

THE VOICE

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"Dedicated to the promotion of the cultural, social and spiritual life of a great people."

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EDITORIALS
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The U.S. Negro, 1953

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sultants who see to it that ads will sell and not offend Negroes.)

The Negro is a good customer. He wants to feel that he can buy the best. Swift & Co. does not advertise its ordinary fowl in Negro publications, but the more expensive Swift's Premium "The dream chicken that came true". Several Negro families often pool their savings to buy an expensive car and drive it on alternate days. On Harlem's Lenox Avenue, Cadillacs are so commonplace that nobody turns to look at them any more (a situation which one resourceful driver met by having his Cadillac's top painted a gay plaid).

Some of the Cadillac prosperity is obviously false or forced; many Negroes are driven to spend their earnings in showy ways because they still cannot get the more ordinary things a white man with a similar income would buy, e.g., a decent home or a vacation trip to a good resort. Says a Negro leader in St. Louis (where Negro housing is particularly bad): "A flashy car becomes their living room, the only one they've got." Says a San Francisco Negro: "It is a sort of mobile aspirin tablet."

Despite the flashy cars, the Negro's spending habits have changed radically. He saves much more than he used to. Big insurance companies, which once considered Negro business more trouble than it was worth, now go after it. Loan companies, car dealers, etc. find Negroes excellent credit risks. There are signs that the Negro has begun to develop a large, strong middle class. Some Negro leaders, in fact, believe—and they do not consider it a bad thing—that the Negro is

turning into the nation's new Babbitt.

Though Negro home ownership has gone up dramatically, the most depressing feature of the Negro's existence is still his home. Negroes now own nearly a third of the places they live in, a two-thirds rise over 1940. (White home ownership has risen more slowly in the same period, is now 57 per cent.) But nearly a third of all Negro homes are dilapidated, compared with less than 10 per cent in the nation as a whole. More than 20 per cent of all Negro homes are overcrowded, compared with 5½ per cent in the nation as a whole.

Notes of Interest

The Lincoln Gardenets Club met at the home of Mrs. R. W. Ambers on last Tuesday evening at 8:00 p.m. Although there were not all members present, there was a very good informative meeting. Mrs. George Randol gave a talk on the culture of roses. Mrs. Arthur Patrick, gave a very good talk on how to raise African violets and Mrs. Richard Huston read a paper on wild life in the spring. The club is planning a flower show in the very near future.

Obituary

Funeral services for George Taylor, were held on Friday afternoon at 3:30 P.M., May 8th, at Marcy's Mortuary, in Ashland, Nebraska.

Rev. H. H. Utterback read the eulogy. Sam Kimbrough, William Wheeler, Homer Duke, and Bernard Dill served as pallbearers.

Q. When a girl enters a restaurant with an escort, should she remove her wraps before she arrives at their table?

A. No. She should wait until seated, and then her escort or the waiter should assist her.

Q. Is it preferable to write a business letter in short sentences and short paragraphs?

A. Yes. Brevity is preferred in a business letter, though it takes real ability to "tell the story" in a few words. It is often more difficult to write a good short letter than a lengthy one.

Capitol News

By Melvin Paul

Statehouse Correspondent
The Nebraska Press Association
LINCOLN—The Budget Committee of the Legislature this week uncorked its recommendation for state appropriations for the next two years.

The committee report wasn't yet off the presses when the \$172½ million it recommended was upped by \$18 million with Gov. Crosby's signature of the bill increasing the state tax on gasoline from five to six cents a gallon.

With other revenue measures pending, the grand total is likely to reach \$195 million, far and away the biggest budget ever adopted by a Nebraska Legislature.

The \$18 million from the gas tax increase was easily the biggest single increase but there were other sizable ones:

An expected \$4 million from the bill raising vehicle license fees.

Approximately \$1½ million from a special quarter-mill levy for the University of Nebraska College of Medicine at Omaha.

About \$3 million from a half-mill levy for the Teachers' Retirement Fund.

Around \$2 million which the Budget Committee left out of its report because Gov. Crosby wants to unload that amount onto the counties for over-ceiling assistance grants for medical services. The Legislature blocked Crosby's plan to make the shift in time for fixing the levy this summer so at least a part—and maybe all—of the amount will have to go back into the budget.

Carmody, discussing the budget, was asked whether he thought the committee had adhered to the policy of "restraint" laid down by Crosby at the start of his administration. The answer was one of the week's better ones:

"I can't see that restraint was our duty."

Lumps

Crosby was trying to make the best of the budget. He said the fact that the general fund increase was relatively small, property tax payers should be heartened. It took reporters a good deal of questioning to get the governor to concede that with the two special levies, the total state property tax bill for the next two years will be about the same as it is this biennium, \$48½ million.

The governor got his lumps from the committee on several points:

Crosby had proposed cutting off the Division of Dental Health without an appropriation. The committee gave it \$30,000.

Crosby made no provision for

Archibald Carey Speaks



One of the most dramatic moments of the recent conclave of the National Sorority of Phi Delta Kappa came when the Rev. Archibald J. Carey Jr. of Chicago addressed the public meeting. Rev. Carey, considered one of the nation's outstanding Republican leaders, is an alderman in the city council of Chicago.

two years. All of this can be matched with federal aid, so the total increase will be \$18 million.

The Legislature this week also started a registration fee bill and a diesel bill on their way to passage. Both measures were due for some fire but sponsors were optimistic they could save their bills.

The fee bill, as it now reads, would produce an estimated \$3 million. A third of this would go to the state highway department and the other two thirds to counties and municipalities, but all is eligible for matching with federal aid.

The diesel bill would tax all other motor fuels by the gallon, the same as gasoline, but it is not expected to yield any more revenue than the old equalization fee charged for vehicles using some fuel other than gasoline.

A cardinal duty for the seven-member advisory highway commission set up under a bill passed last week would be to lay out primary and secondary highway systems or Nebraska. And a bill ready for a final vote this week would require county boards to establish county road systems and file plans with the State Highway Department or else lose their state funds.

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The General Fund (general property tax, cigarette tax, liquor tax, drivers licenses, etc.) appropriation includes \$51.3 million in new money compared to \$55.1 million for 1951-53.

Highways
Nebraska had a highway program this week with the signature into law by Gov. Crosby of a bill increasing the tax on gasoline from five to six cents.

The boost is expected to bring in \$9 million of additional revenue for road construction in the next

Committee: \$172,590,039. Governor: \$166,379,614. Asked by agencies: \$172,367,416. Current appropriation: \$173,383,571.

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