

The Voice

PUBLISHED WEEKLY

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

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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.

Urban League Cites Yards For Improvements

The yards of Mr. and Mrs. Walter Young, 417 North 22nd, and Mr. and Mrs. Lloyd King, 2238 R, won the beautification and cleanup awards respectively in the annual Urban League home improvement contest.

Mr. and Mrs. John Adams, 549 North 22nd, took second and Mr. and Mrs. I. B. Colley, 847 Sumner, third in the beautification division.

Beautification honorable mentions went to:

Mrs. Mable Whiteside, 2112 Vine.
Mr. and Mrs. Estelle Powell, 1949 Vine.
Mr. and Mrs. Herman Nickols, 2135 U.
Mr. and Mrs. Samuel Roy, 2240 R.
Ernest Thompson, 2146 S.
Mr. and Mrs. William Beech, 2439 South 9th were second in the cleanup division and Mr. and Mrs. Ralph Johnson, 2301 S, third.

Cleanup honorable mention winners are:

Mr. and Mrs. Jasper Brown, 930 Short.
Mr. and Mrs. Hobart Botts, 944 Whittier.
Mr. and Mrs. A. E. Simms, 1947 S.
Rev. and Robert Powell, 526 North 22nd.
Mr. and Mrs. Howard Dean, 1950 U.

The yard inspection committee visited 311 Negro homes during the judging. The increased number of homes showing improvement indicate a good response to the improvement campaign, they said.

Members of the award committee are:

Mrs. Anna Newton, chairman.
Mrs. Leona Dean.
Mrs. Walteretta Young.
Rev. Melvin Shakespeare.
Fred Nevels.

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Mixed Marriage

(Continued from Page 1.)

the liberty of an individual is restricted because of his race."

In 1855 the first session of the territorial legislature enacted the miscegenation statute, declaring children of mixed marriages illegitimate. In 1864 it was amended to include persons of one-fourth or more of Negro blood; 1867 was the year Nebraska ratified the 14th amendment. In that year the Nebraska Statehood Act was amended by Congress to prohibit admission until it was guaranteed that "no person should be denied elective franchise or of any other right to any persons, by reason of their race or color . . ." Mr. Rickett's, colored member of the House in 1895, introduced a bill to repeal the law, which was done; but the act was vetoed by the governor. In 1913 Japanese and Chinese were included and "Negro blood" was halved.

Some of the possibilities under the act are that a person seven-eighths white can marry a Negro but not a "white"; a person whose great-great grandfather was Negro may not marry a Negro but could if his great grandfather was. A Negro can marry an oriental, Indian, Malayan or Mexican while whites may marry all these except Japanese and Chinese. A Negro and white may go to Iowa and return with a valid marriage.

The Law Review article concludes that "the statute is uncertain and unjustifiably denies equal protection of the laws in violation of the federal and state constitutions."

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by JAMES C. OLSON, Superintendent
STATE HISTORICAL SOCIETY

One of the most significant ceremonies in the history of the west was that held at Promontory Point, Utah on May 10, 1869, signalling the completion of the first transcontinental railroad.

Even before California became American soil, there was interest in improved communication with the Pacific coast. With the discovery of gold and the admission of California into the Union, that interest grew apace. The overland mail and the pony express represented attempts to tie California more closely to the rest of the union.

For Nebraska, the transcontinental railroad had particular significance. A need for organizing the Indian country to make possible a Pacific railroad along the central route was an important factor in the creation of Nebraska territory. The actual construction of the railroad itself, and its subsequent operations, were important factors in settling the new state of Nebraska.

The Union Pacific railroad was chartered by congress in 1862, and the ground for the enterprise was broken at Omaha on Dec. 2, 1863, with Gov. Alvin Saunders turning the first spadeful of earth.

Actual construction, however, did not get under way until the summer of 1865, and by the end of that year only 40 miles of track had been laid. With the

Civil war over, though construction went ahead rapidly, and by November, 1867, the tracks had reached Cheyenne.

Building a railroad across Nebraska was no easy task. Until the Northwestern was completed to Council Bluffs in 1867, all materials had to be hauled up the Missouri river in steamboats, and then sent by rail from Omaha to the end of the line. Even after the railroad reached Council Bluffs, freight had to be transferred by ferry inasmuch as there was no bridge across the river.

Ties were as much a problem on the treeless plains as were rails, and had to be shipped in from Michigan, Pennsylvania and New York.

Still another problem was that of furnishing food for the construction crews. Fortunately, the buffalo roaming the plains provided a source of supply near at hand, and buffalo hunters were an integral part of the railroad's crew.

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