


# VIEWPOINTS editorials ● columns



**Winston-Salem Chronicle**  
founded 1974

**Ndubisi Egemonye**  
President

**Ernest H. Pitt**  
Editor/Publisher

**John W. Templeton**  
Executive Editor

**Yvette McCullough**  
City Editor

**Robert Eller**  
Sports Editor

**Elaine L. Pitt**  
Office Manager



Crisis in  
Economics  
Part Two

## From the Grassroots

Manning Marable

## Transportation Goals

One of the most emotional issues facing Winston-Salem is that of how to relieve the traffic congestion which snarls Interstate 40, particularly the Downtown Expressway segment from one end of the city to the other.

The issue has been alive for more than a decade, but some action is relatively certain to come in the near future for the Federal Highway Administration and the N.C. Department of Transportation have allocated funds to begin the planning of alternatives to the current unsafe conditions.

A consulting firm, Greiner Engineering Sciences, has reviewed the various alternatives and has presented objective data on the impact of each in more than 30 areas ranging from traffic demand to residential displacement.

Out of those alternatives, two approaches have come to have the most support among those interested in the highway proposals. Unfortunately, the nature of the two proposals has the potential for polarizing the community.

One approach would be to build the East West Thoroughfare, an Interstate-quality roadway paralleling the current Corporation Freeway through the southern part of the city, and widen to as many as eight lanes the most congested portion of I-40 through town. The building of the thoroughfare appeals to those center city neighborhoods fearing the impact of a widened I-40.

A second approach, favored by those in the area of the thoroughfare, is to improve existing facilities. That would require as many as ten lanes of I-40 through downtown, widening of Silas Creek Parkway and N.C. 150 east of the city.

Several factors should be considered.

First, in a time of increased squeeze on energy supplies, the highway design should seek to lessen actual traffic demand, rather than gearing up for what demand might be otherwise.

Second, families who have built and developed their homes and neighborhoods under certain assumptions should not have their lifestyles disrupted because of the lack of foresight of planners in the 1950s who predicted the highway would carry no more than 35,000 cars. The current use is twice that figure.

Third, the final design should not pander to the needs of special interests, such as groups of merchants who want a highway which would swing by their businesses.

Fourth, the final approach should fit into a coordinated transportation strategy which utilizes all segments to meet the legitimate needs of travelers.

Fifth, since the great majority of I-40 travelers are in-city travelers either headed to or from downtown, the solution must be addressed to their needs, as opposed to the small minority of through travelers.

Given those considerations, we would support the following steps:

\*widening of Interstate 40 to no more than eight lanes,

two of which would be express lanes limited to public transit vehicles and cars with more than three riders. To be effective, this step would be accompanied by a campaign to promote public transit and carpooling.

Downtown businesses with more than 10 employees would promote carpooling among their employees. Express buses would originate from designated points along the highway and head straight downtown or to other large sites such as Western Electric, Schlitz or Hanes Mall. Riders would park at designated lots.

To further convince those holdouts who persist in driving to work alone, the express lanes could be elevated so that the holdouts could watch the more cooperative drivers whiz by.

\*only the section of the East-West Thoroughfare stretching east to Kernersville from the current Corporation Freeway would be built.

Improvements would be made to Silas Creek Parkway and Corporation Freeway. To improve access to the Hanes Mall area, Stratford Road west from Five Points West would be widened to six lanes.

The above-cited steps would meet the considerations noted before. Letting traffic demand control highway planning rather than the other way around is toly, as we've learned from the original set projections. Like water filling a container, traffic will fill whatever is built and then some, creating another round of even more expensive improvements.

The limited widening suggested will make use of existing right of way and ramp space and lessen costs for relocation. In areas such as the Watkins Street neighborhood, noise abatement measures should be included. In the long run, a lessening of traffic demand from what it might have been otherwise will also pay off in terms of ameliorating the noise factor.

In the western part of the city, we prefer to deal with the existing problem rather than one imagined on planning charts. It's tough to get to Hanes Mall.

However, a highway extending from U.S. 421 in the west will not deal with that problem. Improvements to Silas Creek Parkway and the widening of Stratford Road with a left-turn lane will address current treacherous conditions.

In the south, the construction of an East-West Thoroughfare would not enhance downtown. Instead, it would draw traffic away from the center city, as it is planned to do.

One of the most serious bottlenecks on I-40 is the intersection with U.S. 52. We think giving traffic from the south an alternative to get to I-40 would relieve congestion.

The key to the success of this approach is the limiting of single passenger driving, not by flat-out bans, but through the offering of alternatives.

Failure to recognize the need for this step will doom efforts to improve traffic flow to failure.

Facing economic uncertainty, big investors have moved their capital into new areas of financial speculation, such as futures markets, or into more conservative areas, such as gold, property and treasury bills.

Most black folks and working people do not have the working capital to take advantage of these investments. In self-defense, they have made what appears to be an illogical decision - taking hundreds of dollars out of banks and keeping it at their homes.

Since 1970, the total amount of currency in circulation has grown from less than 50 billion dollars to over 100 billion, amounting to \$600 per adult in the U.S. Much of this money has been hoarded in shoeboxes or old mattresses, rather than in banks or in general circulation.

The reasons for this are varied. Recalling the Great Depression and observing parallel economic signs, many elderly people refuse to put their money into banks or even checking accounts. As the total economic crisis worsens, many working people are forced to resort to what economists term "an underground economy."

Working at part-time jobs to supplement their incomes, from barbering to auto repair work to baby sitting, many people simply pocket the money. Stolen goods are always purchased in cash, without evidence of sale.

The cash earned from the "underground economy" goes unreported to federal, state and local governments. One economist recently suggested that these transactions total over \$200 billion, about 10 percent of the total national product. Indirectly, this marginally economic activity creates an incentive for criminality within poorer communities, and it also creates contempt for the system of taxation as a whole.

Despite their attempts to minimize the effects of the

economic crunch, black people as a group are unable to fight back effectively in the economic arena. All the hardening of cash will not drive down the price of a gallon of gasoline.

All the part-time jobs will not generate enough capital to make a downpayment on a new home. All its economic strategies, from the myth of Black Capitalism to the N.A.A.C.P.'s support for greater oil company profits, will solve the problems of public uncertainty, continuing unemployment and inflation.

We must recognize that the crisis in capital is basically a crisis in the structure of America's economic system, a crisis which can only have a political solution. Party of the solution involved greater federal government intervention to force industries to limit price increases.

The June 22, 1979 decision of the U.S. Court of Appeals for the District of Columbia upheld the Carter Administration's power to withhold federal contracts from corporations which don't comply to voluntary wage and price guidelines.

This ruling creates the possibility of reducing prices, but unfortunately also gives the Administration greater authority to cut wages at the expense of inflation.

What is necessary is a general departure from Carter's Republican economic policies, and new initiatives in thinking about the old economic categories. Black people must press for a greater federal regulation of prices, an increase in the taxation rate of the wealthy and massive tax cuts for the working class majority of Americans.

The nationalization of the oil industry, combined with the lessening of federal controls and greater incentives for smaller business engaged in petroleum-related production, would provide the basis for a new, more democratic socioeconomic order. The solution to our summer of economic discontent can be found in the arena of politics.

## Letter from Lagos

Robena Egemonye

## Inside the Racist

Enclave

Recently, there has been a lot of information leakage on how the South African "slush fund" was used at various centers of influence; showing how the fund was spread, to whom, when, and for what. It was a five year long-term secret project which took on in 1975 motivated by a racist spirit for the survival of apartheid and colonialism in South Africa. And so the triumvirate of Eschel Rhodie, former chief of information, Connie Mulder, former minister of information, and General Van Den Bergh, former head of the Bureau of State Security, mounted a secret paradiplomatic service.

The project had a propaganda cover aimed at buying influences in politics, the media, setting up of pro-South African organizations and setting up on high-pressure public relations networks.

A sum of over 60 million was made available by the then Prime Minister, John Vorster to be used with the "greatest flexibility" in selected key countries in Africa and Western Europe.

As the home tide from the 1978 election results turned against the triumvirate, existence of the slush fund blew up and its "secrets" out in the open.

Eschel Rhodie, who for several years entertained his racist masters with "brilliant" definitions of apartheid and how it could be furthered, took to his heels, threatening rain and thunder if "I am ever killed."

The interesting issue is who got what slice of the fund. Eschel Rhodie made available the breakdown of this fact.

**Britain:** \$3,000 to two Labour MP's a year to foster South African interest and spy on anti-apartheid organizations. \$130,000 per year to a front organization set up in London to publish anti-communist and pro-South African literature.

**U.S.:** \$15,000 to New York State Democratic nomination for James Carter in 1976. \$100,000 to the successful campaign to unseat John Tunney, who criticized US aid to South Africa. \$150,000 to Chip unseat Sen. Dick Clark, another influential critic of South Africa.

**Zimbabwe:** \$680,000 channeled to nationalist politicians from 1977 to benefit Bishop Abel Muzorewa, Rev. Sithole and Jeremiah Chirau.

**Namibia:** \$800,000 set aside to pro-South African groups in Turnhalle.

**West Germany:** \$98,000 a year for a pro-South African Institute, \$72,000 for a religious institute.

**Zambia:** \$720,000 given in 1975 to Zambia for co-operating on the Victoria Falls bridge conference, between the Zimbabwe nationalist leaders and racist leader Ian Smith. President Kaunda of Zambia has denied this report as a "load of rubbish."

**Ivory Coast:** Rhodie and Van Den Bergh prepared the ground work for the meetings in 1975 between Vorster

and President Houphouet-Bigny of the Ivory Coast. "The occasion and the spirit of dialogue" were used also to enable the party to meet representatives of Senegal, Gabon, and Liberia. Today the Ivory Coast with its emphasis on dollar politics is known for its links to South Africa.

**Liberia:** Five members of the ruling party are said to have received compensation for their work on behalf of the South African racist regime at the Organization for African Unity. Vorster was also able to meet President Tolbert during the former's 1975 slush fund safari trip to selected independent African states.

**Kenya:** The tapes containing the information allege that a Kenya newspaper or news agency is funded from South Africa. It also claimed that South African agents, mostly blacks, had penetrated the inner circles of the Kenyan ruling party.

These and many more others are contained in the Rhodie tape. A major fact that still looms is that 68 out of the 138 secret projects are still going strong. Only the BOSS (South African Secret Service) knows where these other projects are being implemented.

## Improving I-40 Costs vs. Benefits

Chronicle Camera went to the Watkins Street neighborhood, one of the areas with a large stake in plans to improve Interstate 40, to ask how the highway should be improved. Although the current highway already causes noise and air pollution which is at times unbearable there was a recognition of the need for improvements, yet a concern for what might happen to their neighborhood.

**David Conred** -- "It needs more lanes. They have to straighten that curve. It's going to have an impact here, but they've already took most of the neighborhood anyway."

**Mrs. Ollie Ashley** -- "I go along with the (Watkins Street Improvement) association.

There's already all that pollution and stuff and noise. I remember a truck turned over and they spilled some chickens (laugh)."

**Roy Jones** -- "It should be improved. Some of the people in the neighborhood don't want to lose their home. But there's no balance that can be struck. If they think 10 lanes should be built, then they should have 10 lanes."

**Louise Truesdale** -- "They ought to build it up. It needs to be wider. Of course, the rent people need to fix these houses up. If the highway is built to 10 lanes, it's going to be into everything here. If I have to move, I want some relocation money, transportation, moving expenses and everything."



Conred



Jones



Ashley



## Chronicle Letters

The Public Affairs Committee of the YWCA of Winston-Salem Forsyth County supports the June 18th resolution adopted by the Forsyth County Commissioners "condemning acts of harassment and violence taken against people because of their choice of residence or homesite." The YWCA has a strong historical commitment to combatting racial injustice. At our 1946 National Convention we adopted the Interracial Charter which proclaimed our intention to "work for the integration of Negro women and girls into the mainstream of Association Life." In 1970 we adopted and in 1973 reaffirmed as our one imperative -- to thrust our collective power toward the elimination of racism wherever

it exists and by any means possible. Our definition of racism embraces any attitudes, action, or institutional structure which subordinates a person or group because of his or their race or color. Therefore we read with distress about the recent series of harrasments which have been directed at several black county residents who have chosen to live in predominately white neighborhoods. Each of us must be permitted the right to live in any neighborhood of our choice if we are willing to be responsible citizens of that community.

Our right to live in any given area must not be restricted by race, sex, religion or ethnic origin. We applaud the Board of