

Another Black Spot in Dixie

JOHN J. SYNON

There has been put together, in Memphis, something known as The L.Q.C. Lamar Society, organized, so The New York Times says, to "seek reconciliation and pragmatic dialogue" between the races.

On its face, this undistinguished outfit wouldn't be worth mentioning were it not for the fact it typifies the most insidious factor now corroding the South. It is the latest of the malicious black spots planted among us to rot the whole. As such, it is worth looking at.

L.Q.C. Lamar was a noble Mississippian who served as a Confederate colonel and, after the war, as an associate justice of the Supreme Court of The United States. He is best remembered for his post-bellum work at North-South reconciliation and one supposes it is this element in Lamar's career that led the integrationists to adopt his honored name. Their choice smacks of an attempt to lend the organization a genuine pro-Southern flavor.

However that may be, the Lamar Society, today, claims 140 members from across the South. Its moving force seems to be a Negro named Moses Burt who earns a living as a staff worker for the National Urban Coalition. As I get it, he and a White man named James Leutze put the thing together. Leutze is a former member of Hubert Humphrey's staff and is now a professor of — Glory be! — American history at the University of North Carolina.

The Times says the society's goal is to "shape the (South's) future political leadership." To that end it will hold "regional government workshops," etc.

Why? Because, says Michael Cody, a White lawyer and the society's first president, "In the next three years the South must decide if it's going to integrate or face the alternative of massive black alienation, frustration and violence."

Poppycock. The South — as the North — has decided that already. It won't integrate, not voluntarily, come the promised violence or high water.

All of which, really, is beside the point. What I wanted to emphasize, in writing of The Lamar Society, is the means employed by egalitarians, generally to revolutionize our culture.

They slip into the South, in the first instance, via pipelines already established. (How do you suppose so alien-minded a creature as this man Leutze hooked on at the University of

North Carolina; how do you suppose Dean Rusk, whose daughter married a Negro, came to earth at the University of Georgia? How and why?) Once among us, such as these assume the posture of people with the South's best interests at heart. And gather scalawags around them. Together, the scalawags and the aliens, become "enlightened Southerners" and begin to tell us, "pragmatically," how evil are those who demand and maintain standards as old as mankind; exactly that old.

Generally, such groups and individuals are fed by "free money," by tax-exempt foundations that long ago were taken over by the marxists. And they pump, and they pump, and they pump their poison.

If it were not for one tremendous roadblock, such outfits as the Lamar Society long ago would have overrun us. Fortunately, that immovable block stops them whichever way they steer. For, you see, when all the propaganda guns have been fired, when the last "ruling" has been handed down and the individual stands at bay, integration still depends upon that individual's willingness to abandon his bone-deep, instinctive, consciousness of kind. That he will not do; not of his own volition.

For this reason — and this reason alone — miscegenation (the true meaning of "integration") is not working. The egalitarians can, and they may, force us all to become brown-skinned people. They can, as they are doing, make imitation White people of Negroes.

But they can't make the rank-and-file of us — White or Black — like it. So long as we have a choice we will remain as we are, thank you; pulpit, press and The Lamar Society notwithstanding.

Other Editors Say —

Homeless Fish?

Rusting away at the curb, a junked automobile is an eyesore. Dumped into 60 feet of water off the Jersey Shore, it's a home for vagabond fish and crustaceans.

"Building blocks for artificial reefs," the Sandy Hook United States Marine Laboratory calls them. And supposedly they rust away without harming the environment.

For harassed urban officials, an intriguing idea. But bulldoz-

Other Editors Say

Rails Fail Farmers, Too

The demise of railroad passenger service makes the headlines, but there also is an alarming decline in boxcar numbers. Agriculture Secretary Clifford Hardin recently reported the situation to Congress.

In 1959 American railroads had 674,792 box cars. On Jan. 1 this year they had only 386,499, a drop of 42.7 per cent. The number of narrow door cars, suitable for grain hauling, had declined to 180,574. Covered hopper cars have increased from 58,383 to 125,867, but they are used for other products also and do not fill the needs of the grain industry.

There are a half-billion more bushels of wheat to move than in 1959, 700 million more bushels of corn, and greater amounts of grain sorghum and soybeans. New corn harvesting-drying methods make that crop ready for market faster, with more burden on the carriers. Export sales are being lost because delivery to port cannot be made promptly. And there are 27 million more persons to feed in this country than in 1959.

Hardin called this situation a "disastrous breakdown in the agricultural rail transportation system." He favored an Interstate Commerce Commission order to cover emergencies and to require boxcar purchases.

The shortage is even more distressing to contemplate if a nationwide truck drivers' strike occurs.

— Milwaukee Journal

ing all the nation's abandoned automobiles into the ocean could be expensive. However, any imaginative urban official could justify the cost. A home for homeless fish! That would be a cry to rally . . . the ecologists.

There's only one hitch. Automobiles are being abandoned at the rate of better than six million a year. There just can't be that much vagrant fishlife around.

— The Evening Bulletin (Philadelphia)

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Army ROTC leadership, management and decision-making instruction pay handsome rewards. Employers of college graduates constantly seek young executive talent for new opportunities. They look for, and many pay extra to get, Army ROTC graduates who have served as officers. They find that such men have more to offer.

In the expanding world of opportunity, men with leadership ability and with experience in making sound decisions are in constant demand and in short supply. They are eagerly sought after for positions of responsibility in the professions, business and government.

This is especially true among younger men. But how is a young man to get the leadership instruction he'll need? And, once he has the instruction, how can he get practical experience in a demanding and responsible position?

One answer is to take Army ROTC in college. ROTC teaches young men how to organize, lead and motivate others. It provides instruction in problem solving and decision making—develops responsibility, self-discipline and self confidence.

When such men receive their college degree, they are commissioned as second lieutenants. They then step into important positions with heavy responsibilities. As young platoon leaders they may command as many as 50 men—with responsibility for as much as several million dollars worth of equipment. They mature rapidly.

Some of these men decide to make the Army their career. Others return to civilian life. As officers they have reinforced their college education with the ability to lead. They have a head start in a civilian career.

If you doubt this is true, ask any employer of college graduates. He'll tell you that men who have served as officers have an edge over men without this experience. Employers prefer them and many pay extra to get them. Yes, men who take Army ROTC are better equipped for positions of responsibility in our ever-changing society.



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