



JOIN THE HONOR ROLL - - SUBSCRIBE!

CAPT. MULZAC SICK

New York.—Capt. Hugh Mulzac, veteran commander of the S. S. Booker T. Washington, was reported on sick leave this week following the announcement that his chief mate, James H. Brown, had replaced the popular wartime commander.

Capt. Brown, a native of Georgia, is said to be the first American-born Negro to command a vessel in the merchant marine.

OUR HONOR ROLL

The following is a list of those who are New Subscribers or have Renewed their subscription to THE VOICE.

- Mrs. Ruth Talbert
Los Angeles, Calif.
- Mrs. F. Bryson
renewal
- Mrs. Sam Kimbrough
renewal
- Mrs. Elsa Cooper
renewal

The 4-H Club, with Miss Dorothy Green as president, sponsored a party at the Urban League Friday night in the interest of new members.

Boy Scout Meeting to be Held

A boy scout meeting will be held at the Urban League, at 7:30 P. M. Requests the presence of parents and boys of the age 12 above.

The Boy Scout Troop No. 60 is being re-activated under the leadership of Joseph W. Adams.

CATHOLICS DROP BITTER RACE FIGHT

By George Stafford

St. Louis.—Following a heated fifty minute meeting Sunday evening, members of the Catholic Parents Association, formed about a month ago to fight admission of colored students to white parochial schools in the diocese, voted to disband the organization and petition Archbishop Ritter to reconsider his ruling on Negro admission to white schools.

The disbanding vote was taken during the meeting at which John P. Barrett, chairman of the dissident group, read a letter from Amleto Ciognani, Apostolic delegate to the United States, sent from Washington.

Archbishop Gognani's letter to the group stated that the papal delegate was confident everyone would comply with the ecclesiastical authority of Archbishop Joseph E. Ritter, who ruled that Negro and white students could attend the same Catholic schools. The inference was that outside interference with the ruling was unlikely inasmuch as Archbishops are the supreme law in their dioceses except in doctrinal matters.

PEPSI COLA PLANS NEGRO FIELD STAFF

New York.—Continuing Pepsi-Cola's established policy of encouraging opportunities for Negroes in all of its business activities and related endeavors, Walter S. Mack, jr., president of Pepsi-Cola Company this week announced the appointment of Edward F. Boyd as assistant sales manager.

Mr. Boyd will make his headquarters in Long Island City, N. Y., the executive offices of Pepsi-Cola Company. Under his direction a Negro field staff will be integrated into the organization.

In announcing Mr. Boyd's appointment, Mr. Mack declared: "Pepsi-Cola has a firm and established policy of encouraging opportunities for Negroes in all of its business activities and related endeavors. Besides the direct employment of Negroes as well as white people in its own organization, the company has always insisted that its community projects be for the benefit of all, color.

without regard to race, creed or These projects have included Job Awards for young people finishing schools; Service Centers for men and women in the armed forces; open air concerts; square dances in the parks; a nationwide art competition, and many other generous community activities."

Mr. and Mrs. Wm. Bryon Davis were called to New Bloomfield, Mo., due to the sudden illness of Mr. Davis' mother, Mrs. Hettie Davis. She was a recent visitor here.

Mrs. Frances Robinson has returned to work after a week's illness.

Mr. Chas. Bradley is very well after being struck while riding on his bicycle.

Mrs. Sarah Walker, group work supervisor, spoke on the importance of the organization in the community. Mrs. Rubie Shakespeare was also a speaker.

Returning from a week's vacation spent with his parents in Parsons, Kans., was M. L. Shakespeare, who motored there, following his conference in Kansas City, Kans.

Mrs. Dorothy Lewis and son, Paul, spent the week end in Chicago visiting Mrs. Clifford Harris, daughter of Mrs. Harris. now is daughter of Mrs. Lewis. She reports an enjoyable visit.

In response to a call from the family, Rev. and Mrs. T. O. McWilliams, jr., went to the bedside of Mr. Alonzo Adams in Nebraska City to administer spiritual aid, Sunday afternoon. They were in company with his son and daughter-in-law, Mr. and Mrs. Joseph W. Adams.



MORROW RALLY SPEAKER

Rev. C. P. Morrow, corresponding secretary of the Baptist State Convention and pastor of the St. Francis Baptist Temple, St. Joseph, Mo., will be guest speaker at the Victory Rally at Christ Temple, Nov. 9.

Plans are already under way for an all-day service to be known as a "Victory Rally" at Christ Temple, Church of Christ (Holiness) on Sunday, November 9.

A. E. Simms, sponsor of the program spent Friday in St. Joseph, Mo., to secure the speaker for the occasion. The Rev. T. O. McWilliams, jr., is pastor of the church and will assist Mr. Simms with arrangements.

It promises to be one of the outstanding events on their calendar.

Washington.—Freedom trains mean different things to different Americans, but to Negro historians and students of Negro history it is a parallel to the real freedom trains known in slavery days as the Underground Railroad. That railroad carried many slaves to freedom and one colored woman, Harriet Tubman, was one of the chief dispatchers.

Some of the historical documents on Freedom Train today were lacking then. Lacking were the thirteenth, fourteenth and fifteenth amendments to the U. S. Constitution. Some of the features of the Bill of Rights were non-existent, though some which were enacted during the reconstruction era no longer obtain.

Since constitutional guarantees of the rights of Negroes were lacking during slavery, freedom thain had to run underground. Stalwart abolitionists like Frederick Douglass, Sojourner Truth, Charles Sumner, William Lloyd Garrison and others guided the destinies of the underground railroad.

Sympathizing whites in the South cooperated with free Negroes to get the slaves on board. Understanding white and Negro abolitionists in free territory were on hand to take the human cargo at its destination.

The underground railroad was a real freedom train. The present Freedom Train sponsored by Foundation can't afford to ignore Atty. Gen. Tom Clark and directed by the American Heritage the significance of the underground railroad in helping to make 4,000,000 Americans free men and women.

Published statements about Freedom Train have said little about the period in American his-

tory dealing with the struggles for Negro freedom. There are documents on all phases of the American revolution and there certainly must be some on the Civil war period.

Freedom Train documents show Sir William Berkley, early governor of Virginia, a traitor who hoped that public schools would never exist in Virginia. Jefferson Davis, president of the Southern Confederacy, who was probably as anxious that the slave system remain, and others of his period could only be included in the historical documents at the risk of insulting the South.

There are on record some choice letters and speeches of Abraham Lincoln that certainly should be among the documents on Freedom Train. Some of his letters on various phases of the conduct of the Civil war with gems of thought on the Negro issue should be on Freedom Train and surely his Gettysburg address ought to be included and, no doubt it is.

The two main periods in American history in the struggle for freedom are the Revolutionary and Civil war periods. The first was concerned with the liberty of the colonists and the latter with the emancipation of Negro slaves. One is as much a phase of America's struggle to establish a republic of free men as the other and both should have equal display and exhibit on Freedom Train.

By Carter Jewell

Mr. Luther Allen has returned to work after receiving injuries as a result of a car accident.

A newcomer arriving Monday in our city was Mr. Gert Davis of Casper, Texas, a brother to Mr. Fuller. He plans to make Lincoln his home.

SUCCESS STORY

Second in a series of unusual occupations to be featured in Opportunity, an official organ of the National Urban League was Mr. Colley's own story of his complete fur service in his Lincoln studio and factory located on South Eleventh Street.

I GIVE COMPLETE FUR SERVICE

By Horace E. Colley

In writing my success story, I hesitate to use the word "success." Rather, I should like to say that this is a dream come true—with a great deal of hard work and many discouragements.

I used to think a colored man's field was confined to just one racial group. But for a long time it has been my idea that if one is in business, he should strive to get his business from everybody. I would like to say this right here: I think one of the reasons some businesses among Negroes have failed is because they have not tried to compete with all other businesses. I have found through experience that the majority of other racial groups will let you go as far as you can go—even if they are your competitors.

At the age of 15, I began my apprenticeship with Miller & Paine, one of the larger department stores in Lincoln, Nebraska. I was attending high school at the time. I had read in the local newspaper that this store wanted a boy to work after school with a chance to learn a trade. The job happened to be in the fur department. I was hired at the "large salary" of \$4.00 per week, and worked at Miller and Paine's for a number of years—until I finished high school.

In those days salaries were very low in the Nebraska area. This was true even among skilled workers, so I decided in order to make more money, I had better go East. I had heard of Newton Annis Furs in Detroit and took it upon myself to write Mr. Annis, for a job, telling him in short, I was a Negro. Then if he should consider giving me work, when I arrived, he would not be floored. We corresponded for a year. Finally, he said I could come there to work. Naturally I was elated. On second thought, I would be leaving home and I had never lived in a large city and knew no one in Detroit. I was almost afraid to make the move. In the meantime, the firm I was working for in Lincoln gave me a slight raise in salary, so I decided not to venture to move East. I wrote Mr. Annis explaining the circumstances. By return mail, he sent me a letter and enclosed a check for \$100 for my railroad fare and maintenance until I could get started in De-

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