

LET MY PEOPLE GO

Freedom Road

BY HOWARD FAST
At last! The Great American Novel—The book that will send every American to the polls—to vote.

NEW NOVEL CHALLENGES RACE PREJUDICE

There is every indication that "Freedom Road", a new book by Howard Fast, will be the most talked of novel in 1944. This book is to be released on August 16th by Publishers, Duell, Sloan and Pearce.

Howard Fast will best be remembered as the author of the current best seller "Citizen Tom Paine". Mr. Fast's forceful style seems to have reached its apex in his latest work, "Freedom Road."

Many books have been written about the Negro but this story is written about things that you probably thought no one would write. It at-

tacks the very foundations of "Lip Service Democracy" and gives us a frank portrayal of what actually happened in the South during the days of "Black Reconstruction."

"Freedom Road" is fiction of the highest order—the story of a Negro named ideon Jackson who fought on the side of the Union during the Civil War. This character is an embodiment of all the fine qualities of Negro Legislators, duly elected immediately after the Civil War. Through him is shown the conflict of the North and South, the struggle between land owner and share cropper, and struggle of races for adjustment and the political strife growing out of a maladjusted social pattern that was allowed to run loose through flagrant misappropriation of judicial rights.

Gideon Jackson grows mentally and spiritually as he labors tirelessly to work out the destiny of his people who were confused, abused, and persecuted. Of special interest is the manner in which "Freedom Road" deals with the rise of the Klu Klux Klan in its determined efforts to stem the tide of democratic thinking among the underprivileged in ideon's Community.

Throughout, "Freedom Road" moves at a rapid pace and the moral victories which Gideon wins will long be remembered by everyone who reads this powerful novel.

The documentary substance of this book is truly taken from the "Lost pages of American History". This is, without a doubt, "The story you thought would never be written."

"Freedom Road" is represented in the Negro market by W. B. Graham & Association, Inc., 55 West 42nd St. New York, 18, New York.

TO HOLD STATE-WIDE TRAFFIC-SCAFETY CONFAB
As an outgrowth of the Traffic Court Conference held in Omaha in April, the Nebraska State Bar Association, in conjunction with the Division of Motor Vehicles of the Department of Roads and Irrigation, and

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RELAX-ENJOY GOOD READING Your Paper—the Guide

the State Safety Patrol, is planning to conduct a series of local conferences and carry on the discussion.

The dates and places for such conferences are at 2:00 pm, as follows: Ainsworth, Monday, August 21, District Courtroom.

Chadron, Tuesday, August 22 - District Courtroom.

Scottsbluff, Wednesday, August 23 District Courtroom.

North Platte, Thursday, August 24, District Courtroom.

Holdrege, Friday, August 25, Municipal Building.

Grand Island, Saturday, August 26 District Courtroom.

Fremont, Monday, August 28, District Courtroom.

Norfolk, Tuesday, August 29, Ball room, Hotel Norfolk.

Lincoln, Wednesday, August 30, District Courtroom.

Tecumseh, Thursday, August 31, District Courtroom.

Geneva, Friday, September 1, District Courtroom.

The Traffic Court problems of today are serious and their solution is the responsibility of the lawyer, the judge and the law enforcement officer.

The purpose of these conferences is to bring together those persons interested in law enforcement to consider these problems, and offer suggestions for improvement.

Ollie Harrington in Southern France

The following dispatch was filed through the Office of War Information Press on August 17 by Ollie Harrington, Pittsburgh Courier War correspondent, and one of two Negro war correspondents representing the Combined United States Press during the invasion of Southern France.

BY OLLIE HARRINGTON (Pittsburgh Courier War Correspondent Representing Combined U. S. Press)

WITH AIRBORNE TROOPS OVER SOUTHERN FRANCE—I have just returned from the invasion points over Southern France where I'd flown with the huge glider force on D-Day not long after first waves hit the beach.

In all honesty, I must admit that this is probably the most pleasant invasion of all time, and the last minute letters which I wrote my wife, my mother, and my Simon Legree editor, Bill Nunn, now seem frightfully silly. I frankly hope they may be lost in the mails.

I am quite sure that my friends back home are experiencing more hell in ten minutes of the August heat and humidity than I did in almost six hours over Adolph's impregnable fortress.

From our altitude, the French countryside looked peaceful and serene and like New England countryside. The only difference was that thousands of parachutes littered the meadows. The plowed fields below presented a quiet holiday pattern and the only element missing in this nostalgic rural scene was the absence of grazing livestock.

I didn't find this surprising however, considering the fact that the master race mob moved out.

One of my most pleasant aspects of the invasion was the crew of the C-47 in which we rode. They were without exception the swiftest bunch of guys I've yet shacked up with.

The pilot, Lt. Roger Colson of Fair bank, Minn., and the co-pilot, Lt. Gene Feckler, St. Louis, are both, despite their extreme youth, veterans of the troop carrier trade. The navigator, Lt. Alex M. Pakowitz of

The Queen Goes A-Sewing



Y OU never would guess in a million years that the smart frocks and gowns which Lena Horne displays so beautifully were made by the golden girl herself, would you? Well, we have proof that MGM's honey brown queen is an excellent designer and dressmaker. We discovered during an interview with Lena at her beautiful California home that her interests extend beyond her successful career, in many directions. Like every woman, she has a very keen interest in acquiring something new to wear.

After seeing some of the little numbers Lena has designed and made lately, we're inclined to think that after she tires of the movies—heaven forbid—she might even set up her own little dress shop.

However, that's neither here nor there. The important thing is that the lovely Lena has an encouraging word for all women who would like

to sew for themselves and their families, yet hold back because they think they haven't the talent for it. In all probability you're like us; you don't know much about sewing, but we pass on some pointers we got from Miss Horne which make it sound easy to do.

"First," says the star, "forget all you've ever heard about sewing requiring special skill. It doesn't. Buy yourself a simple, inexpensive pattern. Pin it to the material and cut. Notch and tack the pieces together, as the pattern directs. Fit the garment on and adjust it, if necessary. Then baste it, remembering to press it as you go along so that the measurements will be accurate. Making a frock is as easy as that!"

If you have a dressmaker's form made to your own measurements, fitting and marking the hemline are greatly simplified, too. Take a ruler, as Lena does, and measure the height from the floor at which you'd like your hemline to be.

Don't stick to a hard and fast rule about hemline length, says Miss Horne. Take your general appearance into consideration, and remember, at whatever point the graceful line is achieved, that's the place to start turning up all around.

Now, watch Miss Horne, the smile is very important, you take your needle and thread and sew the hem by hand, using a light feathery stitch that will not show on the right side of the fabric.

Then, with the finished product back on the dressmaker's form, try for different effects. Miss Horne, as you see, has turned out a basic dress which can be changed in appearance with the addition of different accessories. Tack on a lovely collar of eyelet embroidery, or if you have a spray of orchids handy, and who hasn't... tuck them into the waistline.

The only disappointing thing about our interview with the golden Horne, is that we didn't get to see her wear this one.

Sensational Sextette "Swings" Savoy



Cootie Williams, right (inset) and vocalist Eddie Vinson, left (inset) are the cogs in the wheel of the musical machine of the famed Cootie Williams' Sextette which is currently "the berries" as it swings nightly at Harlem's popular frequented ballroom where Cootie's band shares honors with Al Cooper's Savoy Sultans.

Brooklyn, N. Y., slept most of the time on what he called the milk run.

There was nothing heroic about any of them, yet all carried Distinguished Flying Cross with Oak Leaf Clusters buried away somewhere in their barracks bags. After much coaxing, I discovered that they had gotten them for a job in Burma supporting the legendary General Wing-

ate's Army on the Imphal drive with Col. Corkin, the Flip Corkin of Terry and the Pirates.

These fellows had only one gripe. They knew Joe Louis was somewhere around, but some general had decided to pull this invasion before they had a chance to see the champ go through his paces.

Just before takeoff time, the pilot of the glider to be towed by our ship walked up with a cherry pie captured on a foray the night before. He suddenly rushed over and smacked me in the pit of the stomach which at the time was not very strong.

"Well, I'll be damned if it isn't Press!" he shouted, "where in hell have you been?"

REAL SHOE MAN FONTENELLE SHOE REPAIR (CASH & CARRY CLEANER) 1410 North 24th St -CARL CHIVERA-

Then I recognized my old friend, Lt. Ed. Hansen of Alhambra, Calif., one of the hottest glider pilots in the business. I hadn't seen him for months and since then he too had picked up a Distinguished Flying Cross with a heap of other decorations in Burma.

"Where's Sid Williams?" he wanted to know and I told him Sid left Liberty Club in Naples to get back to the Urban League in Cleveland. Then we all squatted down in the shadow of the big wing and, through huge mouthfuls of prized pie washed down by water from gasoline drum, batted the breeze. Before we'd wound up it seems that my name had become Press and there was nothing I could do about it.

Hansen and co-pilot Lt. Jerry Sonken of New York insisted that I ride in their glider and I had a hell of a job explaining to them that there were a couple of gremlins in the front office back in Pittsburgh who'd be foaping at the mouth if I

didn't hurry back in the C-47 in time to write some invasion stuff.

"But Pittsburgh's 6,000 miles from here and they can't do nothing to you," piped up Crew Chief Lyle Fenselson from Fairfield, Me.

"No, they can't do nothing but throw me off the payroll," I answered.

So I rode the freight car and when we got over the target, I looked back through the open door of our ship as the glider pulled away in a slow bank. There, grinning, were Hansen and Sonken with the right thumb and index finger in the "so-long" sign. I returned the sign and hoped they'd be okay.

America needs guys like that: I figured that if I had to have bad luck, I'd like it to happen with fellows like that. They are the kind of guys that Crispus Attucks went down with.

10,000 OFFICE WORKERS NEEDED IN CAPITAL SOON

About 10,000 office workers—most of them typists and stenographers—will be needed this Fall in Washington to take care of the normal turnover and to replace teachers and students who are returning to school, the U. S. Civil Service Commission estimated.

At present there is no pressing demand for clerks, the commission said, but applications for such jobs are still being considered, and there are a few openings for card punch operators and the like. The bulk of the present demand, however, is for typists and stenographers.

Because Washington, like many major centers in war industry, is crowded, the Civil Service Commission and many other governmental agencies have set up programs to aid the newcomers in finding quarters and in learning their way around the city.

The commission has adopted for its own personnel a "Big Sister" plan through which the newcomer is given the benefit of an older girl's experience.

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ience in finding suitable living quarters, is shown the convenient shopping centers, given tips on what's tops in entertainment, introduced to other girls in the same office and generally given a chance to orient herself.

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METRO-GOLDWYN-MAYERS LIONS ROAR Published in this space every week The greatest star of the screen!

Lustily, we roar for a guy named Spencer Tracy.

And for a picture named "The Seventh Cross".

Tracy was terrific in "Captains Courageous".

Tracy was terrific in "Boys Town".

Tracy was terrific in "Test Pilot".

Tracy was terrific in "Keeper of the Flame".

Tracy was terrific in "Woman of the Year".

Tracy was terrific in "A Guy Named Joe".

But—his latest is his greatest! It's "THE SEVENTH CROSS".

The romantic interest is Signe Hasso. Watch this gal, she's moving up fast!

Others abetting are Hume Cronyn, Jessica Tandy, Agnes Moorehead, Herbert Rudley and Felix Bressart.

Helen Deutsch did the screen play from Anna Seghers' novel. Fred Zinnemann directed; Pandro S. Berman produced.

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