

EDITORIALS.

THE OMAHA GUIDE

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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.

THINGS ONE REMEMBERS

The names of certain cities are household words around the world—New York, London, San Francisco, Paris, Shanghai. To millions of people they are synonymous with the names of the countries in which they are located.

No world port, however, has ever seen so radical a geographical change in its harbor as San Francisco. From the Mark Hopkins hotel, that favorite observation point in the City of Seven Hills, one now looks down over San Francisco Bay and sees the two greatest traffic bridges in the world across a harbor in which the battleship fleets of several nations could anchor without disturbing commercial traffic. If the Empire State building had been erected in the middle of New York harbor the change would not have been as startling.

If a subterranean upheaval had raised an island in the middle of San Francisco Bay it would not have caused as marked a change in the landscape as have the activities of man in three short years.

The San Francisco bridges add new pinnacles to a harbor whose city is noted for the seven hills on which it is built. New world landmarks have been created.

YOU CAN'T GET AWAY WITH IT

Fake accident racketeers are an insidious threat to every honest business and individual. Fortunately, agencies of justice are bringing them to book and can continue to do the same with your help. The following is one of the articles describing some of the tricks of the racketeers—showing that these tricks do not work against organized business. Watch out for them yourself.

TRICK WRIST ARTIST

George C. Blank is remembered by those whose job it is to expose fraudulent accident claims because he was clever and because he was so hard to catch. George had two dozen surname aliases but invariably these were preceded by "George C." a fact that helped considerably in checking up on his activities.

It is not difficult to find something to trip on in a department store, as George C. did, a hole in a rug, a banana peel, a shoe salesman's stool, a toy.

George C.'s face would contort in agony as he dangled his swollen wrist. A doctor would examine the wrist, say it seemed to be broken. When he suggested an X-ray was necessary, he would say he was leaving town immediately and that his family physician would take care of him. He would add he was going to sue the store. The manager, anxious to close the matter and avoid publicity, would settle on the spot for a substantial sum. The injured George C. would be amenable to reason, pocket the money, and go his way. This happened in many cities in the East, South and Middle West.

Finally the authorities, with the aid of the relentless undercover work of the Index Bureau System maintained by the National Bureau of Casualty and Surety Underwriters, found his trail. There were, it appeared, a suspiciously large number of left wrists being broken in places like department stores by men whose name began with George C., all answering to the same description.

George C., breaking that wrist with monotonous regularity, was about two steps ahead of his pursuers. An alarm went out that he was heading South again. In Charlotte, North Carolina, a description of him was sent to all public buildings. Sure enough in a few days, a man named George C. Blank fell in the foyer of a Charlotte hotel and injured his wrist. They had only to ascertain that there was a scar on the back of his neck, and they knew they had their man.

The wrist, he admitted, had been broken years before when he fell from a horse. Since then, he had been able to snap it out of position at will. The swelling reproduced by applying a tourniquet to his forearm the morning he planned a "flop."

George C. was sentenced to seven years in prison, and added his voice to the chorus of those who now admit "You can't get away with it."

THE ELECTRIC HORSE NEEDS HELP

Laboring under misunderstandings and political attacks for the past decade, the private electric industry of the United States has never lost heart.

It has kept up its properties, added to generating capacity in advance of all needs of the nation, improved service and continually trying to adjust itself to the rules and regulations heaped upon it.

It has not shirked in its responsibility to serve the people, in the face of a prolonged and aggressive campaign of several years duration, to establish public ownership of electric power development as a national, state or municipal policy.

Hundreds of thousands of good American citizens have invested billions of dollars of savings in this industry which has given our country more of the advantages which can come only

from wide-spread electrical development, than are enjoyed by any other nation.

And this has all been brought about in the face of obstacles that would have discouraged anything but the pioneering spirit of American initiative and enterprise.

The industry now faces another gigantic electrical development program. It is again preparing to meet its obligation to render service and take up the load demand.

While doing this it is trying to adjust itself to new state laws, regulations, taxes, federal laws and a national policy of government competition that might well discourage the strongest heart.

The situation reminds one of the picture used so many years ago as a symbol on humane publications—it showed a willing horse struggling to the point of exhaustion with a gigantic load while its master stood by beating it with a blacksnake whip.

The electric industry, like the horse, is one of mankind's most faithful servants. It has had its faults and, like the wild horse, it has had to be curbed and trained.

But the political policy adopted against it reminds one of the heartless master beating to death his faithful servant.

Wouldn't a national policy of understanding and cooperation get greater results for all concerned than a blacksnake whip?

IN YOUR INTEREST

In a recent address, M. W. Clement, President of the Pennsylvania Railroad, said: "If the American railroads can now—and I am sure they can—get equality of treatment with other lines of industry before the court of the people, and be given the same opportunities as those industries, under the laws and regulations of those bodies created by the people to regulate the conduct of their business, and if they are permitted to give rein to their vision and their inventive genius, they will continue on to greater things. They will work out their own salvation and perform a great part in rehabilitation of this country as it comes out of the depression, giving the people better service than they ever had before at low rates."

This same view is held by other railroad officials. More important, it is held by a preponderant percentage of unprejudiced economists and analysts who have considered railroad problems not only in relation to railroad service but in relation to its influence on the general economic scheme of things as well. If congress created a railroad policy which would guarantee the lines equitable treatment at the hands of the law and regulatory agencies, there is no question but what they would embark on a vast improvement and expansion program. Millions of dollars would be spent for metals, fuel, concrete, timber products—almost everything that American industry produces. An untold number of jobs would be created, and our still vast unemployment rolls would decline.

We can forget the railroads' self interest and think only of our own interest—of the interest of all people and all business—in a policy that would invigorate our greatest single industry. Then we will understand why fair treatment for the rails is one of the most vital needs of the times.

"A junk shop near a railroad crossing in Denver carries a sign with this hint to the motorist: 'Go ahead; take a chance. We'll buy the car.'"—From the Boston Transcript.

THAT BROKEN STEERING GEAR

You commonly see news items such as: John Jones was charged with reckless driving following a collision between his car and another vehicle. Jones stated that his steering gear failed. Both cars were badly wrecked, the occupants sustaining minor injuries." Sometimes the item has a grimmer sound, when people are badly injured or killed. But the "broken steering gear" is one of the commonest defenses put up by drivers responsible for accidents—and, curiously enough, the more influential the driver, the oftener it is used.

As a matter of fact, it is doubtful if any part of a modern motor car is structurally stronger than the steering gear. Exhaustive tests by manufacturers showing that real steering gear failures are practically unknown. But John Jones is always having them.

Maybe he is drunk and weaving his way home when the crash comes. He sees that the front end of his car is completely mangled—and so he calls upon the ghost of his steering gear which "broke" for some reason just as he was making the turn. Maybe he was speeding on a slick pavement and went into a skid—well, the steering gear is blamed again, it can't talk back!

It is time we stopped listening to the steering gear alibi and similar ones which are false 999 times out of 1,000. John Jones may escape jail—but the fact remains that some 35,000 people are being killed each year in preventable accidents. The reckless and incompetent motorists must be punished and their alibis laughed out of court, if that ghastly toll is to be curbed.

The Union Pacific Railroad has announced that it will spend \$8,000,000 for new engines, new passenger cars, additional fleet of automobile freight cars, and the air-conditioning, re-equipment and modernization of other passenger cars. This supplements an extensive program which has been carried on during 1936. Contract has already been let for twenty high-speed freight and passenger engines to cost \$3,000,000. Bids are now being taken for forty new passenger coaches and five coffee shop type dining cars. Three hundred automobile cars of record capacity will be built at the system's shop in Omaha. The air conditioning and modernization phase of the project has started and several hundred additional workers employed.

Here is real industrial progress—the kind of progress that provides employment, stimulates a multitude of other industries through purchases, creates real productive wealth and taxable income and, finally, improves the standards of a vital public service. It is emblematic of the kind of progress being made by other railroads as well.

And this money is being spent in the face of the fact that the fact that the railroad industry has a long way to go before it can operate on a generally profitable basis. It is true that both

passenger and freight traffic are increasing—it is also true that the lines as a whole are doing a little better than breaking even, largely because of our inequitable transport policy that favors other carriers at their expense. Think of the millions that would be spent if we created a policy that gave the railroads a fair competitive break and placed them on an even regulatory basis with their competitors!

Seven per cent of the world's population is in the United States. This seven percent consumes half of the world's coffee, three-fourths of the world's silk, two-thirds of the world's crude oil and has more purchasing power than all the people of Europe. And yet our citizens are continually told that the American system has broken down. Strange breakdown!

KELLY MILLER SAYS

IS THE SOUTH IN THE SADDLE?

For a generation succeeding the Civil War the national triumph of the Democratic Party was drenched on the ground that it would place the South in the saddle and give predominance to the proslavery element that once sought to destroy the Union. Although the administrations of Grover Cleveland, Wilson and Franklin D. Roosevelt demonstrated the groundlessness of this fear, still it constituted the chief reliance of Negro Republican spellbinders to hold the colored race to its former allegiance during the last campaign. The triumphant victory of the New Deal in the last three elections puts an end forever to this apprehension.

The sixteen Southern states, by virtue of their political solidarity as a bloc in the Federal Congress, possessed an effectiveness which blocs always exercise. Because the Southern states were in the habit of continuing their representatives in Congress instead of shifting them frequently as the Northern states do, Southern Congressmen and Senators were promoted to the headship of the principal committees by virtue of their seniority. This longevity gave them undue prominence in legislative procedure.

Under the New Deal the South no longer sits in the saddle. The Democratic vote in the more powerful Northern and Western States relegates the South to a subordinate place in congress as it is in the country.

President Roosevelt carried 46 out of 48 states in the last election, overtopping his opponent by more than a ten million majority. If every one of the 16 Southern states had voted against him, his election would have been brilliantly victorious. The Democratic majority in both House and Senate far exceeds the margin of the Southern contingent. If every Southern Democrat in both House and Senate should oppose the policies of the party, there is still a sufficient majority of the Northern and Western representatives to assure their triumph.

The New Deal has nationalized the Democratic party and made it absolutely independent of any class or section of the country. This should bring assurance and satisfaction to the Negro voter. The South no longer has the power, even if it has the disposition, either to enact unfriendly legislation or to successfully oppose friendly measures espoused by the more liberal-minded North and West.

One practical result will inevitably flow from this unhorsing of the Southern rider as master of the Democratic party. The Negro spellbinders in future elections can no longer hope to frighten the race into support of a decadent party by holding up the bugbear of the South's domination over the nation and the Negro. My good friend, the Hon. Perry W. Howard, and his forlorn followers will have to devise more logical

Carl Von Ossietzky Is Winner of Nobel Peace Prize

"As a prisoner for the cause of freedom I would serve the struggle for peace better than as a free man outside of Germany."

This expression of anti-Fascist would be noteworthy no matter who said it, but it means more when it comes from Carl von Ossietzky, prisoner in Nazi-land since February, 1933, according to a statement issued by the American League Against War and Fascism.

A few days ago von Ossietzky, still in a prison-hospital in Berlin, was awarded the Nobel Peace prize. Hitler and his cohorts were enraged that this honor should have been accorded to one whom they describe as a "traitor who had been condemned by the supreme tribunal of his land." It is a significant commentary on the cultural and political level of the German Nazis that they characterize him a traitor for exactly the same reason that made him a candidate for the highest distinction in the modern world. The New York Post writes that "peace prizes established by repentant munitions makers are tawdry beside such a man."

Who is this man who the Nazis hate and fear and who is honored wherever civilized people are gathered?

As editor of "Die Weltbühne" Carl von Ossietzky upheld the common interests of all nations and fought for general disarmament as the surest way to permanent peace. He also demanded that the munitions industries should be taken over by the states.

In 1931 his attacks upon the development of a German military air force brought him imprisonment from which he was released shortly before Hitler came into power. Immediately after the incendiary burning of the Reichstag he was re-arrested and since that time has remained in various concentration camps. The significance of such imprisonment is well known.

He declined the suggestion made to him to flee before he was imprisoned, because he considered it unworthy to speak from a safe retreat without opportunity of being heard. He answered with indignation the question put to him by an English friend whether, if liberated, he would lend his pen to the Hitler party.

WEST COAST STUDENTS DISCUSS CONDITIONS IN CHINA—LATIN AMERICA

Santa Cruz, Calif., Dec. 12 (ANP)—The Student Institute of Pacific Relations met here Nov. 26-29, for the purpose of promoting a better understanding of the people of the Pacific area. The Institute was founded in 1926 by a group of men and women from the universities of Stanford and California, and every year since that time students of every race and nationality have met during the Thanksgiving holidays to consider the economic, political, national and cultural adjustments which will determine the direction of the new Pacific civilization.

Texas Press Group Pledges Cooperation

Dallas, Dec. 12 (ANP)—Pledging themselves to greater co-operation during the year, editors and staff members of several newspapers of the state met in an interesting session of the Texas Negro Press association, which convened along with the Colored teachers state association, Nov. 26-28.

Interest Article

There are over 14,000 Negroes in Omaha. Among them the most popular businesses are places which promote mostly adult recreation, or accept the younger set because of the extra money that they contribute to the business.

What Omaha needs to offset this form of stagnant society is a place which will give wholesome recreation, worthwhile employment, and create a much more dynamic social activity.

Why not form a Y.M.C.A., one of the most urgent and influential forms of higher recreation and worth-while organizations there is? Let us think deeply on such an idea.

Submitted By W. L.

DOCTOR GIVES FACTS ON MATERNAL MORTALITY IN BIRMINGHAM

Birmingham, Dec. 12 (ANP)—In the course of a radio address delivered recently over Station WSGN, Dr. P. S. Moten, noted physician and civic leader spoke of the high death rate among expectant colored mothers in the south and made special reference to the appalling conditions prevalent in Birmingham. Declared the doctor:

"According to the most recent figures available, (1934), Alabama ranks fifth among the 48 states of the Union in maternal mortality. A five-year study (1929 to 1934), of 15 typical cities of the United States of 100,000 or more population, places Birmingham fifth from the highest in death from this cause (childbirth). To live in Alabama as a practicing obstetrician and not feel the chagrin, shame and humiliation of such a condition would be to repudiate the high calling of one's profession."

"Dr. George A. Dennison, in a report made in 1933, shows the relation between the maternal mortality rates of the white and black races. He said: 'Mortality rates among colored are higher for all causes and their total rate averages about 75 per cent higher than the white. The excessive death rate seems most likely due to their greater lack of education, poor medical and confinement care, prevalence of venereal diseases, and possibly the greater frequency of contracted pelvis due to rickets.'"

Dr. Moten continued: "In my opinion the direct cause is the lack of facilities to educate, and hospitals where adequate medical and confinement care may be given. That is what the Negro stands most in need of in the south today. Over-crowded and inadequate provisions in our present hospitals do not permit expectant mothers to receive this much needed help. There are cases where colored expectant mothers, after having been sent home from the County hospital because there was no room in the 'Inn,' would be forced to stop and give birth to babies on the sidewalks."

"I, therefore, recommend to the National Medical Ass'n. that they encourage Negro doctors throughout the country to take a definite stand against this shameful record. We have enough educated people in the south who could become a force powerful enough to compensate for the small per cent of illiterate among our expectant mothers, and by establishing Maternity homes, encourage and support Negro doctors in their efforts to change this handicap which will forever hold any race down."

Seek To Limit Native Driving In So. Africa

Capetown, South Africa, Dec. 12 (ANP)—The United Party, the controlling political group in South Africa at this time passed a resolution at its congress in Bloemfontein recently, seeking to prohibit natives from driving European owned motor cars. This resolution will undoubtedly be introduced into Parliament at the next session. Due to unemployment natives are being forced out of every kind of labor except that paid in the very lowest brackets and whites integrated into jobs formerly held by blacks. When the native bills were discussed some time ago by the prime minister, General Hertzog he laid stress on the fact that natives had nothing to fear. The Dutch English combination in charge of the Parliament is said, however, to be squeezing the native at every opportunity.

and up-to-date appeal to hold the Negro voter in line in 1940, to replace the scarecrow upon which they have relied for fully a generation.

Kelly Miller