Supreme Bench seat

(Continued from Page 1)

managed to pull more than its share of the Democratic vote, which gave him the edge over Murphy. But, a sizable black turnout remains the key to their victory.

Ward acknowledges that he is not that strong in the black community, where Judge Robert Bell, Judge J. Harold Grady and Murphy amassed a commanding vote total and enjoy wide popularity.

"Naturally, being white, my strongest areas will be white areas," said Ward. "But I have been campaigning in black areas, wherever I've been allowed to come."

The only black organization which may support Ward is the New Era Democratic Club, headed by Delegate Joseph Chester, D-46.

Chester acknowledged that he had several old political debts due the Mount Royal Democratic Organization, of which Ward is a steering member, but says that no decision on an endorsement will be made until September.

Most political observers agree that the major black organizations in the city will carry all four current judges, along with Murphy.

But Ward is quick to point out his civil rights record as a reason why he should receive black support.

Ward and his Mount Royal group backed Delegate Paul Chester twice during the early 1970s, and in one case even gave their support to him despite a feud between Chester's organization and the black Eastside Democratic Organization.

He has been labelled conservative by his detractors but he says that he is "conservative on anyone who has a long criminal record. They should have the book thrown at them."

He says that justice is being dispensed so fast that some innocent people have been convicted because there was no attempt made by jurists to examine each individual case.

Ward feels that judges should not be afraid to speak out on "issues which affect the administration of justice.

"The present Bench never speaks out on anything," he said. "But judges shouldn't disappear. They have an obligation to be active in their community, when appropriate."

—Baptist School

(Continued from page 1)

"He apologized for not being frank and outward," said Gaines. "He seemed really ashamed and embrassed to be practicing this in a Christian school."

Gaines added that when he asked Pantzer if a white child, placed on the list after his daughter would be accepted, he was informed that the white child could be accepted.

But, Pantzer asserted that he never indicated to a parent that a child would be placed on a waiting list and then forgotten. "We wor k strictly on a chronological order system and the student is considered by the application date."

Gaines said, "I did want my daughter to be exposed to a Christian way of life but I do not want her exposed to this type of discrimination."

The school is headed by Rev. Peter Bisset who is head of the Peter and John Fellowship which operates the Christian radio station WRBS FM.

—Corneas

(Continued from Page 1)

removed without the consent of his family, but Dr. Ann Dixon, one of the examiners who performed the autopsy said that what happened was a routine occurrence and permissible under state law.

"His eyes were not missing, his corneas had been removed," said the doctor. "This is routine in our cases. This is a practice following Senate Bill 89, which was passed by the state Senate in 1975."

But state Delegate Troy Bralley, D-40, says that he has requested the attorney general's office to investigate the incident. The bill states that such operations can only be performed if there is no objection from the family.

But the family says that they were not even notified of the death by city police or the medical examiner's office, and would not have allowed his corneas to be taken if they had known.

"The father was grief-stricken when he came to see me," said Bralley. "The family was very shocked when they saw this. The mother told me that when she heard about what had happened, she was so distressed that she didn't go to view the body until the funeral.

"I am strongly opposed to the coroner's office removing any part of a deceased person's body without the consent of the next of kin. To this end, I am calling for an investigation by the attorney general of this whole affair," he said.

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3 years later, he still doesn't have one

All he wanted was a 15-seater van

By James M. Abraham
AFRO Staff Writer

Three years ago, Leroy Waters, a 78-year-old retiree, decided that he would buy a passenger van in order to make some extra money to supplement his pension and Social Security payments.

Little did he know that his purchase of the van from Westview Dodge would involve him in a dispute which would last three years, and which still has not been resolved.

Waters went to the car dealership to purchase a 15-passenger van in May 1977. When he talked to a salesman, a Vergis Johnson, he was told that, although there were no 15-passenger vans available, a 10-seater van was ready. Waters said he also told him that the van could be converted into a 15 seater.

However, when Waters took the van, he found that it was in reality an eight-seater, and that the additonal bench seat would only bring the van up to 10-seater capacity.

Waters returned the seat, was refused a refund, and proceeded to appeal to several state and federal agencies, as well as the Chrysler Coroporation and Westview Dodge.

His first stop was a local lawyer, who told him on Aug. 23 1977 that there was no point in pressing a lawsuit.

Following that effort, Waters began a letter-writing campaign, during which the federal Department of Transportation; Lee Iaccoca, head of Chrysler Motors; the Federal Trade Commission, the state's attorney's office; Rep. Parren Mitchell, Delegate Wendell Phillips, and finally President Jimmy Carter all were notified by Waters of the problem he had.

Although he endured the usual red tape in trying to get to the root of his situation, investigations by the state Department of Transportation disclosed that Vergis Johnson, the salesman who sold Waters the van, was no longer employed at the car dealership. Although attempts have been made to find him, his trail apparently ended in Florida.

Following an investigation by the Consumer Protection Division of the state attorney general's office, Westview Dodge finally agreed to sell Waters a new van at its current cost minus the value of Waters' 1977 van.

The dealership made another proposal. Instead of selling Waters a new van, they would be willing to refund the $325 Waters paid for the additional bench seat.

But Waters says that he is still mad. He feels that the salesman who sold him the van originally is still available, but that efforts are being made to protect him.

He still drives his van, however, and says that he still wants a 15-seater 1977 model. He doubts if he'll ever get it.

"What I wanted was a fifteen-seater van," he said. "I would take a '77 van if I could get it, but it seems that they just won't get it for me. This thing has been really wearing me down."

DISGRUNTLED VAN OWNER — Leroy Waters got more of a ride than he bargained for when he bought his van in 1977. (AFRO Photo by Roman Hankewycz)

Volunteers sought for the aged

Volunteers are being sought by the Baltimore City Commission on Aging and Retirement Education Life Support Program to visit nursing home residents.

The purpose of the program is to improve the quality of life for residents by encouraging community involvement.

Following completion of a five - hour training course, volunteers will be matched with residents who have similar interest. They will be asked to read, write letters, participate in recreational activities and take residents on trips, when feasible.

A training session is scheduled for Saturday, Sept. 20. Registration and further information may be obtained by contacting the Aging Commission at 396 - 1782.

Census takers find 36,000 more people

Canvassers found 36,000 people believed to have been missed in the Census Bureau's 1980 count that indicated Baltimore's population had declined by 160,000, it was reported Wednesday.

Thomas Marudas, director of neighborhood relations, said, "We're up to 773,000 and we're still out working in several neighborhoods."

The Census Bureau pegged the city's population at 737,557, down from 905,760 in 1970. The city maintains the population is closer to 810,000.

The bureau, which has disputed the city's population claims, is to review the figures.

Census offices are being kept open by an order the city obtained last week in federal court. The order lapses Friday and Marudas said the city may seek an extension.

The census count is critical because it is used to determine the number of legislators that represent Baltimore in the General Assembly and in Congress and the amount of federal funding the city is eligible to receive.

Many cities throughout the country have complained that the bureau did not count all their residents.

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Reeves tells U.S. Senate committee to nix Ramsey's nomination to federal bench

An organization of black fire fighters joined Baltimore City Councilman to urge the U.S. Senate Judiciary Committee to reject the nomination of the president of the Board of Fire Commissioners to a federal judgeship.

Officials of the Vulcan Blazers, which represents approximately 300 black fire fighters, and 5th District City Councilman Norman V.A. Reeves charge fire board president Norman Ramsey discriminated against a black applicant for the position of fire chief.

Reeves testified before the committee and told the senators that he asked Ramsey to interview a black candidate for the job of fire chief but he refused.

Ramsey has said race was not a factor in the selection of fire chief but that he did not learn that the applicant was black until it was too late to interview him. A white man was selected chief.

Reeves also told the committee that Ramsey is a poor choice for a seat on the U.S. District Court for Maryland because of a history of "insensitivity, inflexibility and arrogance that constitutes a strong bias against social change that he can be expected to bring with him to the federal bench.

"As members of the Baltimore black community, we dread the possibility that Mr. Ramsey might come to mean to the national black community what he represents to the Baltimore black community," he said.

In addition to the support from the Vulcan Blazers, Reeves told the AFRO he also had the backing of 4th District Councilmen Michael Mitchell and Kweisi Mfume, the Monumental Bar Association, a group of black lawyers and the Baltimore chapter of the Association of Black Social Workers.

Reeves said he was disgruntled at the way the Senate committee hearings were handled and sent a telegram to Sen. Edward Kennedy, D-Mass., to protest. The Councilman had wanted the hearing postponed until after Labor Day to allow more time to include more blacks.

"If we had more black participation there is an excellent chance Ramsey may not be appointed," Reeves said.

Ramsey, 67, was the unanimous choice of the American Bar Association's Standing Committee on the Federal Judiciary for the seat. U.S. Sen. Paul Sarbanes, D-Md., and black attorney George Russell, spoke in favor of the nomination.

Further written testimony, either for or against the nomination, will be accepted until Sept. 4 when the record will be closed.

A decision is expected after Sept. 4.

Beth Steel fined on bribery charges

NEW YORK — Bethlehem Steel Corp. was fined $325,000 this week on charges it paid more than $400,000 in bribes to ship owners to induce them to use Bethlehem's shipyards for maintenance and repair.

"The guilt here is a corporate guilt, rather than an individual one," U.S. District Judge Robert W. Sweet said in imposing the fine on the nation's second largest steel maker.

Bethlehem had pleaded guilty to the charges as a corporation, and no individual wrongdoers were cited in the criminal information.

Prosecutor JaneParver told the court that the case did not represent a few isolated bribes "but a lengthy history of unlawful payments going back 20 years." The company faced a maximum of $500,000 in fines.

Bethlehem pleaded guilty in July to charges that the payments were made from 1972 to 1976 when the company was scrambling to keep its shipyards in business, especially its big Sparrows Point yard.

The charges alleged that representatives of Bethlehem's ship repair sales office in New York used a "secret Swiss fund" from which to smuggle close to $1-million into the country to be used for the payoffs. (UPI)

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