

Editorial and Opinion

Roads—Building And Destruction

The recent charge by a State Senator that Governor Scott "apparently is trying to build roads with one hand and pulverize them with the other" has been confirmed, in effect, by the Governor himself. In a statement last week, the Governor was reported in the press as saying that he definitely would like to see weight limits increased "over certain roads designated by the Highway Commission" for that purpose.

This whole business smacks strongly of politics since the Governor has announced that the truckers are supporting his rural road bond bill and it now appears he is backing the truckers' bill. In fact, other than the Governor and the truckers, it is doubtful if other supporters of any consequence can be found for such increase as embodied in the measure being kicked around in the General Assembly. The inconsistency of the Governor's position is also amazing since he has constantly opposed improvement of the main arteries over which the big trucks travel in favor of concentration on strictly rural roads, most of which would not have to bear the brunt of heavy truck use.

Every motorist has personally seen the damage done to our highways by heavy commercial vehicles. He also personally paid part of the bill for maintenance and repairs through higher taxes than would have otherwise been necessary.

Thomas H. MacDonald, Commissioner of Public Roads, recently said, "If we accept the principle that highways are provided to serve the public's interest as a whole, it reasonably follows that the cost of building and maintaining them must be held at the level of true economy. This involves the limitation of axle and wheel loads to those for which the highways are designed. The highway user does not wish to pay for new highways to replace those destroyed by excessively heavy loads. The heavy truck operator is, or should be, concerned, because most certainly he will be held accountable for whatever damage these trucks do. . . ."

What makes this particularly important is the tendency of states to legalize heavier and heavier axle loads. Mr. MacDonald, who is one of the foremost experts on the subject, is convinced that axle loads in excess of 18,000 pounds should never be authorized. Yet there has been an alarming increase in the number of vehicles in use with heavier loads, ranging up to the terrific figure of 29,000 pounds. You don't need an engineer to explain to you what carriers of that weight do when they pound over our roads.

There has been a remarkable growth in the number and size of commercial trucks using public highways. Measures which will protect the roads from excessive deterioration under such traffic must be adopted to protect all taxpayers from even heavier levies for the highway funds. This newspaper believes it's about time this state and others stopped subsidizing the trucking industry at the expense of the taxpayers and other legitimate businesses who must operate without use of public facilities, such as the highway system. If the Governor seeks new sources of highway revenue, here's one with the automatic support of the every-day citizen behind it. He's on the wrong track supporting any measure for increasing the weight limits for vehicles on our highways.

Favorable Trend

Last week the Baptist churches of Orange and Alamance counties were engaged in a simultaneous revival effort. This plan of having special meetings of all the churches of a denomination over a given area, we believe, is a relatively new one.

The advantages of such cooperative meetings are evident. When churches choose the same dates for services of this type, they not only capitalize from a publicity angle, but their unification permits them to attract outstanding speakers. We view it as a definite trend and there seems to be no reason why it should not prove to be a favorable one.

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Wrong Approach On Race Issue

(An Editorial from The Lenoir County News)

It is fortunate that the entire Negro population of the State does not possess the demonstrative spirit of the group from Durham that last week picketed the legislature in petition for an accredited law school at their college. We most assuredly do not condemn the young men for their spirit, but we don't feel their methods were in the best interest of themselves and their fellow students.

If the same logic were put into action in Lenoir County, there wouldn't be a single meeting of the County Board of Commissioners that wouldn't be picketed by Negro students. Promises, delays and more promises have been enough to irritate even the most patient person when the subject of school facilities for Negro children is discussed.

Yet, Lenoir County has never had any demonstrations and today work is about to begin on a quarter million dollar Negro school in La Grange, which will serve the biggest concentration of the county's Negroes outside of Kinston. This is the first of three schools that will provide ultimate consolidation for the county's present sorry excuse for Negro schools.

When one rides through the country at school time in the morning or at "getting out" time in the afternoon and sees the white children speeding along out of the rain and weather in nice buses, passing Negro children who are walking toward one and two room hovels with next to no sanitary facilities, it often causes questions on religion and politics to arise that are rankling beneath a white skin.

The white man's imagination cannot possibly permit him to understand how the Negro must feel when confronted with this same situation. In the north, where the problem is to a great extent hypothetical, people often go off on wild tangents and want to correct the mistakes and prejudices of centuries in one fell swoop. White southerners know this is impossible and Negro southerners know this is impossible.

Literate people in both races approach this problem as it is being approached in Lenoir County: by slow, steady progress toward eventual elimination of the economic and political gap between the races.

The social gap is one that will never be bridged. For in Washington, Boston and in many other parts of our country Jews—among the most civilized of peoples—are still not permitted to own property in certain restricted areas.

If restrictions of the same culture, same color, same nationality but not religion are practiced after 40 centuries of

OUR DEMOCRACY THE FIRST STEP

THE MOMENT WE SIT DOWN WITH OUR SEED CATALOGS OUR GARDENS BEGIN TO GROW. WHILE IN OUR MIND'S EYE WE SEE PLANTS IN LUXURIANT GROWTH, FRUIT HEAVY ON THE VINE — ACTUALLY WE ARE TAKING THE FIRST STEP IN MAKING A GARDEN.



THE FIRST STEP—PLANNING—IS IMPORTANT. BUT IN LIVING AS IN GARDENING, THERE IS MUCH WORK TO BE DONE BETWEEN THE PLANNING AND THE ACCOMPLISHMENT. WE SET A GOAL FOR THE FUTURE SECURITY OF OUR FAMILY THROUGH LIFE INSURANCE AND SAVINGS, BUT TO REACH THAT GOAL TAKES WORK, SELF-DENIAL AND DETERMINATION.

association, one can hardly expect or feel possible that the Negro will be treated any more intelligently or kindly than the long ostracized Hebrew religion.

Greensboro Daily News on "An Adequate Patrol"

Now that the legislative coup de grace has apparently been dealt the revived and modified motor vehicle inspection act, it becomes increasingly important to see that the highway patrol is made adequate to perform the inspection job which has been saddled upon it.

The State Magazine on "Pressure Politics"

Approximately 4,000 people assembled in the Raleigh Memorial Auditorium last Thursday afternoon for the purpose of showing that they are solidly behind the school improvement program advocated by Governor Kerr Scott and endorsed by educational leaders in all sections of the state.

It was an entirely unnecessary meeting. It certainly did not do any good as far as the cause of education is concerned; on the contrary it may have done some slight degree of harm.

If people want to go to Ra-

leigh in huge crowds to appear before legislative committees that, of course is their privilege. But again we say; this is no way to settle legislative matters. If the time ever comes when a crowd shall dictate the affairs of our state government then we shall have arrived at a very dangerous period of our existence.

And in order that you won't misunderstand our position for a single moment we want to say that we are heartily in favor of giving the public schools as large an appropriation as is possible without damaging other state agencies.

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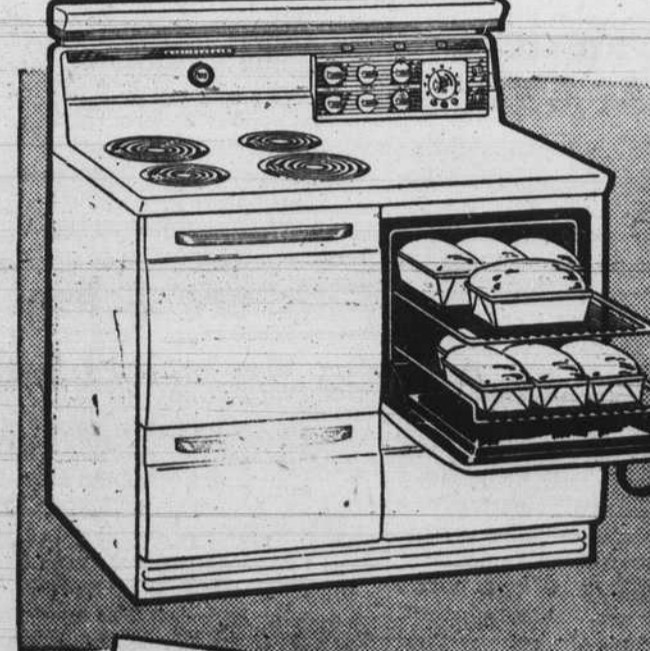
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