

I had just said had note to Sally Hines how hopeless the situation seems with the newspaper - even the letters - & now look!

C.A. Feb. 5, 1975

Letters To The Editor

Heritage Roadblock

To The Commercial Appeal:

Like many Memphians, we were willing to go along with most any plan to get Interstate 40 finished, even if it meant going through Overton Park.

However, in visiting the park with a professional forester, we found out quite by accident that much of the wooded area of the park scheduled to be destroyed by the proposed right-of-way contains a natural stand of virgin old growth Southern hardwoods. Many of the trees exceed five feet in diameter and 200 years of age — older than the city of Memphis. Two of the trees appear to be world records for their size and species.

In checking further, we found that Memphis is the only city in the United States that has such a mature forest within its city limits. Citizens cannot see such a stand in Atlanta, New Orleans, St. Louis, New York or in any other U.S. city.

For that matter, there are few places anywhere where the average citizen can still see or study such specimens.

Americans would never permit a highway to be built through cultural heritages such as Mt. Vernon or even the Fontaine House. Would they permit a highway through Overton Park, as they come to realize the precious heritage there cannot be replaced?

It seems doubtful that they would.

JULIA BANKS

3976 Geraldus

How Much More?

To The Commercial Appeal:

I am an average American housewife. How much more do we have to take?

Our unemployment lines are long, food is high, there are double pensions, hikes in utility bills we must pay. A man not voted into office now imposes an oil tariff hike.

A great American once said, "Ask not what your country can do for you, ask what you can do for your country." We have done enough for our country. Now it is time for our country to do something for us. Is this country no longer a democratic state? Will our children survive in the land of opportunity? How can they, when there is no longer any opportunity?

We must take proper action to defend the United States.

JOYCE STEWART

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Way It Was

To The Commercial Appeal:

The article by Garry Wills, which appeared in the Jan. 29 edition of The Commercial Appeal, was a misnomer from start to finish. First, let me say that the damages of May Day did not come to light as he stated. I am a native Memphian who happened to be living in Washington during the May Day demonstrations and I am not pleased by the decision which awards \$12 million to 1,200 citizens arrested in 1971. (Citizens! I call them rioters.)

I remember the threat of those who were demonstrating — that they would barricade the streets and stop the flow of traffic and, in effect, shut down Washington for a week. Had they succeeded, hundreds of thousands would have been affected, unable to reach their places of work, afraid to leave their homes. Mr. Wills, what about the rights of these citizens to drive to work peacefully?

Yes, Mr. Wills, it is hard to identify specific offenders in a mob situation. No doubt there were innocent bystanders arrested. But these people knew what to expect before they became involved with this mass demonstration.

It is a sad, sad situation when the courts of this nation award millions of dollars to those who do wrong and try to disrupt the nation.

In essence, we are rewarding the rioters for the wrongs they committed.

I think it is a poor argument to justify the lawlessness of those rioters by slurring public officials with the subsequent Watergate episode. Two wrongs do not make a right.

BEN WATTS

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Tax Gas Guzzlers

To The Commercial Appeal:

The best way to solve our oil import problem is to tax the heavy gas guzzlers off the road. Start with a reasonable tax based on weight and proven miles per gallon. Then at the end of a specified length of time have the tax so heavy on large cars that no one would want them.

If we all drove cars that got 30 miles per gallon, our problem wouldn't be what it is today.

We do not want to suffer the consequences of rationing, nor do we need higher fuel prices.

Instead of changing our lifestyles, let's change our cars.

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