

# 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 necessarily, a reflection of the policy are those of the writer and not of The Voice.—Pub.

## Southern College Students Speak

While President Gordon Gray of North Carolina college would seek a reversal of the court's decision to admit Negroes to its law school, the college press and students throughout the South are voicing approval of admitting Negroes to southern colleges in view of court decisions. An editorial in The Plainsman, college paper in Alabama, reads in part:

The Plainsman feels that soon, probably during the present school year, a Negro will apply for admittance to the Auburn School of Architecture. And, we feel that if the Negro possesses the qualifications necessary for admittance, but is denied admission because of his race, the case will be thrown into the courts. According to the judicial precedent set by the decisions on the fore-stated, similar cases, the final ruling will be that the Negro applicant must be admitted to Auburn. And, the Negro will enter Auburn and attend classes, for the word of the Supreme Court is final.

If this does happen during the term of the present editorial staff. The Plainsman will not oppose it. Nor do we believe that the Auburn student body will oppose it.

we will not oppose it because we feel that the answer to the whole Negro problem in the South lies in education. The Negro must be given full educational opportunities so that he may raise his standards and improve his way of life.

If the desired educational facilities are not available in state Negro schools, we don't see any course of action open other than admitting qualified Negro students, on a selective basis, to white schools where they may receive the benefits of the heretofore unavailable educational facilities.

As one University of Texas student said, upon being asked to give an opinion on admitting Negroes to the Texas law school, "It's the only thing we can do, living in a democracy."

A letter to the editor of the Daily Reveille, Louisiana State University paper, is printed below.—Editor's Note.

To the Editor:

The decision of the LSU Board of Supervisors to appeal the decision in the Wilson case is a ridiculous demonstration that the South is still unaware of the Constitution. Of course, the Board is probably meeting political expediency and other pressure in this action, but in the face of almost certain U. S. Supreme Court affirmation of the decision, it appears pernicious to drag the names of Louisiana and LSU through a legal battle which will only emphasize the South's faults, so that those who would can capitalize on it.

But it is not this lone incident in the struggle for democracy in

the U. S. which riles me—it is the perfidy of Southerners in worshipping a way of life that is the antithesis of all America stands for, and with which they idealistically parade, but illogically maintain their Americanism.

Fundamentally speaking, Southerners are not idealistically Americans. Sure, Southerners pay nominal respect to the Constitution, but they stoutly insist that only its privileges belong to the Caucasian, while the duties must be distributed to the Negro as well as white. They loudly proclaim Dixieism their most noble ideal, but let us see what the Old South was and would be if still existing today.

The Old South was and would be today a feudal society and a degenerate one at best. If such a system existed in Louisiana at this time, a small fraction of the people would be the rulers or oligarchs; a majority of the whites would be, at best, sharecroppers, overseers, or "Po White Trash," and the Negro would be a slave. Oh, sure, the South was a cultured society for those who were born to its benefit; but it was more rigidly a caste society than Louis IV's France. If that is the type of social unit Southerners want, and some of them do, they deserve all the contempt and interference that the rest of the American states should give.

It is about time that the South join the Union by putting its house in order. It is about time that thinking college people forget that they are Southerners and remember they are Americans first. These Southerners, who want to think, should remember in this idealistic fight against Communism that false advertising by the U.S. as to political, economic and educational equality is especially dramatized by the South itself. We cannot proclaim democracy to the world and expect the Russian propaganda machine not to play up our weaknesses. Either we practice democracy and respect the rights of minorities, or else we play the fools to the colored peoples of Asia and Africa who are quite able to distinguish the artificial from the McCoy.

I am perfectly aware of the feeling of Southern people. I am a Southerner myself. I realize that it will be very difficult to extend these educational, political and economic rights without some feeling of hatred branded



by JAMES C. OLSON, Superintendent STATE HISTORICAL SOCIETY

In the Missouri river number of Nebraska History (March, 1925), there's a map showing the names and locations of steamboats sunk along the Nebraska shore from 1830 to 1902. It's a crowded map, because it contains the names and locations of steamboats sunk along the Nebraska shore from 1830 to 1902. It's a crowded map, because it contains the names of 60 steamboats whose careers ended in a watery grave—and there's considerable evidence that it's not complete.

When you consider that this was only a fraction of the craft sunk along the entire distance of the Missouri River, you cannot escape the conclusion that steamboating was a dangerous as well as profitable business.

The most common causes of steamboat wrecks on the Missouri were the everpresent snags. The shifting channel seemed to be loaded with them, and much to the discomfiture of the river pilots, snags encountered on one trip could not be depended upon to be in the same place on the next.

Next among the causes of steamboat fatalities were fire and ice. Fire all too frequently was caused by carelessness, such as the carrying of candles into the hold, and the overturning of lights. Boiler explosions were frequent in the early days, but as construction improved accidents from this cause lessened. The list in Nebraska History shows only one boiler explosion. That was the Dells, a 70-ton stern-wheeler, which exploded and sunk above Arago, October 26, 1878. It struck a snag, though, before the explosion occurred.

The earlier fatality on the list of those sunk along Nebraska was into our minds by years of training and centuries of prejudice. But it can be done.

As to social equity, under the present scheme of things it is apparently close to impossible and will remain so, for possibly centuries. As to segregation itself, that is a situation of choice that no law can change, unless it be by unnoticed consent of the races themselves. Segregation is basically an individual choice and occurs intra as well as inter race.

The issue is here now and will be for some time to come, and whether we Southerners like it or not, it will prevail. Since, in spite of what the professional Southerner wishes, the majority of the American people rule the United States—and they seem to want democracy extended everywhere therein. JOSEPH DERMODY, JR.

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the Pocahontas, a side-wheeler sunk by a snag near Rock Bluff, August 11, 1840. The steamer was descending the river reportedly loaded with small lots of groceries (where they came from, I don't know), when it hit a snag forward and tore a hole nearly to its stern, sinking immediately. The steamer and cargo were a total loss, but its money, books and cabin furniture were saved.

One of the largest boats lost in water adjacent to Nebraska was the Benton, a stern-wheeler of 394 tons near Sioux City, July 18, 1897. It had been built in Pittsburgh in 1875. Prior to its last accident, it had been sunk twice, but raised both times. On its last trip, it was coming down stream. The Sioux City combination bridge failed to open. The steamer backed and swung around, striking some submerged piling, which broke a hole in its bottom. The boat filled rapidly with water and became unmanageable. The swift current carried it against the bridge, tearing away its upper works. It was a total loss.

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