

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

## What Is A Newspaper?



A newspaper is many things. It is a record of history. It is a market place. It is a voice. It is a guardian. It is, above all, an institution devoted to the best interests of the community. It is a servant of the people. Its goal—the public be served.

"Your newspaper lights the way of freedom." That is the theme which has been chosen for the 1951 observance of National Newspaper Week.

The choice is a fine one, for the slogan has far-reaching implications.

First of all, it suggests that where there is no light there is darkness. In this case the darkness is ignorance, "a night," someone has said, "without moon or stars."

The National Newspaper Week theme presumes the right to pierce that darkness with the light of information and it presumes at the same time the right to keep that light burning in face of all odds.

For free man has a right to know. If there is a right to know, there must be a right to tell.

The men who made this nation considered the right to tell so important that they wrote it into the No. 1 Amendment to our Federal Constitution: "Congress shall make no law... abridging freedom of speech and freedom of the press."

But the right to tell is more than a privilege, it is a duty.

While Americans sit under the banner of freedom and smugly say "It can't happen here," the press is being successfully stifled in many parts of the world.

The fallacy of the "it can't happen" attitude is this: It couldn't happen in Indo-China, Mexico, Columbia, or Argentina, where the Constitution guarantees freedom of the press.

But it is happening in those places—and in many others.

## OUT OF OLD NEBRASKA



by **JAMES C. OLSON**, Superintendent  
STATE HISTORICAL SOCIETY

The pioneer federal "highway" in Nebraska was the Omaha-Fort Kearney road, authorized in 1855 as part of an extensive road-building program provided for by the 33rd Congress. Constructed by the army engineers, the road was primarily a military one, its principal function being to facilitate the supply of Fort Kearney.

Although the Omaha-Fort Kearney road was designed primarily for military purposes, the civilian population of Nebraska territory was much interested in it. Essentially, the road was but an improvement of the old Mormon Trail, since 1847 an important avenue of travel to the West.

As is true of roads everywhere, there was much discussion locally regarding the merits of the route selected. Residents of the South Platte section of the territory were disappointed that federal funds were to be used to improve transportation in the North Platte region—a few years later Nebraska City was to advertise its road to Fort Kearney as better and more direct than the military road.

Capt. John H. Dickerson surveyed the route during the summer of 1856. His report, which appears in the Senate Executive Documents of the 35th Congress, first session, contains many interesting observations regarding Nebraska territory. He wrote that while the eastern part of the territory was "fast settling up with an industrious and enterprising class of pioneers... the scarcity of timber, stone, and coal, and the remoteness of the country from a market other than home consumption will operate against its ever becoming thickly settled."

By present-day standards, the cost of the road was infinitesimal. An appropriation of \$50,000 paid the expenses of the survey and sufficient construction (including bridges across the Elkhorn river

and a number of creeks) to provide a dry-weather road. Captain Dickerson recommended an additional \$25,000 to improve certain low sections in the road which were miry in wet weather. This, together with a recommendation for an appropriation of \$85,000 for bridging the Loup folk, was presented to Congress.

Congress took no action of these requests. Yielding to pressures from California, that body abandoned the slow, methodical methods of the army engineers in favor of the speedy improvement by civilian contractors of Pacific mail and express service.

## Sports by Dave

Ted King was the chief ground gainer as Lincoln High tripped Sioux City last week on the latter's own grounds. Also very much in the picture was Dick McWilliams, who was credited with scoring the initial touchdown. King although not scoring was brilliant as a ground gainer to set up the scores.

When Tom Carodine lined up last Saturday afternoon at Memorial Stadium in a Husker uniform that marked the first time that a Negro represented Nebraska in any sport for some thirty-five years or more. So into the ash can went the old gentlemen's agree-

ment which ruled with an iron hand for all these years. Although the Huskers went down, very much noticed was the ex-mayor of Boys Town. We will be hearing more of this fine back as the season rolls on.

John L. Hooper of New York, the first advertising agent, began business in 1841.

An orphan car is one that is no longer manufactured.

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