

Begin Laying New Telephone Cables From Omaha To Sacramento

Work has begun on twin underground telephone cables which will span the 1,600 miles between Omaha, Nebraska and Sacramento, California, to link the telephone cable networks on the two sides of the continent, the American Telephone and Telegraph Company announced today.

The new cables will supplement several existing "open wire" transcontinental lines. They will increase transcontinental circuits initially by about 50 percent, supplying a quantity of circuits able to meet practically any future demands of national defense or other major emergency, and will ultimately almost triple present cross-continent facilities.

The project is expected to cost nearly \$20,000,000. Construction

permits have been issued for the Omaha-Denver section and applications for the remainder of the work will be submitted to the Federal Communications Commission in the near future.

Buried underground, the new cables are expected to prove an important link in the nation's communication system, further insuring contact during emergencies between the vital centers of industry, railroads, seaports and troop concentration points on either coast. The work already authorized has been engineered by the A. T. and T. Long Lines Department in cooperation with the Northwestern Bell Telephone Company and the Mountain States Telephone and Telegraph Company, and Long Lines gangs have started laying the cables, moving westward from Omaha and from Grand Island, Nebraska. Those directing the work expect to get as far as Laramie, Wyoming, by the end of this year.

Later, construction gangs of the Pacific Telephone and Telegraph Company will start eastward from Sacramento and the two forces are expected to meet and complete the job near Wendover, Utah, scene of the historic finishing splice in the first telephone line to span the United States, completed in 1914. The route followed will be close to the central transcontinental route of pony express riders, railroads and airlines, touching Denver and passing through Cheyenne and Salt Lake City.

The cables now being installed will employ equipment whereby twelve talking channels can be set up over a circuit composed of a pair of wires in each cable. Wires for west-bound channels are in one cable, for east-bound in the other. Since carrier circuits require more frequent amplification than ordinary telephone circuits, a large number of "repeater points" will be established along the route. Work has begun on six such amplifier stations between Omaha and Grand Island, and there will be nearly 100 of them in all in the 1,600 miles between Omaha and Sacramento.

Throughout the entire route only a few miles of cable will be above ground. For practically their entire length the cables will be plowed in, a method of laying underground cable which has recently

become general in Bell System Construction. Tractors towing a specially constructed plow and two cable-reel trailers plow up the ground, plant the two cables in it and cover them with earth—all in one continuous operation. This "train" can travel pretty much as the crow flies, over any kind of terrain except solid rock or soft swamp. Under favorable conditions it can lay several miles of cable a day. For the most part, the cables are buried to a depth of about 30 inches, except where variations in the condition of the soil or the character of the route make it necessary or desirable to vary this depth. When crossing a road for example, the depth of the trench may be increased to as much as 48 inches. Occasionally, if the structure of the soil requires it, the cable reels are detached from the plow, which goes ahead to dig the trench, then returns to lay the cables during a second trip or another plow may precede the cable-laying train, which follows the same furrow.

To protect the cables further, the route follows a carefully selected private right of way, avoiding highways.

In the past 12 years, heavy ice storms in the region west of Omaha have given considerable trouble to telephone lines, producing many a glaze or coating of ice on the wires that was picturesque but bad for communication facilities. Buried wires escape this trouble, but may face new problems underground. On the Omaha-Denver section, for example, it has been considered desirable to "gopher proof" the cables by winding a steel tape between the lead sheath and the outer covering of asphalted jute.

The number of wires in the two cables will vary in different sections of the route, averaging between two and three hundred for the two cables together. The 1,600 miles of twin cables will have a total weight of about 25,000 tons and will contain nearly half a million miles of wire. The cables will provide new facilities for all types of Bell System service—long distance telephone service, network broadcasting channels, teletype, telegraph and telephotograph lines.

denied jobs in the plant management.

Westinghouse has government contracts for radio apparatus totaling over eight million dollars. In its Baltimore plant, 800 persons are employed, but of this normally three are Negroes. They are laborers and porters. No skilled Negroes are hired. But there is no ban on the employment of Negroes, according to the company.

The Virginia Engineering Company at Norfolk has contracts for more than thirteen million dollars. It employs 1500 persons, of which perhaps 500 are Negroes. All of them are unskilled laborers.

Glenn R. Martin & Company in Baltimore, employs more than 10,000 workers, most of them on government orders, but has never employed a Negro.

Negroes have been turned away from the Colt Arms Company, of Hartford, Conn., with the assertion, "We are not hiring any Negroes today."

In Cleveland, neither General Motors nor the White Motor Company, both of which are working on government contracts, employs Negroes.

These facts can be multiplied many, many times. The Association merely lists here a few examples of the more flagrant instances of discrimination and segregation in the nation's defense program.

I SUBMIT MY THOUGHTS
(by Bebe Nannette Walker,
2613 Grant St., Love Apts No. 5)

Give us this day, our daily bread,
Seldom spoken, but well said,
The more we work,
The less we shirk—

Another day, another dollar.
Read more of this and be a good scholar.

I went to school to learn the golden rule;
That's why I'm no one's fool—
I work hard because I'm independent.

As hard as anyone's dependant,
Paid today—tomorrow broke!
Got no money, clothes all in soak.
Drunk today, tomorrow feel sunk—

Feel worn out,
Without a doubt,
Owe everyone in town—
But that doesn't keep me down.

RETURNS

Mrs. Laura Eddens of the Keystone Beauty Shop, 1701 North 24th Street, has returned from her wonderful trip to Los Angeles, Oakland and San Francisco, California, where she visited relatives and friends. She had a very enjoyable time in those fair cities. To her many friends and customers she wishes to announce that you will find her back "down to earth" in the Keystone Beauty Shop at her usual line of duty.

THE MODERN ART CLUB

The Modern Art Club met on Monday night, January 20, 1941 at the home of the President, Mrs. Dale Riddles, 5241 South 25th St. Eight members were present at the meeting. After the business meeting, the members took up their needle work. The club also discussed the various spring activities which they are planning. A vote of thanks was extended to the hostess. The next meeting will be on Monday, January 27, at the home of Mrs. Lydia Rogers, 2228 Ohio Street.

SLOWLY IMPROVING—

Mrs. Maggie Bryant, 2875 Wirt Street, who has been confined to her home for the past week, is now slowly improving.

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TO WACO, TEXAS
Mrs. Fannie May Ware, 2235 Grant Street, left Wednesday Jan. 22, for Waco, Texas to be at the bedside of her father who is very ill with pneumonia. Mrs. Ware plans to visit her home in Dallas, Texas before returning.

BACK TO WORK
Mr. J. C. Carey who has been ill for the past few weeks, is able to be up and has returned to work.

FONT FORGET—
Lincoln's big night. Follow the crowd to Lincoln for the University Collegians dance on Friday night, January 31, 1941 at Lincoln New Spot, the new Crystal Ballroom, 219 North 9th St., Lincoln, Nebraska.

THE ELECTRIC INDUSTRY

(Continued from page 1)

Send are served from our system. Without Nebraska Power Company service such towns probably would have power plants of less than 500 horsepower.

"Another more concrete example is the new bomber assembly plant soon to be constructed at Fort Crook," Mr. Davidson continued. "While this will be a very large plant employing more than 10,000 people, its power requirements are only about 3 percent of the capacity of one of our stations."

"The same conditions of availability of electric power exist throughout our territory and, in fact, throughout the nation," Mr. Davidson said. "Today it would hardly be possible to find a location where a national defense activity could not have power available at once or before the activity would be ready to use it."

The private electric industry stands ready to do the job of delivering and producing the necessary power, and with little added construction, and without handicapping their own efficiency, our transmission systems could deliver the power produced in the hydroelectric plants the government has built. A tremendous saving would result as compared with construction by the government of new and duplicating transmission lines to do the same job.

"The nation is prepared electrically because of the electric utility industry, created and developed under the 'American Way' of private ownership and individual initiative, built a system of power plants and high voltages electric lines which make ample power available anywhere in the United States," Mr. Davidson continued. "This is very important because the success of national defense depends on the ability of American industry to expand and speed up production and adequate electric power is absolutely essential to this program."

"The present capacity of the power plant of the Nebraska Power Company is more than six times what it was when our country entered the first World War. The total power capacity in the United States is five times what it was in 1917 and far exceeds that of Germany, France and Great Britain combined."

"Privately-owned utilities have constructed almost 90 percent of this great reservoir of electric power, and in 1940 they produced and distributed more than 90 percent of the country's total electric energy."

"Yet, last year," Mr. Davidson pointed out, "the electric plants

of the United States produced only 40 percent of the total energy they could have generated if operated at full capacity all of the time. And only about two-thirds of the country's total capacity was in use at any one time. This means that the electric industry will be able not only to handle the defense requirements, but to maintain its regular peace-time services.

"The vast network of electric lines which makes power available throughout the country was built under the holding company system of utility ownership, a development of American individual initiative and private enterprises," Mr. Davidson said. "It is because of this great system that our nation is today so adequately prepared, electrically, for national defense."

"In 1908," he said, "about the time the holding companies came into being, there were only about 2,400 miles of transmission lines of 60,000 volts or more, not enough to reach once across the United States. I refer only to lines of 60,000 volts and above because these can deliver almost any amount of power an industry needs for any purpose. By 1918, the end of the first World War, some new transmission lines had been added, mainly in California, Washington, and Montana to connect water power plants with their markets."

"Today, a vast nationwide network of more than 82,000 miles of lines of 60,000 volts and over—enough to reach from coast to coast 200,000 miles more of lower voltage transmission lines reach all the populated areas of the nation. It is this great interconnected system that is now so important to our national defense. Of all this great system, better than 90 percent has been built by privately owned companies under holding company ownership."

"These facts indicate clearly," Mr. Davidson concluded, "that the basic principles of the electric holding companies have been to extend adequate electric power to the entire areas they served and to provide ample reserves for future needs of any kind. It is these principles that have been directly responsible for the preparedness of

the electric industry to furnish power wherever it may be needed. Nothing should be done in this critical period," he urged, "to destroy, disrupt or handicap the ability of the private electric industry, or any other industry, to do its part in national defense."

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THE NEGRO AND NAT'L DEFENSE
(continued from page 1)

says that no man may come into the Army who is not acceptable to the Army—What good will it do us to take men to an induction place if the Army will not take them—I regret this state, but unfortunately, the Army gets the final say. What we are doing of course, is simply transferring discrimination from everyday life into the Army. Men who make up the Army staff have the same ideas as they had before they went into the Army."

General Lewis B. Hershey, Selective Service Adm.

NATIONAL DEFENSE JOBS—

Very little evidence is at hand to prove that Negroes are being given jobs either in army arsenals or in the thousands of industrial plants which have been given large contracts for National Defense.

Negro carpenters are being re-used employment on construction projects now going forward at Fort Dix, N. J., Ft. Riley, Kansas, and Ft. Lee, Va., and Negro skilled and unskilled labor are barred from working at the United States government air fields now under construction in three cities in Florida.

Very acute is the situation in the Boeing Aircraft Plant in Seattle, Washington, where it was recently revealed that a large number of Nazi Bundists are not only employed by occupy strategic positions in the plant, while Negroes, whatever their qualifications, are

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