

The Carolina Times

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L. E. AUSTIN, Publisher
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THE PLATFORM OF

THE CAROLINA TIMES

INCLUDES:

- Equal salaries for Negro Teachers.
- Negro policemen where Negroes are involved.
- Equal educational opportunities.
- Negro jurymen.
- Higher wages for domestic servants.
- Full participation of Negroes in all branches of the National Defense.
- Abolishment of the double-standard wage scale in industry.
- Greater participation of Negroes in political affairs.
- national governments.
- Negro representation in city, county, state and
- Better housing for Negroes.

HAVEN'T GOT THE GUTS

Several weeks ago the Durham Negro Business Chain gave notice of its intention to organize a Cooperative Grocery Store and Meat Market in the city of Durham. Meetings were called, investigations were made, discussions were heard; and last of all a trip to Richmond, Virginia was made to study a cooperative store in that city. All during this time hope, among those who knew about the effort, was running high and everyone was satisfied within a few days the cooperative store and market would be a reality.

As reluctant as we are to expect anything from young intellectual Negroes, except a cotton lined hand extended to receive a salary check, we were almost persuaded to admit that we were wrong, and that at last our young Negro college-trained men and women were about to reach their stride and make a contribution to the race that would mean something more than writing a book, making a speech or reading a paper. We were happy in hopeful anticipation of what a great thing it would mean to have such an enterprise operated in Durham in a manner that would be a credit and a benefit to the race.

Alas the Cooperative Grocery Store and Meat Market has died in the womb that conceived it, and the mother to escape the pain and anguish that go with the birth and nursing of a new business has submitted to an abortion.

The writers of this editorial know little about surveys, writing books, reading scholarly papers, but we do know something about the pain and anguish that go with operating a young business. And we are going to revert to our former position that we held prior to this miserable attempt to organize the cooperative store, and say that the average college-trained Negro of today does not have the fortitude, courage, spirit of sacrifice, guts, foresight, adventure and other things necessary, to operate a thing outside a classroom or an office.

Unless the older business men and women in Durham get behind the cooperative store adventure, and furnish the money, and push it will never become a reality. Unless these men and women who know something about blood, sweat and tears, push these whimpering young intellectuals, the store will forever be just another idle dream.

New automobiles, fur coats, expensive social gatherings, palatial home furnishings, fraternity dues, extensive vacations and other luxuries must be abandoned if we expect to have a little surplus money to invest in a cooperative grocery store or any other project. We can't have our cake and eat it too.

Frankly speaking we don't believe the young men and women who are graduates of our colleges today are willing to give up the newly discovered way of life they have tasted to take on the "pangs and arrows of outrageous fortune." We don't believe they are fit for a snag thing but offices, classrooms and parlors.

It has been many years since Durham has organized successfully a new business of any consequence. The spirit of adventure and sacrifice, exhibited by such business pioneers as Merrick, Moore, Shepard and Spaulding is a dead thing of the past. Our young college-trained men of today would do well to study their lives and learn something about sacrifice, adventure, hard work, anguish, blood, sweat, tears and disappointments. They will find that these men get frowns in their forehead from

worry and corns in their hands from work instead of corns on their rears from sitting in office chairs.

The cooperative grocery store and meat market is badly needed in Durham for more than one reason, and we flag this challenge in the face of those who produced the idea. You haven't got the guts to go through with it.

A FINE JOB

The Negro citizenry of Durham has done a fine job in raising more than its quota of the Community Chest. Those who were responsible for its success should be commended for doing a splendid piece of work.

When it is considered that most of the \$2,400 raised by the Negro unit was in cash, and not in pledges, we think the job was even more commendable. It takes no little effort for an organization to raise \$2,400 in less than a week, from the pockets of a group of people who are minus large industrial plants, large salaries and large incomes.

Each year the quota set by the Negro unit of the Community Chest increases, which is as it should be. In a few years as more experience is obtained in conducting the campaign the Negro quota will doubtless reach \$5,000. We think it would come much earlier if a representative of the race was given a place on the official staff of the fund. We believe this achievement can be realized if a little effort is put forth toward that end.

Between the Lines

(By Dean Gordon B. Hancock for the ANP)

Even Georgia deserves better advertising than it is getting through its hillbilly governor, Talmadge! Just as the south had shown signs of recovering from the shock of shame for its Ben Tillman, Hoke Smith, Cole Blaise, Tom Watson, Vardaman and Heflin, Talmadge fares forth to further afflict a region which in many ways evinces signs of moral regeneration. It is true that in Georgia, if anywhere, we would expect the rise of a Talmadge; but we were not prepared to endure the like of the present governor. Talmadge is a tragedy, a misfortune and a calamity combined.

That the students of the University of Georgia had the courage to repudiate him by burning him in effigy is one of the healthiest signs of the times. It was heartening when the deposed board of regents refused to sanction his high-handed dismissal of Dean Cocking; but it was doubly heartening when the students revolted against the Hitlerization of Georgia's educational system. Some weeks ago we rejoiced in the fact that though Georgia had a pigmy governor, it had giants in the deposed board of regent and in those sympathized with them. The demonstration of the students in the University of Georgia is further proof that moral knighthood still flowers in Georgia and that in spite of its handicaps Georgia's heart is on the right side.

One of the salutary aspects of the Talmadge episode in Ga. is the unmasking of prejudice. At best prejudice is a heinous moral disease and it becomes doubly dangerous because it is insidious in its ramifications. Once prejudice is brought into the open—to a head—even the most prejudiced become ashamed of it. The shame of race prejudice has never before shocked the moral sensibilities of Georgia and the nation as when Georgia's terrible Talmadge shows a clubfoot from beneath the toga of gubernatorial prominence. A glimpse of prejudice may not be revolting; but once it has been glaringly exposed to the astonished gaze, its hideousness becomes its own condemnation. Gov. Talmadge has indirectly rendered the cause of race relations a great service in that he has dragged into the open one of the most hideous skeletons in the "closet" of the country.

The flower of our youth has been "called to the colors." They have had to leave and give up many of the things which were dear and near and dear to them to prepare to offer their lives upon the altar of sacrifice, if necessary, in defense of our country and our homes. This is a responsibility which citizenship cannot afford to expect the full rights and privileges of citizenship and not be willing to assume the responsibilities of that citizenship. To do this would classify us as liabilities without compensating assets, thereby giving us negative values.

Under Hitlerism Talmadge would be a miniature hero; under democracy he is a moral and political humpty-dumpty! The encouraging thing about the whole matter is that not alone in Georgia, but throughout the land there are those of the younger college generation who abhor political clairvoyants and tricksters, who base their case for political preferment on the wicked appeal to race antagonisms.

ARMISTICE DAY

By Ruth Taylor

Solemnly and reverently we gather together this Armistice Day, 1941 to pay honor to those who died in the last World War in defense of the freedom which we all hold dear.

We mourn those who have recognized that there are worse things than death. Death is but one more tomorrow and for those to whom faith is given, it holds no terror.

To hate war is right. To fear war is understandable. But to avoid war by denial of our principles because of the hatred and fear is wrong. We must fight evil wherever it exist.

A decade and more before the Civil War, Lowell wrote his "Stanza on Freedom" which was the rallying cry against slavery. Today it should again be the rallying cry for those



NATIONAL INSURANCE ASS'N. HEAD CALLS ON RACE TO COME TO AID OF RED CROSS

By A. T. Spaulding, President

National Negro Insurance Ass'n.

In these perilous times our citizenship and patriotism are being constantly challenged by the ever-increasing demands of the times. Should we falter or fail in measuring up to our citizenship responsibilities in proportion to our abilities, our right to that citizenship might be open to question. In the proportion that we assume our responsibilities, to that extent will be productive or serviceable assets which cannot be discounted and "charged off" the books of citizenship in a final reckoning.

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We can, and we have, as a people, faced death that others might live. Now we must face life that all may live - a life changed from our ambitions, plans, burdened with hardships and sacrifice, darkened perhaps by war and its attendant horrors who are against the new slavery let loose in the world.

"They are slaves who fear to speak
For the fallen and the weak;
They are slaves who will not choose
Hatred, scoffing and abuse
Rather than in silence shrink
From the truth they needs must think;

They are slaves who dare not be
In the right with two or three."
The freedom that is ours must be paid for by each and every one of us. Incomplete though our democracy may be, it offers more to each succeeding generation than any other form of government ever has bestowed. What its future is depends on the individuals who comprise it. Its preservation may cost us much - but we know that he who finds death bravely for another, finds life eternal.

the morale-building service to the armed forces, and their families behind the front lines."

What are we willing to do for their comfort, and to keep their morale bolstered? And how can we do it? That is where the Red Cross comes in. And to aid the Red Cross to the full extent of our ability is a challenge of our citizenship rights.

The Red Cross has been asked to take an important part in strengthening our national defenses. Its task is two-fold—"services to aid the morale of the armed forces and services to safeguard the life and health of the civilian population."

The Red Cross must go with the Army into the field and accompany the Navy to outlying stations. It must be with the men in hospitals and promotories were extensive, hard wide the important link of communication between service men and their families back home. drive them. Even the boldest lion men under arms and at night since vehicles had no greater military force in prospect, great will be the demands on the car of 1910 with the vehicle Red Cross. Through its chap-of today.

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To perform these services it must have considerable funds; hence the Roll Call for membership: this is its principal means of raising funds. It is no longer a participating agency in Community Chests. The demands on the Red Cross during this emergency are greater than the Community Chests can meet. "Millions of dollars will be required for direct aid to meet the distress brought by modern warfare, in which the civilian population shares, as never before in martial conflict, in fatalities and injuries, equally with the armed forces. Millions of dollars also will be required to support

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SOUND ADVICE

Special Stops
Do not pass a school bus which has stopped to load or unload children. Remain stopped until the school bus is again in motion, then proceed. When approaching a railroad crossing always be on the lookout for flashing red lights, ringing bells or the watchman's signal. Stop when required. Always slow down.

Getting Ready To Make a Turn
At least a block before reaching the intersection watch the mirror for closely following cars and give the proper hand signal. Slow down gradually, watching to see that the operator of the car behind you has understood your hand signal. Then begin to move toward the proper lane.

When you reach the intersection, look ahead and to the right and left. Wait until the way is clear, then make the turn. In very cold and rainy weather or at night be especially careful to watch the approach of cars from the rear before you slow down to make a turn.

Following Another Car
You must not follow another car closely. The distance between cars should be increased as you increase your speed. This helps to avoid rear collisions.

You should never park within 15 feet of a fire hydrant, crosswalk at an intersection, stop sign, or railroad crossing.

Parking a car parallel to the curb between two other cars requires much practice. First select a space large enough for your car and stop alongside and about a foot away from the car ahead. Then making sure that you will not interfere with oncoming traffic, turn the front wheels to the extreme right and back slowly towards the curb. When the front wheels are opposite the rear bumper of the car ahead, quickly turn the steering wheel to the extreme left and swing into position alongside the curb. Straighten out the front wheels and pull into final parking position allowing sufficient space at both ends of the car. If you raise up in your seat so as to get a better look at the sidewalk, you will find it easier to estimate your distance from the curb. When parking parallel to the curb, the right wheels should be not more than 12 inches from the curb.

Cars should never be left with the engine running, or with the hand brake off. When parking on a slope set your hand brake and turn front wheels against the curb.

When waiting to enter the stream of traffic from a parking place, turn your steering wheel to the left and get all ready to go. Glance to the rear to see if anyone is coming, then, if the way is clear, put your left arm out, and come forth slowly. Many accidents are caused by drivers who dart suddenly from a parking place without looking carefully for oncoming cars. Never drive out from your parking place until the traffic permits.

AT SUNDOWN
Remember to turn on your lights at sundown. In case you drive early in the morning you must keep them on until sunrise. One cannot see as far at night as in daylight even with new and properly adjusted headlights. Average headlights provide safe vision for only about 150 feet. This is about the stopping distance at 40 miles per hour under average conditions. You should not therefore, drive faster than 40 miles per hour at night or you will over-drive your lights.

Pedestrian deaths in North Carolina have climbed from 102 in 1928 to 336 in 1938. warning and less time to reach safety. As a result, in many of our cities today three out of five persons killed in automobile accidents are pedestrians.

The high speed of powerful cars has also increased the number and severity of collisions. In 1910 a crash at 20 miles an hour was comparatively like a fall off a one-story building, in 1920 the 40-mile an hour crash was similar to fall from a 5-story building, and today the popular 60-mile-

Man, whose nerves and muscles have always been accustomed to a slow rate of travel—three miles per hour walking—can now go more than sixteen to twenty times as fast in an automobile.

Early automobiles were so noisy and travelled so slowly that pedestrians were warned well in advance and had plenty of time to get out of the way. Present motor cars, however, are faster and make less noise. The pedestrian, therefore, has less