

EDITORIALS..

THE OMAHA GUIDE

Published Every Saturday at 2418-20 Grant Street,
Omaha, Nebraska
Phones: WEBster 1517 or 1518

Entered as Second Class Matter March 15, 1927, at the Postoffice at Omaha, Neb., under Act of Congress of March 3, 1879.

TERMS OF SUBSCRIPTION \$2.00 PER YEAR

Race prejudice must go. The Fatherhood of God and the Brotherhood of Man must prevail. These are the only principles which will stand the acid test of good.

All News Copy of Churches and all Organizations must be in our office not later than 5:00 p. m. Monday for current issue. All Advertising Copy or Paid Articles not later than Wednesday noon, preceding date of issue, to insure publication.

CIVIL SERVICE DISCRIMINATION

(From The Pittsburgh, Pa., Courier)

The action of the National Association for the Advancement of Colored People in calling Postmaster General Farley's attention to evidences of growing discrimination against Negroes in civil service appointments to the postal service is to be commended.

In many parts of the country there has been a noticeable tendency to pick white eligibles from the three applicants receiving the highest marks in the examination whether they are heading the list or not. This policy seems to be a growing one, especially in the South.

The Federal service has been one of the largest sources of income to Negroes for many decades and should be an increasing source in the future. We must make sure that discrimination there is prevented by all means.

One reason, and perhaps the principal one, why discrimination grows in the government service is because we ourselves fail to protest. The great majority of Negroes are as complacent as though complete equality of opportunity reigned supreme in the United States.

As long as we spend more for amusements than we do for safeguarding our rights, we must expect increasing efforts to bar us from the fruits of citizenship.

FIRE PREVENTION GOOD BUSINESS

If you have ever suffered from destruction of property by fire, you will know that nothing can fully repay you.

A fire insurance policy will rebuild a house. But it won't bring back keepsakes and hundreds of irreplaceable articles that most of us gather through the years—articles with little intrinsic value. Nothing can. There are many things that dollars cannot buy.

Also, an insurance policy may replace a burned factory. But it can't pay for lost work, destroyed opportunities, depleted purchasing power. When workmen's incomes stop, the whole community feels the ill effects. It may be necessary for them to subsist on charity or relief—at the expense of everyone. Storekeepers suffer, property-owners lose rent, savings are taken from banks. And so it goes.

When property is consumed, it no longer pays taxes—and the taxes paid by all other property must be increased to make up the deficiency.

Cases are on record where fire has destroyed a town's principal industry—and the result was that community progress immediately came to an end and stultification set in.

Every wise homeowner and business owner carries insurance, but if he is really wise, he will realize that his policy, no matter how complete, can never completely pay for the results of a fire. He will realize that prevention is better than cure—and that systematic fire prevention, carried on by every individual as well as by the authorities, is good business that keeps money in all our pockets.

AN INDUSTRY REACHES MATURITY

The casualty insurance industry has reached maturity, as James A. Beha, General Manager of the National Bureau of Casualty and Surety Underwriters, recently pointed out—and its history since the gay nineties marks one of the most dramatic and interesting pages in the story of American industry.

In 1896, the total of casualty premiums in the entire country amounted to only \$17,288,000. In 1935 it came to the vast sum of \$990,000,000. Thus, in two generations the business has grown by about 6,000 per cent.

One of the main contributory causes of the development of the casualty industry was the invention of the automobile. In 1895 there were four cars registered in the nation. Today over 25,000,000 are registered. The first automobile liability insurance policy was written in 1898, when 800 cars were registered in the country. In 1929, the peak year, premiums paid for this kind of insurance reached over \$347,000,000. Thus a minor form of liability insurance grew until it exceeded all other forms.

A great change has taken place in employer's liability insurance—this kind of insurance has been superseded, in all except two states, by workmen's compensation insurance. The first compensation laws were adopted in 1911, and by 1920, 41 other states had followed suit. In 1929, compensation premiums totaled \$295,000,000. There was a natural drop during the following years, but by 1935 the total was back to \$255,000,000.

Burglary and robbery insurance have also grown rapidly—due largely to high speed automobiles and good roads, which have added to the mobility of criminal gangs.

So it goes, in almost every phase of the casualty and liability field. The industry is performing an invaluable public service which grows increasingly important in our high speed business and economic life.

NAACP. OFFERS CHRISTMAS SEALS

One million Christmas seals designed by Richmond Barthe, the young colored artist-sculptor, will be offered for sale by the National Association for the Advancement of Colored People to raise revenue for its general work. 1936 seals are ready for distribution and can be secured either from branches of the association or from the national office at 69 Fifth Avenue. The seals are one cent each and come in books of 200. Any quantity, large or small, may be purchased to help the cause along. The association is urging the public to use these seals on letters, packages, gifts, and greeting cards during the holiday season. The sale will be in charge of Miss Jaunita E. Jackson of the national office staff who has set a minimum goal of \$5,000, representing the sale of at least a half-million seals.

TIME FOR ACTION

It's time we took taxation out of politics.

A national election is just over. It will be four more years before we stage the great quadrennial show again. But in the meantime, no matter who sits in the White House, no matter who are members of the House and Senate, taxes are going to hit us all.

Republicans pay taxes. Democrats pay taxes. So do Socialists and Communists. And no political party has a clear record on tax legislation. Spokesmen for all parties have long promised tax reduction—and then, once they took office, proceeded to raise taxes. Members of all parties have done their part to fasten a leech-like bureaucracy upon us—and you can't have bureaucratic government and efficient, economical government at the same time.

During the campaign, we heard more promises of tax reduction from all political quarters. Now the time for conversation is past, and the time for action has arrived. Promises demand fulfillment—pledges cry out to be redeemed. Unless we are to be utterly crushed under a tax burden that is already sapping more than twenty per cent of the national income, the American people must demand that statesmanship take the place of politics, and that a sincere effort to really reduce the cost of government be made.

FOUR VITAL QUESTIONS

The future of the railroad industry, said J. J. Pelley, President of the Association of American Railroads, hinges on the answers to four basic questions:

1. Will railroad service continue to be essential to this country?
2. Are the railroads improving their services and cutting their unit costs?
3. Have the railroads, with a normal volume of business, the inherent efficiency to operate on a profitable basis.
4. Will they receive equal treatment under our public transportation policies?

Answering the first question, it is obvious that the railroads, in spite of the growth of other carriers, are still the principal medium for quickly and certainly moving all manner of goods, under all conditions, to and from all points of the nation. Other carriers supplement railroad service—but none supplants it.

Their record gives an affirmative answer to the second question. Year after year, the railroads have cut cost of operation, improved service, and modernized equipment. Fifteen years ago, on the average, the railroad cost of moving one ton of freight one thousand miles was \$10.78. In 1935, the average cost was \$6.63—a drop of 39 per cent.

The figures likewise say yes to the third question. Many statistics could be cited—and here is one striking fact: An increase of 16.7 per cent in railroad gross revenues during the first eight months of 1936 as compared with 1935, was translated into an increase of 30 per cent in net revenues, before payment of taxes and rents.

As for the last question—that is up to the government, which is simply the voice of the people. The railroads are not treated equitably now—and there is a constant threat that they will be burdened with more unnecessary laws that will add to the expense of operation without providing for compensating increases in revenue. If government will create a fair and equitable transport policy, the rails will progress and spend hundreds of millions of dollars for supplies and wages—to the benefit of us all.

WILL YOUR NAME BE NEXT?

The past summer was one of the worst on record in the matter of automobile accidents and deaths.

And the most dangerous driving months are still to come—the months of rain and ice, and few daylight hours.

Every season sees better, more scientifically designed highway—and yet accidents grow worse, both in number and severity. Every year sees stronger, more easily controlled, and mechanically safer cars—yet the carnage grows.

It is true that a percentage of accidents can be attributed directly to mechanical failure of automobiles, or to road conditions. This percentage marks but a very small part of the total crashes. The human element is responsible, and alone responsible, for the great majority of accidents, minor and major.

Worst menace of all is the driver who attempts to push the throttle through the floor-board—who operates his car at excessive speeds. And excessive speed is a flexible term—there may be a time when fifty is safe, and fifteen too fast.

There are drivers who pass on hills and curves, who hog the center line, who allow their car to wander to the wrong side of the road—and drivers who commit a thousand and one driving errors that may save a minute, and may also send themselves and others into eternity.

You see many headlines like: "Five Killed When Cars Collide." You read the names of the victims, go on to other articles and forgot all about them. Next time you see such a headline just reflect that your name, or the name of a friend or loved one, may be in the next similar list of corpses. Then it won't be so easy to forget.

ALTA VESTA A GIRL'S PROBLEMS By Videtta Ish

Dear Father: I enjoyed your letter and thank you for it, but I am coming now with some more questions. I suppose I'll be asking you a thousand and one questions before this meeting closes. I'm beginning right now. Here are the "brain teasers," as we read in the papers. What is an evangelist? People talked about this man as if he were some strange kind of person, but to me he looks like any other man, except he seems bothered all the time and does not smile very often. I wonder if all men called evangelists act that way?

You know, Daddy Dear, that I always want to know things. Aunt Cornelia says I'm just like you in that, for you always want to know something about everything. So now since I'm into this middle about getting religion you will have to help me out. I know you will.

I'm just so sleepy. Daddy Dear, that I'm going to let the other questions wait until next time. Aunt Cornelia sends love. Please write soon.

Lovingly yours, Alta Vesta.

MAXIE MILLER WRITES

Maxie Miller: I am in love with a man that is a married man and I am only 17. He says he will never live with his wife as man and wife again, and if I will run off with him and live that way with him, he will marry me as soon as he can get his divorce. But I'm just a little afraid he won't marry and that he will leave me in the soup. I'd like to have a home and some one to take care of me and I am almost tempted to do what he wants me to do. Would you?—Willie Mae.

Willie Mae: You'd do a terrible thing and a very foolish thing if you go away with this man. You have heard only one side; maybe it is all his fault; and if he'd dump one woman he would dump another. There is no assurance that he would not deceive you and leave you. There are so many loose ends you had better make selection from among them. Don't do as this man says, Willie Mae, or you will surely regret it—and you will suffer, too.—Maxie Miller.

PROVERBS AND PARABLES

By A. B. Mann
(For the Literary Service Bureau)

THE BLACKSMITH'S PHILOSOPHY

Years ago there was much force in the adage "Strike while the iron is hot;" but some one paraphrased, "Strike and make the iron hot." However, the import of the saying is that one should utilize the opportunity while it remains.

While fallacious is the contention of "Once to every man," and that only once can he seize opportunity, the fact remains that any given opportunity should be utilized. Thus the force of "Strike while the iron is hot."

JUST HUMANS

By GENE CARR



On the Threshold.

MRS. SCHULYER SAYS By Mrs. Josephine Schulyer FOR THE CALVIN SERVICE

A NEW AFRICAN NOVEL

V. F. Calverton, already well-known to Aframerican literary circles by his constantly intelligent and unprejudiced attitude on race, has just published a novel about Africa. "The Man Inside" (Charles Scribner's, N. Y. C.) convinces me that Mr. Calverton has been wasting his talents on cold polemics. This mystery novel of an American scientist experimenting in hypnotism among the Zulus is packed with thrilling ideas and moving descriptions. Mr. Calverton has never been to Africa so it is all the more credit to him that he can paint scenes he has never actually seen so vividly. He has probably read every recent book on Africa and his novel is rich with a concentration of all the knowledge we now have of Africa. I feel that I can speak with a little authority for our house is full of books on Africa and African art. When Mr. Schulyer returned from Liberia in 1931 I helped him go over his notes made while in the jungle and so far as I can see, Mr. Calverton has done an amazing realistic piece of work.

NOT ONLY A BOOK OF IDEAS

The most intriguing ideas are developed in this novel. But unlike most intellectual books, it is also full of exotic descriptions. Taste the flavor of these:

"Each tree was a separate oasis jutting out of the earth like new roof against the sun."

"As he watched me Mayo's eyes into which his whole face at the moment receded, became two luminous black beads bright as spun glass."

"Although the sun by that time had already begun to go down, its sheen still clung to the faces and

SERMONETTE

By Arthur B. Rhinow

His right leg and foot were deformed, but he whistled gaily though softly, while most of the other passengers in the subway train seemed to brood gloomily. There was a time, no doubt, when he felt his handicap keenly, but he had dismissed it from his mind, certainly when I watched him.

It may be he had just had a pleasant experience or anticipated a pleasure, for New Year's Eve was near. If so, he scarcely merited congratulations. Fleeting moments of exhilaration help us to forget, but they do help us to overcome. Perhaps he had become hardened to his affliction. Some unfortunates swallow the bitter pill, so to speak; they grin and bear it. By and by they succeed, but as they grow hard toward misfortune, they harden themselves. They are no longer as sensitive to the finer joys of life.

Different entirely is the man who rises above his sorrow by means of his faith. He knows that if he is honest with himself and his God, nothing can happen to him that will not turn into a blessing, in God's own time. He is greater than anything that can happen to him. For him there is no loss without a gain. And only the Omniscient One knows what streams of heart healing issue from such lives and of the faithful. They are the strong ones of the race.

backs of the natives which glowed with a bronze-black lustre. At moments as my eyes swept across this vast sea of bodies it seemed as if I were gazing at an endless array of shining mirrors."

PAIN AND HYPNOTISM

There has been much in the press of late about the power hypnotism. Just as many folk had imagined it to be a superstition of the past, science suddenly brings it out and admits its reality, power and mystery. We do not yet know how it works, but we definitely know that it does work.

Hypnotism is now being used in some of our best hospitals to erase the pains of childbirth. It has been highly developed in Soviet Russia for this purpose. Though it is a dangerous weapon in the hands of the unscrupulous (the reason it fell in to dispute), it is undoubtedly a safer anesthetic than gas or drugs, whose physical effect on mother and child is now known to be undesirable. Recently, the physician who first introduced Twilight Sleep to America declared he deeply regretted doing so. It was intended, he said, for special cases of very nervous patients, unable to safely bear the children without it. It has been indiscriminately used for all women regardless of whether they could have an unaided normal delivery.

Many feminists insisted on making the taking of Twilight Sleep part of their drive for sexual equality. I've always considered this a mistake. Suffering at this time does healthy women no harm, if anything it enriches their characters.

It is not for nothing that all ancient societies made the voluntary bearing pain a part of the business of growing up. The ordeals at puberty, practiced by all ancient peoples, strengthened the character, made folk firmer, more courageous and responsible, enabled them to stand steadfast in times of terrible stress. The lack of character found among industrialized people is due in large part to their constant lack of character found among industrialized people's due in large part to their constant circumlocution of pain through the continual taking of drugs (aspirin, coca cola, coffee, tea, cocoa, tobacco, alcohol, and a few others), and their careful avoidance of all direct contact with nature. These "hot-housed" folk have thin spirits compared to jungle people.

THE POWER OF MAN

Mr. Calverton's theme the Power of Man in contrast to a book by Joseph Conrad called the Power of Darkness which was also laid in Africa and considered one of the greatest tales ever written. Like Conrad, Calverton employs the direct method of telling his story, through the mouths of twice-removed characters. But unlike Conrad, Calverton has no prejudice, not the least little bit of the snobbery often detected in Conrad's work.

Mr. Calverton's Joli Coeur, an exiled American scientist, goes to the jungle to experiment with theories which so-called civilized society will not permit him to develop. He seeks to teach the logic and rationalization of advanced Western science to the jungle folk (the White nations have refused to accept the revelations of this science and are falling into decay). He tells the natives: "Man has suffered because he has placed his faith in the gods instead of himself. When he learns to place his faith in himself he will become a God and all the earth will bow down before him."

This was what Dostoevsky, the great Russian novelist, believed. His books probably did more to undermine religion in Russia than the Communist party. The New Russia has not so much destroyed God as plucked Him from the sky and par-taken of Him in the Dostoevsky manner. Perhaps the failure of atheism as a movement in America was due to the negative form it took. The Russians believe they have become gods, which is far more satisfying to the ego.

Mr. Calverton understands the mechanisms of prejudice. "People always discharge their most brutal and ruthless emotions upon that which is not like themselves. They are so dissatisfied and disgusted with themselves, that they can conceal that failure from themselves only by blaming it upon someone else."

There are also fantastic and delightful illustrations by the colored artist, Charles Alston.