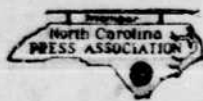


THE ENTERPRISE

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Thursday, June 3, 1954

Prejudices Are Seen In All Races

Prejudices are seen in all races—if we integrate schools to meet communist criticism. It is asked, why not abolish private enterprise also?

There are many aspects of the Supreme Court ruling against segregated schools that ought to be considered, but one argument that leaves me cold is that it is a triumphant answer to Communist and Afro-Asian charges against the United States.

If we make our policies to meet Communist criticisms we should abolish private enterprise, representative government, private schools, independent courts, and every other institution of our society. Nor will full social equality for Negroes suit the Communists, who advocated (until, apparently, their Russian bosses told them to pipe down) establishing a separate all-Negro state in the South, from which the whites would be moyed.

If we want to frame our domestic policies to suit the Africans and Asiatics, we should throw open the gates of Afro-Asian immigration and abandon the undemocratic notion that ours is a predominantly white and Western civilization.

This is a far cry from the Supreme Court decision, but not from some of the arguments being advanced for it.

The white nations suffer from a bad conscience which does not afflict the colored world.

We seem to think that the white races alone have prejudices and that only they have established colonial systems ruled by dominant racial castes. What nonsense. Racial antipathies and affinities appear to be endemic in mankind.

The yellow races think the whites ugly, that their bodies exude an unpleasant odor, that their hairiness is beastly, and that white faces are actually mottled, and marred by unethetically protuberant features.

The colored risings against white settlers in Africa are largely attributable to the fact that the settlers are of a distinguishably different race.

Where a colored minority live among whites they adopt the prejudices of the whites.

The Soviet Union has, officially, no racial prejudices. But the governing elite is almost entirely composed of white slaves. A distinctly Mongoloid woman from Moscow was insulted when I remarked that she must come from the Soviet East, since she had no Slavic features.

Mongol troops from Siberia created dismay among pro-Russian East Europeans when they entered as liberators. But they were equally feared and disliked in Western Russia.

The caste system of India was originally, I have read, based on race. Indo-Aryan conquerors created the caste system to keep down the lesser breeds. Now we see a sort of race prejudice in reverse. Mr. Nehru was quoted as denying that he had prejudices against whites. "We always had white servants."

American Jews, though in the forefront of the fight for minority rights, oppose inter-marriage with Gentiles.

So it is with the world.

I am opposed to American intervention in the wars and revolutions of Asia, because I am opposed to Asian intervention in our affairs.

Races and cultures are different, and there is a limit to success in mixing them up.

Equal but separate may not work well within a nation. But nothing else is likely to work peaceably between nations and civilizations.—Dorothy Thompson in the Congressional Record.

Universal—Or Nothing

Christian Science Monitor.

Eighteen years ago Emperor Haile Selassie I of Ethiopia stood before the Assembly of the League of Nations at Geneva and pleaded unsuccessfully for aid and protection against the invading armies of a Fascist dictator.

Last week he stood before a joint session of the Congress of the United States in Washington and was listened to with respect. The things he said were in keeping with the dignity he has shown as a ruler, the humanitarianism of a leader in the progress of his people, and the wisdom of an acute observer of the drama of nations.

With what poignant feelings one can only imagine, the Emperor said:

I call upon the world for determination fearlessly to apply and to accept, as you and as we have accepted them, the sacrifices of collective security... We feel that nowhere can the call for aid against aggression be refused by any state, large or small. It is either a universal principal or it is no principle at all. It cannot admit of regional application or be of regional responsibility. That is why we, like you, have sent troops halfway around the world to Korea.

It could be added that Ethiopian troops, like those of Turkey, won for themselves in Korea an outstanding place in the respect of both foe and friend. Some pundits question whether the principle of collective security will ever become a reliable moving force in the action of nations. But the devotion of such supporters as Emperor Haile Selassie and his people gives strength to what is becoming a standard of world morality.

Gravy Train?

Tyler (Tex.) Morning Telegraph

If there's anybody around who thinks the American farmer is riding a Government-subsidized gravy train, I'd like to call attention to an article from the Wall Street Journal of May 19.

A page 4 story says that the Federal Government and the United States (steamship) Lines Co. have compromised their dispute over how much the company should pay for the superliner United States, which the Government built at a total cost of \$76,800,000.

Originally, the company was to pay Uncle Sam \$32.9 million. But somebody in Eisenhower's administration thought the Government ought to get a little more money for the ship. As bargaining leverage, Uncle Sam held up \$8.6 million in current operating subsidy payments.

So, the company finally complainingly agreed to up the ante by 4 million bucks—to \$36.9 million. After that piece of hard bargaining, Uncle Sam (that's us) lost only a little less than \$40 million on the deal.

Of course, that was only on cost of the ship. The article didn't say how much annual subsidy we are paying the company to run the luxury liner to Europe and back.

Did He Arrest Himself?

A report from Charlotte states that a candidate for constable in Mecklenburg won the nomination, that he was arrested and convicted on a wife-beating charge.

Now, it would be a sort of redeeming feature if it develops that he arrested himself.

60 Second Sermons

BY FRED DODGE



TEXT: "Vices are often habits, rather than passions."—Rivarol.

A young man, just out of college, sought the advice of a hard-headed and successful businessman.

"Tell me," the young man asked, "how I should go about getting a start in the great game of business?"

"Sell your wrist watch," the businessman replied, "and get an alarm clock."

There is no such thing as a new horizon. There never has been and there never will be a new horizon. All horizons are old. The same as they were yesterday and are today, they will be tomorrow. The only change can come from your position in relation to a horizon.

The atomic scientist did not create a new horizon when he split the atom. He merely moved in the world of science and saw a horizon of which he had not dreamed. It had been invisible until he changed his position.

When we are bored with life we need only to change our positions to discover exciting horizons. They are not new—they are old. They won't move, either. We must change to see them.

The next time you suffer from dull, old horizons, remember that all you have to do is to change your position and your horizon will change. It's up to you!

Strange Vehicle Will Visit Here

One of the U. S. Coast Guard's most useful pieces of rescue equipment, a DUKW amphibious vehicle, will roll into Williamston for a day this week as a special recruiting unit. Coast Guard officials in Norfolk announced.

Manning the unusual vehicle will be Chief Sonarman Jack Arrington, a Coast Guard recruiter from Norfolk, and Engineman First Class Julius Lewark, who will drive the DUKW, which is from the Coast Guard's Virginia Beach, Va., Lifeboat Station. They plan to park their amphibian at the local Post Office.

An intense Coast Guard drive for recruits is now on, and instead of regular recruiting trucks being used by recruiters to canvass the countryside for enlistees, the seldom-seen DUKW was picked for the job.

According to Chief Arrington, when he arrives in Williamston he will be prepared to disseminate complete information on service in the Coast Guard to all prospective recruits.

With recruiting quotas wide open, the service wants men between the ages of 17 and 25 for enlistment.

It was pointed out that former servicemen can enlist even if they don't fall within the 17 to 25 age group and that many ex-Coast Guard and Navy men can join the Coast Guard with their old rates.

New Coast Guard recruits are sent to the service's Receiving Center at Cape May, N. J., for 12 weeks of basic training, in which they learn gunnery, boat handling, Coast Guard history and general seamanship.

Following their initial training, according to the Coast Guard, many recruits are assigned to special service schools at Groton, Conn., and elsewhere which lead to petty officer ratings.

Other new men are stationed

Oak Ridge, Tenn.—Imagine the surprise when Dennis Seiber, labor foreman, recently learned that Frank Hancy, a laborer working for him, is the "medic" who had saved Seiber's life on Luzon Island during World War II in the Philippines. Both had been working here for a year and a half.

Onboard Coast Guard cutters engaged in offshore rescue work, weather patrol and ice patrol, while some men are first assigned to lifesaving stations, in status and other shore installations generally somewhere in the United States or its possessions.

NOTICE TO CONTRACTORS CURB & GUTTER, ASPHALT PAVING, & EXCAVATION TOWN OF WILLIAMSTON WILLIAMSTON, N. C.

Sealed proposals will be received by the Town of Williamston, Williamston, N. C., in the office of the Town Clerk until 2 P. M., E. S. T., on the 30th day of June, 1954, and immediately thereafter publicly opened and read, for the furnishing of labor, materials, and equipment entering into the construction of Excavation, Curb & Gutter, and Asphalt Paving.

Complete plans, specifications and contract documents will be open for inspection in the office of the Town Clerk, Williamston, N. C. the office of the Associated General Contractors, Raleigh, N. C., and the office of the Engineer, Greenville, N. C., or may be obtained by those qualified and who will make a bid, upon deposit of twenty five (\$25.00) in cash or certified check. The full deposit will be returned to those submitting a bona fide proposal provided plans and specifications are returned to the Engineer in good condition within five days after the date set for receiving bids.

The work will consist of approximately the following major items:

- 40,000 L. F. Combination Concrete Curb & Gutter
- 25,000 C. Y. Common Excavation
- 500 C. Y. Select Material
- 78,000 S. Y. 2" Asphalt Surface (Type F-2—Alt. Type F-1)
- 1,500 Tons Course Aggregate Base Course

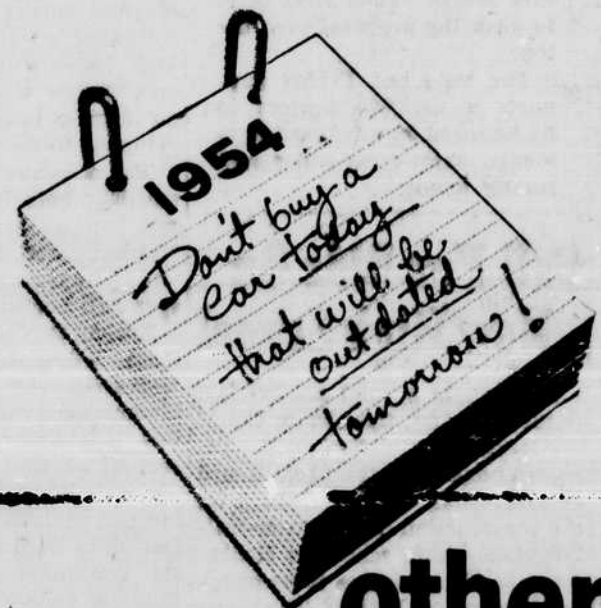
All Contractors are hereby notified that they must have proper license under the State laws

governing their respective trades. General Contractors are notified that "An Act to Regulate the Practice of General Contracting," ratified by the General Assembly of North Carolina on March 19, 1925, and as subsequently amended will be observed in receiving and awarding general contracts. Each proposal shall be accompanied by a five per cent bid security. This may be in cash, certified check or bid bond. Said deposit to be retained by the Owner as liquidated damages in the event of failure of the bidder to execute the Contract within ten days after the award. Performance Bond will be required for one hundred per cent (100%) of the contract price. The Town reserves the right to reject any or all bids or to accept the bid or bids that appear to be to the best interest of the Town. P. Vert Covert, Mayor. Engineers: Henry L. & Thomas W. Rivers & Associates, Greenville, N. C. je 8-15

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CAROLINA TELEPHONE and TELEGRAPH COMPANY



Only FORD gives you features now which other low-priced cars may offer tomorrow!

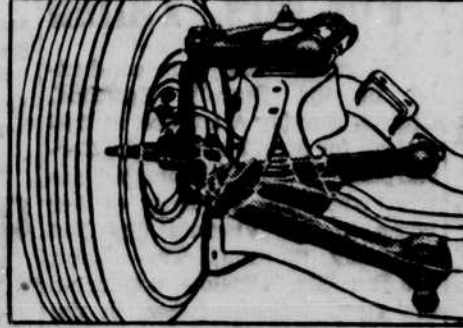
Ford gives you: V-8 POWER

Only Ford of the low-priced cars offers V-8 power—the type of power more and more car owners are adopting. And Ford's new 130-h.p. Y-block V-8 is the most modern V-8 in any car regardless of price!



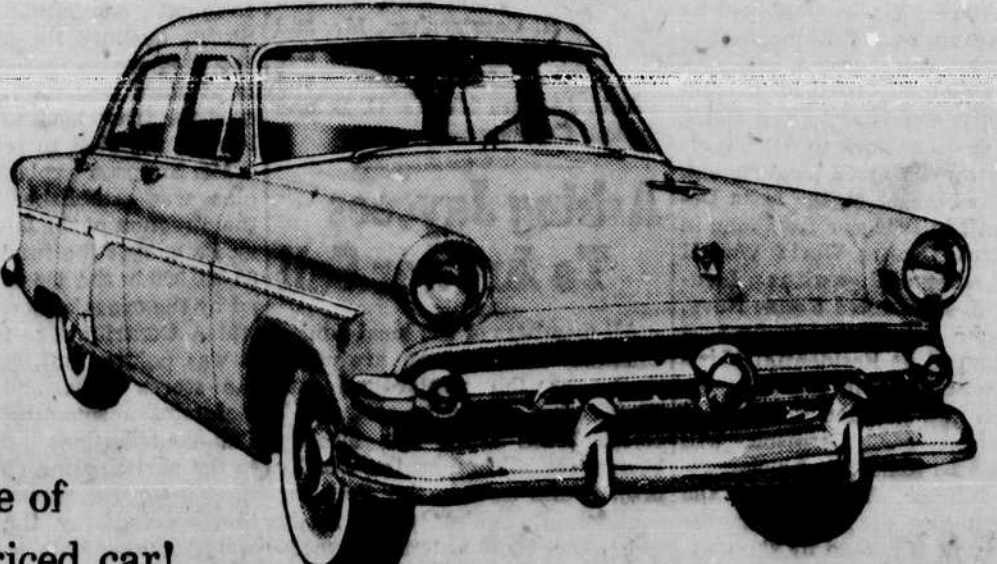
BALL-JOINT SUSPENSION

For ride and handling ease that no other low-priced car can match, Ford brings you new Ball-Joint Front Suspension. It's another Ford exclusive in the low-price field.



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