

March 19, 1976 CA

Parks And Highways

To The Commercial Appeal:

Memphians owe a lot to those whose foresight provided us with our many beautiful parks. But times change and it becomes necessary to give or move a little.

Several years ago Memphis lost the Ford plant along with several thousand jobs and a sizable pay roll in order to save a small portion of Riverside Park.

When big industries move out, others take a long, hard look before moving in. We may suffer more and longer than we think.

Most of the damage has been done for the I-40 route through Overton Park. The right-of-way has been acquired, people displaced and fine homes demolished. The Broad Street route across the park has existed for a long time and makes up about one-fourth of the uncompleted gap. Interstate 40 is a national highway designed primarily to move traffic through Memphis. Many designs and solutions have been offered — from the practical to the ridiculous.

With no access to I-40 across the park with proper landscaping and trees to break up the sound, a workable solution should be found. It has been suggested that the zoo be moved to the Penal Farm. I'm sure all the animals along with the area residents would vote for that.

JAMES M. HOWELL

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Fantasy Controls Won't End Crime

To The Commercial Appeal:

In your antigun editorial of March 5, you examined the premise that "Guns don't kill people — people kill people." You arrived at the stunning conclusion that it was merely folklore. If folklore is to be cited, allow me to submit one of the strangest items of all. It is the superstitious belief that crime can be prevented simply by placing restrictions upon the occasional utensils of crime. For example, ban the gun and — voila — you bannish crime. What a charming fantasy. How quaint. How serenely out of touch with harsh reality.

Booze-banning zealots gave us the "noble experiment" of Prohibition. The experiment flopped in its assigned mission, but achieved enduring success in laying the foundation for an empire of syndicated crime. Now gun-banning zealots are eager to pave the way for a spectacular expansion of that empire.

The point is that controls of this type are well-suited for a police state. Yet, in a free and open society — as ours is supposed to be — they are negative and self-defeating.

Although I thought your editorial comments were far off the target, the accompanying cartoon by your staff doodler was quite appropriate in a way it was

never intended to be. His picture of the pistol on a pedestal was a remarkably accurate bit of unconscious self-analysis. It suggested a very close resemblance between the caliber of his opinion and a Saturday night special: Cheap shots from a small bore.

DR. HERMAN M. CROWDER
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Set FDA Straight

To The Commercial Appeal:

Thank you, thank you! (Re: The editorial "Let's Resolve Cyclamate Issue" of March 14.)

We have been waiting for the six years following the cyclamate ban for someone to recognize that the FDA acted hastily in banning cyclamate based on one biased study: Funded by the Sugar Research Foundation.

The diet-food industry has spent these years, while covered by an unjustified cloud of doubt, establishing the true facts through scientific research. Whether for political reasons or pride, the FDA continues to refuse to admit that they have no scientific evidence to support the cyclamate ban. (If any proof that cyclamate was a cancer-causing substance had been established, obviously the National Cancer Institute would have so reported.)

Objective articles such as yours will help turn the tide back to impartial rulings based on sound scientific evidence, rather than unfounded decisions produced by hysteria.

MRS. GEORGE OSBORN
Jonesboro, Ark.

Don't Hurt Zoo

To The Commercial Appeal:

In July of 1917 I visited the Memphis zoo. That was nearly 59 years ago. I have been to the zoo several times since then and every visit has been a pleasure and educational. When I first visited the zoo we knew nothing about concrete highways. Very few roads had gravel and none that I knew of had concrete.

Now, what I can't understand is why the highway men of Tennessee ever planned to build a superhighway through the zoo. It looks like a case of don't-care arrogance on the part of those who planned the highway. These superhighways require a strip of land about 200 feet wide.

If you cut a strip 200 feet wide through the zoo of Memphis you wouldn't have much left. They knew the zoo was there, so why didn't they plan to avoid going through the zoo. There are other things just as important as superhighway and the zoo is one of them.

JAMES R. KILLEBREW
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