argue against Emancipation have a weak argument. And, I hope that those of us who believe that such programs are tremendously beneficial in building and consolidating Negro social feeling and actions for deepening our faith in ourselves, increasing our respect for each other, and keeping alive within us a spark of hope and a grain of determination to continue our efforts for a higher standard of living including such things as better opportunities to acquire an education and increased opportunities to participate in our government on all levels, local, state, and national, will continue to perpetuate Emancipation celebrations.



Straight Ahead

With Julius Adams

NEW YORK (Global) — At this season of the year, newspapers, social agencies, fraternal and church groups are busy passing out bouquets to individuals and organizations for their contributions to race or human relations during the past twelve months. In many instances these awards are given to favorites or persons representing some particular point of view the awarding group wishes to honor. Too often they do not truly reward actual merit.

Just who will be honored by the Global News Syndicate Press Awards, which are not made until June has not been decided upon, but there is one individual who in the judgment of the author of "Straight Ahead" should be so honored. He is New York's Governor, Thomas E. Dewey.

Many of Governor Dewey's friends have felt for a long time that the New York Chief Executive doesn't exploit his administration for political purposes as much as he should, noting that other political leaders, notably the national administration, has managed to gain more political strength through talk than Dewey has through solid achievement.

Since no one has been able to convince the Governor that he should prate aloud every time he takes some action to advance the cause of the people, one must conclude that Mr. Dewey knows what he is doing and doesn't feel it necessary to shout from the house-top every time he performs such function as the people have a right to expect of him as Governor of the State of New York.

Many of his supporters have always felt that Governor Dewey never got half the public credit he deserves for his efforts in bringing about the nation's first Fair Employment Practices law which created the State Commission Against Discrimination. When he signed the bill establishing the law back in 1945, Governor Dewey solemnly pledged to work for its expansion as the need became apparent and as its workability was proved. That its workability has been proved is evidenced by the fact that discrimination in employment in New York has steadily declined and that more and more Negroes are being integrated into the full economic stream of American life and are being upgraded rapidly in accordance with their abilities with a minimum of conflict and misunderstanding.

It should also be noted that the law has been expanded. Although the Governor's office has denied that the action taken early in 1952 resulted from the Stork Club incident in which the actress, Josephine Baker claims she was discriminated against, the fact remains that in January, on his first appearance before the State Legislature after the Stork Club episode, Governor Dewey requested the Legislators to expand the jurisdiction of the State Commission Against Discrimination to include Restaurants, Night Clubs, Hotels, Resorts and other places of public accommodation. Just what this new law means to the Negro was most effectively demonstrated two weeks ago when a jury in Ulster County gave $1,-[illegible] in damages to four Negroes against a resort owner who was charged with violating their civil rights and for breech of contract. The Negroes had made reservations at the resort but when they arrived, were told Negroes were not acceptable.

It is difficult to see how any of the many Negro and other groups that will be making awards can miss the New York Governor, who not only has talked about freedom, equality and civil rights, but has performed. His has been a program of deeds, not words.

Negroes in America in the past few years have made civil rights the keystone of their political battle. This being true, two of the men who have done most in that area, Gov. Thomas E. Dewey and United States Senator Irving M. Ives of New York, are due for some recognition. Just why none of the church, fraternal, labor or Negro groups has seen fit up to now to pay tribute to them is hard to conceive. Is it because they are Republicans and most of the Negro leadership groups are Democrats? Perhaps both men can get along without thanks or recognition, but it does seem that when people who have benefitted from the enlightened programs of these two men are passing out "thank you" notes to "talkers" they might remember those who have actually performed in their behalf.

Sentence Sermons

A WORLD OF HAPPINESS

1. A world of happiness will around you spring when you begin to think God's thoughts and strive to be pure and true within.

2. Until then there will be much doubt and gloom because proper thinks perchance will be overlooked and less important one assumed.

3. But, when you like other thoughtful men, begin to realize your mistakes . . . certainly you will not refuse Wisdom's hand as she leads you from pretenders and fakes.

4. Happiness has to begin in a man's heart before it can spread to his neighbors. Then with God and his surroundings he can build his stately palace of pleasure.

5. Man can be his own architect and arrange his own specifications and plans; he can build his life either crooked or straight — it rests with his own brains and hands.

6. This is true so far as his will is concerned . . . he is a free moral agent, but leaving God out he exposes himself to the evils that work toward his detriment.

7. His structure might look ever so fine, but lurking somewhere in its adornment will later be found the hidden wedge that will prove its greatest impediment.

8. Then out from you or any other soul that tries to build this way, there can be no reflections of real happiness to lighten paths along the way.

9. Let us then take God into the equation and let Him build the foundation strong so that the termites of evil can't enter to do the superstructure any harm.

10. He will even charm with His aroma and sweet incense will pervade the air as wherever you move from this place. You will scatter a little heaven there.

11. A beautiful world will then by your influence be lightened from the happiness emitted from you, thus others will take a light from your candle because you have remained so true.

12. A world of happiness will then be seen by all who will play an honest part and incredibly quick will be this change when sin is ousted in every heart.

New Year Is Time To Move To Better Things

THIS IS Christmas Week. More people are happier now than during any other week throughout the year. The rest of the year wears people down, but Christmas Week — it's like a transfusion, like the pouring of new life-blood into dying men.

HOW FORTUNATE that Christmas Week comes at the end of the year! For a full week we can luxuriate in the warmth radiating from the Crib of our new-born Savior. How many could face another year like the past without Christ present among us?

ANOTHER YEAR — like the past? God forbid! That's why we make New Year's resolutions; to correct the past blunders.

THIS WEEK is the time to reach a full arm's length for Heaven. Forget the usual New Year's resolutions that are made only for the next 365 days. There is something unchristian about making a resolution only for the coming year. If we are really determined to make an improvement, we should be determined to make it for the rest of our lives. This week is the time to make good resolutions for the years that remain to us; resolutions that will carry us out of this life in time, into the next life of eternity.

ABOVE ALL, this week is a time of opportunity. It is a chance to plan great things for the future. Beneath a cathedral clock in France there appears this sign:

"Listen! the hour has passed and we are on our way to better things."

THAT SHOULD BE our attitude now — to be on the move towards better things, eventually to Heaven.

WHEN WE LOOK to the coming year, we see the trials and hardships awaiting us and we lose heart. The dread of following our Lord Jesus Christ in footsteps that are blood-stained paralyzes us, and we shrink from following Him at all. We see the overwhelming burden of the journey as a whole.

WE FORGET the whole

journey is made only step by step, one after the other. Let our prayer be, "One step enough for me, O Lord."

WE WIN Heaven as a runner wins a race: one step at a time. And if we find it difficult to press on, it should comfort us to know that in this respect we are like the rest of men. No one finds it easy. Even the great saints in the end race breathless into Heaven. (—by John T. Carroll.)

[illegible] Information Service, Washington [illegible]