

That's Not Helping the State of the Union



EDITORIALS

Never Forget That These Editorials Are The Opinion Of One Man
And He May Be Wrong

The Cost Of Education

The University of Mississippi's most expensive scholar has decided to drop out after three months of the most expensive schooling in the history of education.

Negro James Meredith, who has cost the American taxpayers some over five million dollars — with many claims still pending, two lives and dozens of wounded, has decided not to enroll for the second semester at "Ole Miss."

It costs much less than three million dollars a year to run every school in Lenoir County for an entire year. Salaries, busses, books, food, heat, water and light bills for more than 14,000 pupils for an entire school year cost about half of what the taxpayers have been forced to spend to keep Meredith in school for three months.

There ought to be, but there isn't any defense that the taxpayer has against this kind of abuse. Our impulse is to simply quit paying any federal tax. But this is a

complete impossibility, since the federal tax collector's greedy paw is stuck in every pocket many times every day.

So boycotting the tax collector has to be forgotten, but it is a beautiful thought.

What have we left? Bending the ear of congress, over and over? That lets off a little steam, but actually does not make much if any dent in the federal waste that increases with every tick of the bureaucratic time bomb that slumbers by the Potomac in Washington.

Elect some congressmen who will do something about it!

Now that's an original kind of idea, but electing congressmen is not a very simple process. It is a complex maneuver in politics and a damned expensive exercise in economics.

Those who can, may write editorials. All of us can, and should write letters to the editor, to congress, to the president.

One must try or simply be smothered.

A Delicate Issue

Attempting to find the answer to where labor's rights end and the public welfare begins is an extremely delicate task.

In New York the prolonged newspaper strike and all along the east coast the stevedore strike force upon each of us this question. Few of us are likely to come up with a sensible, legal answer.

We are likely to be widely split in our view. One will argue that labor has no right to halt work and threaten the public welfare. Another will argue that labor has no other defense against employers who will use the "public welfare" as an excuse to deprive the working man of the just fruits of his labor.

If we attempt to write law that would force men to do work against their individual or collective will we are guilty of legalizing slavery. This is not likely to happen, since we are still fighting the Civil War on that particular point.

What then is a logical alternative?

Endless frustrating negotiation under which either or both sides are bound to accept the decision of a so-called impartial arbitrator.

That is what we have now, and it is not

regular fashion, under the existing rules of law determine the fairness or unfairness of demands and offers involved in labor disputes? Letting judgments be retroactive to the date litigation is instituted, with funds held in escrow during the period of litigation. And with a time limit set during which the suit must be tried.

If trial by jury of labor issues is not fair nor logical can trial by jury of far bigger issues by jury be fair or logical?

Same Old Story

This week the State Highway Commission advertised for bids on 20 road improvement projects, involving 90 miles of road. Bids will be opened on January 29th.

It is the same old story that has been told over and over again in the past 10 years:

Two of the 20 projects are east of Highway 38. These include 4.3 miles of work on US 17 in Pasquotank County and surface treatment of 9.0 miles of rural roads in Washington County.

The other 18 projects lie on or east of Highway 38. When will the Raleigh politicians wake up?

Now He Notices

Supreme Court Judge William Douglas has recently — in between mountain climbs — delivered up a booklet called "Freedom of the Mind" in which he deplors the "increasingly powerful government."

We cannot avoid wondering why this learned mountain goat in jurist's robes did not notice this before he became a party to the biggest increase in federal power in this century.

We refer to the May 17, 1954, school decision under which federal troops, federal marshals, federal judges and federal lawyers have acted to force racial integration of schools.

No single act of the federal government in this century compares with this illegal usurpation of power that was sired by political expediency, dammed by vengeance and born in a bed of misunderstanding.

We've always had some kind of contempt for the virile type of specialized nut who climbs mountains. To us, they are comparable to people who swim English channels, or swallow goldfish. Douglas does nothing to disabuse my long-held concept of the mountain climbing breed.

Douglas blames the press for putting money ahead of news. Perhaps he should remove the mote from his own eye, where lust for judicial power and political pandering persuaded him to go beyond his oath, and re-wrote the law to suit their own political beliefs.

They mutter that this is a nation of laws, and not of men; but then they subvert the law to their whim.

Government is too powerful but Douglas helped make it so.

A Congress First

Each of us probably has a "must item" for congress to work on now that it is back in session.

But for the national welfare the job of first importance for congress is an immediate examination of the foreign policy that is being pursued by President Kennedy. Many questions need to be asked, and answered in this sphere.

How committed is our nation in men and in dollars to the great vacuum of Southeast Asia?

How can we maintain friendly relations with Pakistan while arming their most deadly enemy, the Indians?

How far financially and militarily will American money and men be extended in The Congo?

How many secret alliances exist or are being negotiated toward removing Castro from power in Cuba?

How much of foreign policy is being dictated by the Central Intelligence Agency?

How much is the CIA spending?

How much manpower does the CIA have?

How can we justify continued foreign-aid spending when no other nations are sharing their share of this "white man's burden"?

How far can American strategy be expected to extend in supporting the Berlin myth?

How much true reform can we expect in South America, whether we pour money in or withhold it?

How realistic is our overall African policy, where tribal rule is being substituted for colonial rule?

How long shall the American taxpayer be forced to pay the great majority of the cost of running the United Nations?

This is merely a starting list.

It's a pity that there's no one around like Gilbert and Sullivan who could put some music to the comedy in The Congo, where Tshombe flees, comes back, flees, and returns again; while Adoula presides over the bankrupt slumk works back at Leopoldville.

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PERSONAL PARAGRAPHS BY JACK RIDER

Speaking as one (dammit) who hasn't been a teen-ager in more than 29 years I'd like to vote NO to current efforts to penalize all teen-aged drivers because some teen-aged drivers are stupid with their own safety and that of the rest of us.

Last year was the worst year in the history of Lenoir County insofar as traffic deaths were concerned, but only two of the 17 accidents that claimed 31 lives were the fault of teen-aged drivers. The other 15 were adult mistakes. Perhaps this is not an average picture all across the state and nation, but we can only deal with facts as we see them close at hand.

But even after assuming that scare statistics against teen-aged drivers are correct it is still NOT fair to penalize the sensible kids because some of their reckless friends don't care about their lives or the lives of anybody else.

We already have plenty of laws — some would say too many — that can easily take care of the situation whether it involves teen-aged or adult drivers. But highway safety is not simply the responsibility of the law. The first responsibility for safer highways and streets rest with each of us who drives. Safety in every sphere — at home, at work, at play or at the steering wheel is a matter of common sense and courtesy. Perhaps we could simply reduce that to "common sense", since common sense certainly should include courtesy.

If you or I saw one of the neighbor's kids — or the neighbor himself — running up and down the street shooting off an automatic rifle or shotgun we'd instantly do something about it. But letting off a few short bursts from an automatic weapon is no more dangerous than screaming around town with a two-ton monster made from old tin cans and synthetics. But we hear people ask, "What can I do?"

Firstly, each of us can drive sensibly ourselves. Secondly, each of us can help enforce common sense driving. This is really where the rub begins. A lot of us had rather see our child, or parent or even ourselves dead than be called a "stool pigeon." This is some kind of mixed up idiocy. If we knew a neighbor's kid was taking dope, or suffering some dread disease we'd think it was our duty to let the parent know immediately. But we classify misusing such a deadly weapon as an automobile differently despite the glaring fact that cars kill more people than dope, shotguns, rifles, and pistols combined each year in the United States.

Trying to persuade, by every means, a driver that he is risking his life and the life of others is NOT being a stool pigeon. There is, however, another side to this coin: He is the blind parent. This is the type who believes that everybody in the world is picking on his little boy. The law, the newsmen, the judge are all "out to get my boy." Instead of listening to people whose only interest is greater safety on the streets and roads, this group of blind parents accepts any wild story told them by their "boy" and everybody else is a "damned liar who don't like kids."

This is comparable to telling the doctor he has something against kids when he tells you that your child is seriously sick. More kids are killed in cars than die from diseases. We believe the doctor, and some of us believe the officers when they tell us our kid is suffering a serious driving defect. But let's not blame our adult faults in the teen-agers.

There are a few people around, including ourselves, who don't quite see how the printers are improving their positions in New York by bringing their employers either up to or beyond the brink of bankruptcy. It seems that the jobs they had before the strike are better than no jobs, which is what a good many of them are likely to wind up with.