

SENATOR SAM ERVIN SAYS



The great debate on the so-called Civil Rights Bill continues. The political atmosphere becomes more turbulent by the day in the battle between emotions and reason. I have high hopes that reason is gaining and will eventually be the victor.

The reaction to the lawlessness such as "lie downs" on Triborough Bridge in New York City recently are being felt and the votes in Tacoma and Seattle, Washington, and the recent action of the Kentucky legislature gives a little light to the awakening of the citizens across the nation to the recognition of reality.

If our free enterprise system and our Constitution are to survive, reason must win because if it fails now there may not be another chance.

It becomes more apparent by the day that the underlying concept of those misguided and impatient advocates of the so-called "Civil Rights" issue is to take advantage of the emotional upsurge attendant to the drum beat of "racial equality" and to centralize power in the Federal government to control the private and personal lives of all the people.

Behind this backdrop of centralized power, and following the dictates of the Executive Orders on government contracts and housing, the District of Columbia has promulgated regulations on housing that depict the trend of government control of private property.

N. S. Meese in an editorial in the New Age Magazine, takes the side of reason when he so aptly says: "For the past decade or two a considerable number of well-meaning but confused social reformers have been trying desperately to demonstrate that there is such a concept as 'property rights' distinct from what they are pleased to call 'human rights' and that the former are being given high priority in all capitalistic societies in which a free economy prevails.

Obviously, however, property as such has no rights. In their lip service to the concept of freedom they have failed to understand that the right to possess, use, and dis-

pose of property is freedom's quintessence."

He also says: "Common sense tells us, however, that the person who is prevented from possessing, using, or disposing of the fruits of his own labor, or of their enjoyment, is not free."

He sets forth a "Property Owners' Bill of Rights" as adopted by the National Association of Real Estate Boards last June. "It is our solemn belief that the individual American property owner, regardless of race, color, or creed, must be allowed, under law, to retain:

- "1. The right of privacy.
 - "2. The right to choose his own friends.
 - "3. The right to own and enjoy property according to his own dictates.
 - "4. The right to occupy and dispose of property without governmental interference in accordance with the dictates of his conscience.
 - "5. The right of all equally to enjoy property without interference by laws giving special privilege to any group or groups.
 - "6. The right to contract with a real estate broker or other representative of his choice and to authorize him to act for him according to his instructions.
 - "8. The right to determine the acceptability and desirability of any prospective buyer or tenant of his property.
 9. The right of every American to choose who in his opinion are congenial tenants in any property he owns — to maintain the stability and security of his income.
 - "10. The right to enjoy the freedom to accept, reject, negotiate, or not negotiate with others.
- Unfortunately there are some who do not accept this philosophy but I stand solidly on the side of reason and freedom.

Other Editors WALL STREET JOURNAL

The Road to Nowhere

It's almost possible to feel a little sorry for the folks who guide U.S. foreign aid. The barrage of Congressional criticism had barely let up when other critics began taking aim.

One of the critics is Rand Corp., a California-based nonprofit organization chiefly engaged in research in the area of national security. In a recent report Rand voices deep doubts about some of the Government's efforts to aid civil aviation in the so-called under developed nations of the world.

The report, for example, questions whether it was altogether wise for the U.S. to build a fine international airport at Kandahar, Afghanistan. Rand describes Kandahar as being "in the middle of nowhere" with "no perceptible air

traffic to serve."

Then there are the two \$20 million U.S.-supported loans to Ethiopia for two big jet passenger planes plus some jet-age airports. The Rand report suggests that these and similar projects are of little real benefit to their recipients. It notes that in Ethiopia, "a country where roads are still appalling, railroads virtually nonexistent . . . the agriculture medieval . . . one does not have to look far to find more economically rewarding uses for \$40 million."

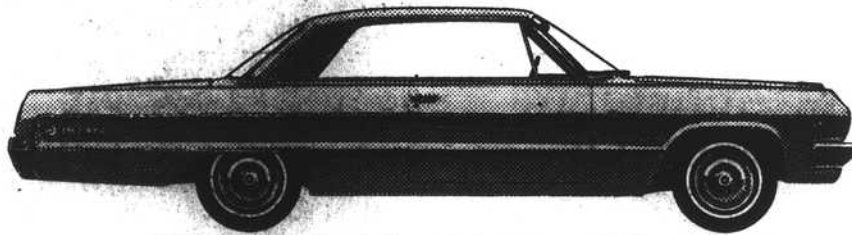
Another critic is the General Accounting Office. In a report to Congress the other day, the GAO took issue with the U. S.-backed Turkey-to-Iran railroad. So economically unjustified has this Mid-eastern project proved, the GAO

says, that only segments within each country are being built, leaving a gaping stretch of 173 railless miles between the Turkish and Iranian rail systems. That and a couple of other rail and highway projects that lead to nowhere, the GAO said, have wasted \$8.5 million.

Not so, replies the Agency for International Development; the value of these projects cannot be measured in dollars alone. AID says its own evaluation "is broadly pragmatic . . . weighted heavily in terms of successful accomplishment of political . . . objectives."

In other words, the foreign aid agency still believes it can buy friends if it only scatters enough money around. This idea has been tested time and again, in nations from Cambodia to Cuba, with results that no one could call encouraging.

It would seem about time to re-examine this philosophy of waste. Like that Mideastern railroad, it really is getting no place.



'64 Jet-smooth Chevrolet Impala Sport Coupe (119-in. wheelbase)



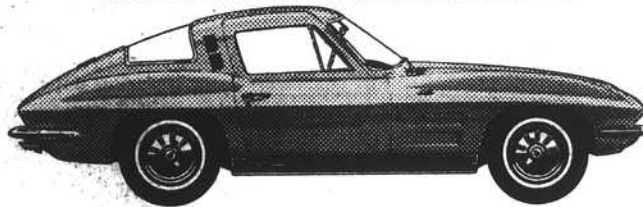
New Chevelle Malibu Sport Coupe (115-in. wheelbase)



'64 Chevy II Nova Sport Coupe (110-in. wheelbase)



'64 Corvair Monza Club Coupe (108-in. wheelbase)



'64 Corvette Sting Ray Sport Coupe (98-in. wheelbase)

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