

# CHAPEL HILL NEWS LEADER

Leading With The News in Chapel Hill, Carrboro, Glen Lenoir and Surrounding Areas

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## To Keep the Community Clean

An example of what Chapel Hill must do to preserve its individuality and protect itself from undue encroachments not only in town but on its outskirts is to be found in the moving in of advertising signs, billboards, and other structures to areas where they are in conflict with the zoning ordinance established eight months ago.

Ever since the present growth began, it has become evident that the community must be on its guard to see that elements not in keeping with its nature and traditions do not slip in and gain a foothold.

The town has a right to ask that it enjoy the benefits to be derived from its own expansion. There is no point in trying to con-

vert Chapel Hill into a commercial town with a commercial outlook and purely commercial interests. Despite pressure of various kinds, it has managed thus far to preserve its unique atmosphere as a University town with a history of simplicity and serenity.

Any lowering of these standards will be a detraction from a respected tradition and a step towards a hard-faced exploitation of a natural beauty and dignity.

The community will stand solidly behind the building inspectors and other officers who are upholding the municipal laws. If any interests dislike these laws, they have a right to ask for their repeal but not by violations that show disregard for community standards and traditions.

## Extermination by Rivalry

The announcement that Russia has just exploded a bomb equal to a million tons of TNT will probably be followed by an announcement that the US has exploded a bomb of two million tons.

In fact, it is declared in behalf of the US that it has already perfected bombs of many times the Russian power.

But what matter a few million tons more or less of explosive material when we now realize that even an infant-size bomb of the sort that destroyed Hiroshima is capable of creating horrors that only a few years ago could not even be imagined?

What we have to avoid is a bomb-producing race that can end only in a race toward extermination on a wholesale scale.

On the other side from this is the indicated start of a peaceful competition which will employ useful production instead of an all-inclusive destruction.

In this race Russia is at this stage in the lead, sending out missions which offer to lend money and build dams and productive works while the US hurries along under military guidance leading towards purely military objectives.

Below this two-winged competition lies that fermenting mass of people in Asia and Africa who want to climb out of poverty, ignorance, and disease to a status hitherto enjoyed only by the colonizing Western nations. When these peoples ask for help are we to have nothing better to offer than bombs and bayonets?

## "Preventive War" Up Again

The outbursts of comment and headlines on the detention in East Berlin at gunpoint of two US congressmen and the wife of one by Russian police shows how tenuous is the peace line between the US and Russia despite recent friendly visits and banquets.

Since the second Geneva conference collapsed, there has been a renewal of talk about increased armaments, and in the present bellicose atmosphere any small incident may be used to start a fire. There is even a new mumbling about "preventive war", which means there are military elements who want to throw the first bombs now and bring on the third world war. This is confirmed by such references as the following in the US News and World Report:

"Diplomats and military officers are in sharp disagreement over U. S. defense policy. Military commanders are more and more convinced that this country cannot tie its defense to a policy of waiting for an enemy to strike the first blow with thermo-nuclear weapons. Diplomats, who boss the military

unless the President intervenes, are holding to the concept of striking back only after being struck."

The best offset to growlings and threatenings is a sane utterance like that of Secretary of War Henry L. Stimson who in 1945, at the war's end, said:

"Unless the Soviets are voluntarily invited into the partnership upon a basis of cooperation and trust, we are going to maintain the Anglo-Saxon bloc . . . and . . . such a condition will almost certainly stimulate feverish activity on the part of the Soviet toward the development of this bomb in what will in effect be a secret armament race of a rather desperate character . . . The chief lesson I have learned in a long life is that the only way you can make a man trustworthy is to trust him, and the surest way to make him untrustworthy is to distrust him and show your distrust."

Co-existence or co-obliteration — there is the choice that the world has been brought back to face.

## Is It Folk Lore?

By SIDNEY SWAIN ROBINS

No doubt informed people know the answer to a lot of little questions that come up for others. High respects to all folk-lore authorities!

A few weeks ago I was in the office of an insurance and real estate man in Amherst, Massachusetts, who had known me as a sort of pinch-hit clergyman. With a grin, he quoted at me this jingle: "King Solomon and King David led very merry lives,

With very many lady friends and very many wives; When old age came upon them, with very many qualms King Solly wrote the Proverbs and King David wrote the Psalms."

As it happened, I could prove that he had come up with nothing new and shocking to me. Out of the pocketbook I dug up a poem of ten stanzas, of which the one he had quoted with only slight variation was the last. A distinguished woman had lectured in a town where we lived and had quoted some of the lines. I think she was from Virginia. A friend had got all of the poem she knew, by dictation; and had given me a copy. She had known nothing of who wrote it.

Two other of the stanzas ran: "Oh Jonah was an immigrant, so runs the Bible tale, He booked for steerage passage on a transatlantic whale; He found the whale's interior was crowded at the best So Jonah punched the button and the whale did the rest."

"Oh Noah was a weather-man and he predicted rain. The people said that they'd be darned if they'd be fooled again. They all went on a picnic, the rain began to fall, But Noah went in Noah's ark and never got drowned at all."

The insurance friend had never heard any of it but his own pet stanza. He wanted to know the author's name. So would I like to have it.

A week later, those same jingles were read to a clergyman and his wife in western New York state. The lady immediately came up with some variant lines. The first line of the first stanza was different to her—something impolite in it, the use of the word "coons."

About Jonah she had: "Jonah was a sailorman, so runs the Bible tale. He tried to cross the ocean in the steerage of a whale. The whale's accommodations were not the very best."

She was once a missionary's daughter in Japan, and said she had heard the versis from a missionary lady out of Vermont. She knew nothing of the author.

Another week went by and the same jingles were read to a professor of speech in Wichita, Kansas, who is known far and wide as a narrator and reader of funny stories. Some of the lines were familiar to him, those the Amherst man had quoted most of all. He knew nothing of the author and looked in his indexes in vain.

He had one rather scandalous stanza which I reckon we had better quote, since we are raising what is to us a literary problem: "Pharaoh had a daughter who surely was some class, She brought Moses to her father, a dutiful little lass; She said that she had found him in a basket in the grass, But Pharaoh winked the other eye and let the matter pass."

In another stanza which he recalled there was a short line and some further news about Noah: "Along came Noah, a-stumbling in the dark; He found himself a hammer and built himself an ark; In came the animals, two by two."

The John-Jim-o-remus and the kick-kangaroo." Those last two lines, by way of Wichita and Ann Arbor, had a curious effect upon me, for they brought up memory of having often as a child heard two lines something like them: "In came the animals two by two, The elephant and the kangaroo."

Is there somewhere an original poem about a darky Sunday School? Is it all folk-lore, like Mother Goose, --something that everybody has felt free to build upon and improve or extend? Has the poem been dropped by comas, who is known far and wide as a narrator and reader of funny stories. Some of the lines were familiar to him, those the Amherst man had quoted most of all. He knew nothing of the author and looked in his indexes in vain.

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## Billions For Bombs, Pennies For Schools



Line Cut By Neal Thomas

## Happy Land For Tourists

(Christian Science Monitor)

Being addicted to traveling, but unfortunately without sufficient income to make it possible to do so in style, we find ourselves at present trying to see all of Spain on less money than the average tourist spends in a week in Madrid.

One of the advantages here, when operating on strictly limited funds, is the extreme cheapness of food, both in restaurants and in the markets. The current rate of exchange gives approximately 40 pesetas to the dollar; we have been averaging 20 pesetas a day each for food, or a dollar for the two of us.

All Types and Prices There are restaurants—the so-called economicos—which serve a meal of soup, meat, salad, bread and beverage for under 10 pesetas.

The economicos are of all types and prices, although probably the most expensive of this classification is at most only twice as high as the cheapest. Some of the better cater more to local white collar workers and persons of similar social standing, as well as to economy-minded tourists.

The poorer ones, at some of which we have eaten, are almost exclusively patronized by laborers, dressed here as elsewhere in overalls or similar garb. To these restaurants many of the clients bring their own bread, thereby saving a few precious centavos—

precious indeed to a man earning only 2 or 3 pesetas an hour. One such restaurant at least is operated with all the personnel—waiters, cooks and dishwashers—equal partners in the enterprise; this one is among the cheapest to be found.

### Food Economy

Buying food in the markets, which in itself is an interesting experience, is also a way to economize. Since our car, in addition to consuming all our money in gas, oil and repairs was of such an undependable nature that we were forced to carry tent, sleeping bags, and primus stove, not knowing where we might have to spend the night, we were in the habit of carrying food at all times.

We found that cheap though the restaurants were, we could eat just as well for less money by buying food and cooking it ourselves. Here in Spain a steak can be bought for 8 to 10 cents, tomatoes for 3 cents a pound, and other fruits and vegetables for comparable prices. At these prices many a meal for two has come to less than a quarter.

Of course, we are not going to recommend this type of living to all travelers. It takes a willingness to "rough it" and a desire to meet the people in their own places. In Spain that can be a rewarding experience, as people here are wonderfully open and friendly.

## Armor For Motorists

Washington Post and Times Herald

A race seems to be on to determine whether the new safety devices for motorists can keep up with the growing horsepower — and speed — of motor cars. Safety belts are here, along with safety door latches and padded dashboards. Shatterproof mirrors and rear-facing seats with high shock-absorbent headrests are being talked of as protection in accidents. More defense of some nature (possibly a coat of mail) is being urged for the occupant of what is called the "death seat" on the right hand of the driver.

Yet at the rate motor car horsepower is going up, more radical safety measures may be needed. New 1956 cars in the medium and high priced range will feature more engines of 200-plus horsepower, with some as much as 300 horsepower. What a jump from 1910 when a luxury class, seven passenger model boasted 60 horsepower! Car manufacturers insist that high horsepower is designed to give flexibility rather than speed, but with more super-highways higher travel speed seems likely to remain a constant temptation. And problem drivers are multiplying.

The safety experts need to come up with some suitable armor for motoring. Something on

the order of the outfits worn by football players, undersea divers, or, better still, outer space pilots, might be worked out. Why not? We outfit men for the battlefield — yet more persons have been killed on our highways than in all our wars.

### HIGHWAY MISSILE

He who travels over 60 miles an hour is not driving his car—he's aiming it.—Dallas Morning News.

### GUIDES

An elderly lady from Boston who drove down to visit Washington, said she had no objection to the American habit of littering the highways, with beer cans pitched from car windows.

"It helps me drive at night," she explained. "All those things shining in the car lights show me where the edge of the road is."—Minneapolis Tribune.

### NO LIMITS

A young Smithfield matron wanted her new maid to be pleased with her position. "You'll have an easy time of it here," she said, "since we have no children to annoy you."

"Oh, I like children," said the maid. "Don't go restricting yourself on my account."—Smithfield Herald.

## Chips That Fall

The sight of the red blossoms of Japonica spurring out from an occasional bare twig is a reminder that there is no month of the year in which Chapel Hill does not have flowers, even though they are reduced to a corporal's guard in November and December. The Japonica is one of the best imports we ever got from the Orient. In good seasons it puts out blossoms for six months of the year, stretching from January to June. Those persons who want to have blossoming branches in the house at Christmas should cut some of the budded twigs now and put them deep in water.

Now that the football season is over, Chapel Hill's unclaimed dogs face a boring winter. A few are looked after by the newspaper carrier boys, who have their favorites among them, and others adopt a regular calling route, proceeding from door to door where they can be sure of a handout. Some dogs drop out of bourgeois life entirely, preferring the irresponsibility and not fearing the fleas of a hobo existence.

Orange County's gain of 14.2 per cent in population between 1950 and 1954 as reported by Felix Grisette may be accepted as largely owing to the attractions of Chapel Hill and the growth of its several institutions. This was the fourth largest gain in the State, which saw 18 counties lose population. This county's total is given as 39,263. The State's growth as a whole suffered a check, being only four per cent in this period against the nation's seven. Meantime the State's young people emigrate to other states in a steady stream. The reason why would seem to be a much more important question than some others that agitate the citizenship from time to time.

A very chic young lady walked into the furniture store and sought out one of its decorators. "What," asked the decorator, is the motif — Modern, Oriental, Provencal, Early American?"

"Well," was the frank reply, "we were married only recently. So the style of our furniture is sort of Early Matrimony — some of his mother's and some of my mother's."—Capper's Weekly.

Q. Under what driving conditions would your car slide 190

Q. Why has a pedestrian little legal protection unless he is at a designated cross walk?

A. Because the law gives the pedestrian the right-of-way at a crosswalk.

Q. Why is driving a privilege rather than a right?

A. Streets and highways are constructed with public funds. The regulation of traffic upon them, therefore, becomes a function of government. The State has the power to prohibit individuals from using public property. And since the State can deny the use of the highway to an individual, it follows that an individual's presence on the highway in a motor vehicle is indeed a privilege.

Q. How many persons are killed in North Carolina traffic accidents each day?

A. Approximately three.

Q. Why should youngsters ride their bicycles on the right side of the road?

A. It aids in forming good driving habits when the rider is old enough to drive; a bike rider on the left may feel safe, but he gives oncoming drivers the mental jitters; a bike-auto head-on collision would be four times as dangerous as a tail-on collision, and riding on the left puts the rider in an extremely hazardous position at blind corners.

## She Wouldn't Compromise

By DON C. BARRIE

"No Compromise" is the keynote of Fanny Gray Patton's story as filmed in "Good Morning, Miss Dove". I noticed the older people were more impressed with her precept than the younger who haven't been fully tried yet. It is what makes us cry, after we have laughed. It is what makes us think seriously on the way home after our first doubts of the possibility of such a thing. We'd like to think that we could be capable of never compromising.

Paradoxically, Mrs. Patton pictured the best in us, and the story is of us. She showed our best side only. This is why the story will live as long as Hilton's "Goodbye, Mr. Chips". We would never have forgiven her if she had shown us as we are completely.

In the screen version, Jennifer Jones, as the "terrible Miss Dove", gives a smooth, true performance. The young doctor, in the person of Robert Stack, is recreated to perfection. There is no flaw in the acting of any of the rest of the cast. Each one did his and her part superbly.

Laurel wreaths are in order for the writing department of 20th Century Fox as well as for everyone who had to do with the picture. The sets are masterpieces.

Apparently, with all of this, Mrs. Patton has taken time out to live — Housewife, Grandmother Patton of Durham, N.C., born 106 on Blount Street in Raleigh, N.C.; her mother nee Mary McRae, first coed to register at UNC; her father Robert Lilly Gray a well known editor; one brother, an editor, this is Rob-

ert who was awarded the Star; her brother who other editor now on the Norfolk Virginia; has published two collections of short stories; married to short-story writer Lewis in Greenville, S. C. carrying the chair of literature Duke.

Her life is a novel studded with high moments as writing the first "Beaded Buckle", ever sent by the Playmate; winning the Upsilon award for the which was "Patience"; leading actress in Paul Green's play "Fanny"; one of the best stories in the United States in other moments rich and satisfying leading present work on a novel "Carolina folk. We hope to reading it.

I was well aware that story was one-sided in showed only the better people's natures. None characters in the story ed in real life could be fact, all sunshine and But, when an author does delineate sharp dimensional character go through life and compromise with its and puts her delicately human interplay home a closely knit composition theatre, you find it impossible to deny your acceptance of gument.

## Driver's Clinic

(A question and answer column on traffic safety, driving and automobiles conducted for this newspaper by the State Department of Motor Vehicles.)

Question: Why are some passengers killed in an impending wreck before the cars collide?

Answer: With excellent brakes, the driver can apply them with enough force to throw a passenger in the right front seat against the windshield or instrument panel with enough impact to kill him.

Q. Why does it take nine times the distance to stop at 60 mph as it does at 20 mph?

A. A moving car develops kinetic energy. This energy increases in proportion to the square of the speed. Sixty is three times 20 and three squared is nine. In stopping, this energy must be dissipated in some manner. In an automobile it is turned into heat energy through friction between the brake shoe and the drum and the tire and road surface.

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