

# The Voice

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**EDITORIALS**

The views expressed in these columns are those of the writer and not necessarily a reflection of the policy of The Voice.—Pub.

## Negro Vote May Assure Truman Win

By George Gregory

DETROIT. (ANP). The Negro vote in the pivotal states may assure victory for Truman.

That Negroes throughout the north are going to turn a big vote for the first president to champion civil rights is no longer debatable. The only question now is the weight that vote will carry in determining the election outcome.

A few weeks ago my boss, the director of ANP, gave me the roving assignment of sampling Negro opinion in the big cities on the presidential candidates. Leaving Chicago three weeks ago, I have visited St. Paul, Kansas City, St. Louis, Cincinnati, Columbus, Pittsburgh, Philadelphia, New York, Cleveland, Indianapolis, and this city, Detroit. Everywhere, the Negro in the streets, the little men, who appreciate Truman's courageous stand on civil rights more than he knows how to express it in words, is pulling with all his heart for H.S.T.

During this jaunt, I have talked with well over 200 Negroes in all walks of life—leaders and labor-

ers. And I have heard more than a score express themselves on the presidential issue in forums. Also, I have heard the hearty applause of thousands for pro-Truman speakers. I haven't the slightest doubt that eight Negro voters out of ten will cast their ballots for President Truman.

Now I make no pretense that my poll results are infallible. My sample was small and my technique unorthodox, but I believe I have sensed how the vast majority of Negroes feel today.

But win or lose, the Negro feels that his vote for Truman is a cinch to promote the best interest of Negroes. Even if the president does not win, their vote for him will be an important token of our appreciation for his civil rights stand, and it will prove that Negroes stand by their real friends.

Also, Negro voters know that their Truman vote will say to republicans, "If you want our vote, you'll have to prove yourself every four years and stop trying to ride on Abraham Lincoln's coattails."

## Out of Old Nebraska

BY JAMES C. OLSON.

Superintendent, State Historical Society.

In the days before the railroad the ultimate in fast passenger service across Nebraska was the overland stage. With fast horses, and by dint of hard driving, the swaying Concord coaches rattled through the Platte Valley, enroute from the Missouri River to Denver, Salt Lake, and California at a rate of more than 100 miles a day.

These gaudily painted vehicles, familiar to anyone who has seen a western movie, got their name from the town in New Hampshire where they were manufactured. The body of the coach was slung hammock fashion on heavy leathers attached to rocker springs. It was said to have been the easiest riding vehicle of its time on all kinds of roads—though this, it must be admitted, wasn't saying much.

Inside capacity of the coach was nine passengers, but more than six made it impossible for any to ride in comfort. In times of extra rush, a seat was rigged on top which could accommodate three passengers, and if the need was urgent enough, a place could be made in the mail pouch at the rear for one more. Thus, with the driver and messenger, the stage could carry a total of 15 riders.

In addition to hauling passengers, the overland stage carried mail and express. Indeed, the last two functions probably were more important over the years than the former. A pouch under the driver's seat, and the huge leather pouch or "boot" at the rear, mentioned above, held the mail and express and kept it dry. Shipments of gold and other valuables were placed in the front compartment so the driver and his assistant could give them as much protection as possible.

Stage drivers were important people on the plains—comparable, in a sense, to pilots on an airline. They were responsible for the fastest transportation in the West, and they knew it. They particularly showed their contempt for the bull-whackers who prodded their unwilling oxen along at a rate of from 10 to 15 miles a day.

Many of the drivers were colorful characters. Among the most colorful, perhaps, was Buffalo Bill, who for a short time drove a stage out of Fort Kearny.

## Lt. L. Parker Is on Staff of 365th Inf. Regt.



Lt. Lynnwood Parker Word has been received that 1st Lt. Lynnwood Parker, associate editor, now on leave, was appointed assistant adjutant of the 365th Infantry Regiment at Fort Dix, N. J., on September 3rd. Parker, who graduated from the University of Nebraska this year, was a dynamic character on the staff and in many other progressive organizations. He is a member of Alpha Phi Alpha fraternity and recently addressed Rho and Rho Lambda chapters in Philadelphia.

## First Women Postal Clerks

INDIANAPOLIS. (ANP). Three Negro women, Mrs. Katherine Palmer, Mrs. Cherry Francis and Mrs. Faye Rodman, were appointed regular substitute postal clerks on Oct. 11 and became the first Negro women postal clerks in the history of the Indianapolis postoffice. These women came in from the separate female register set up after the last civil service exam. They have all joined the Indianapolis branch of the postal alliance feeling that this organization expressed the forward moving spirit of Americanism at its best. George Ress is the acting postmaster of the Indianapolis office.

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## Dixon to Open Julliard Concerts

NEW YORK.—Dean Dixon, who joined the Julliard faculty this year, will direct performances of William Walton's "Portsmouth Point" overture and other numbers Friday. Jean Morel, Robert Shaw, Eleazar de Carvalho and Frederick Waldman will be other conductors directing the Julliard School of Music concert series. Some 1,100 musicians are enrolled at the school.—(ANP).

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