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'Kindling a Bonfire'

We don't know what you think about it, but in our opinion there has been "a great rush to do nothing" about the outrageous cross-burnings in Washington, D. C.

With the country as subversion-minded as it has been for the past decade, you would expect more indignation at the burning of fiery crosses before the homes of Chief Justice Earl Warren, Associate Justice Felix Frankfurter, former Solicitor General Tom C. Clark and other high government officials as well as an NAACP leader.

President Eisenhower reportedly expressed personal interest in the case. Eight D. C. police officers were assigned to work with the FBI on it. A young man confessed setting some of the crosses. He was charged with "kindling a bonfire between sundown and sunrise," forfeited \$20 bond and was released.

The whole business reminds us of the attitude toward the Confederate flag fad that swept the country a few years ago (except that this is worse).

Why the Civil Rights Bills Failed

By a series of parliamentary maneuvers southern senators, with the aid of Majority Leader Lyndon Johnson, have succeeded in blocking Senate floor discussion of civil-rights legislation for this session.

One would hardly oppose the broad objective of civil-rights legislation: to insure that every American can exercise his right to vote; that every American can expect a fair and speedy trial. One would hardly support as a general proposition the tactic of stopping legislation by bottling it up, not voting it down. Yet Senator Johnson and his followers probably took the only course they could under the circumstances of the moment.

It has been apparent ever since the civil-rights bill came up in the House that such legislation either would be shelved in Senator Eastland's Judiciary Committee or be filibustered to death on the Senate floor. In the latter event, as Senator Johnson has pointed out, no other legislation would be acted on in these closing days of the session.

With these near-certainties writ large, it has been apparent also that the vote in the House was chiefly to allow a number of northern congressmen to go on record for certain of their constituents.

As seen by the white South, what came out of Washington as the tension over desegregation heightened was not an effort to raise a biracial leadership seeking orderly adjustments but legislative proposals looking like further intrusion of federal action into what has been deemed the states' domain.

One could hardly rejoice over these developments. But to understand them can help greatly in the long run.

Let's Stay in the Road

If all the road construction planned under the 33 billion dollar bill approved last week were built in a single lane it would exceed the distance from the earth to the moon.

The great economic benefits of the road building plan are obvious. But there is a price to pay. And the motorist must pay it.

Principal source of revenue for the new highways will be an additional one cent tax on each gallon of gas. Just one cent. Not much in itself. But added to all the other pennies that have been tacked onto the cost of gasoline it comes to a considerable total. California drivers pay nine cents now on every gallon of gas — six cents state and three cents federal.

Naturally, the motorist hopes there will be no further increase in gas costs either as taxes or for any other reasons. The gas tax, it would appear, has just about reached the limit of what the traffic—and the motorist—can bear. To other costs, the depletion of our oil reserves through waste could lead to greatly increased dependence on foreign imports and result in higher prices.

Efforts are now being made to head off this possibility through the Oil Conservation Act which will appear on the November ballot as Proposition No. 4. The elimination of waste and the use of the most scientific recovery methods which the act would promote could vastly increase our potential oil reserve.

We must have better roads. But we must watch that the cost of motoring doesn't become so excessive as to drive us off the road.

The Crowded Skies

The collision of the two giant airliners over the Arizona Grand Canyon has given dramatic and tragic emphasis to the fact that air regulations haven't kept up with the growing volume of air traffic.

Warnings have been sounded many times about the growing danger. The Civil Aeronautics Code governing air transportation was set up more than 20 years ago. Yet the change since then in traffic volume has been fantastic. In 1938, for instance, there were 22 certified air lines in the United States. Now there are 56. In 1938 the number of passengers carried was about one and one-half million. Now it's over 41 million annually.

Back in the 1930's at many airports where planes arrived and departed about every half hour or 15 minutes, the traffic now moves in and out as fast as the control towers can handle it. And even the air control facilities are already overtaxed, the worst is yet to come. Next year the first of the jet airliners will take to the skies carrying many more passengers and moving at greatly increased speeds.

There is need for action now to modernize traffic control methods. Even while studies are being made for a complete overhaul of the control system, some immediate improvements can be made. Greater use of radar, for one thing. Separation of the planes which collided had such equipment.

Certainly the intelligence which designs bigger, faster and more dependable planes can be applied to the task of keeping these giant machines out of the way of one another. Let's get with it.

IT'S YOUR MOVE-- Here Are Money Savers

News From Around Nebraska

Up at South Sioux City this week the town was all worked-up for awhile over the disappearance of two small boys. The boys had been playing in their yard Sunday and were first noticed missing at about 11 a.m. When the parents of the boys could not find them at 3:30 that afternoon the fire whistle was sounded to organize a searching party. Shortly after the whistle blew the two boys came home and asked, "Is dinner ready yet, Mom?" The boys had thought the whistle was the noon whistle and decided they had better go home for dinner. The Dakota County Star reported that the boys got their dinner and a lecture.

Very few cities and towns in Nebraska are blessed with people who really help cement the future of community projects. At Osceola, Nebraska the Osceola Record reports that Dr. C. W. Jeffery of that community did a top flight job of cementing a public school. Dr. Jeffery was asked to lay the cement and cornerstone for the new school. Previous to Dr. Jeffery's actual cementing of the cornerstone of the new institution the Dr. cemented its financial success by his gift amounting to \$140,700 representing approximately half the entire cost of the bonds. The gift was made by his decision to cancel all bonds, interest and principal after the year 1969.

The Crete News related a freak accident that took place in Crete Sunday afternoon. Three teen-age girls were walking down one of the streets in the Crete Business District. One of the girls turned suddenly, stumbled backwards and crashed through a plate glass door of a doctor's office. The girl was taken to the Crete Hospital where glass was removed from her arms and deep cuts stitched. The girl was released from the Hospital the next day.

Where ever there is a will there is a way. Out at Hartington, Nebraska a small kitten got itself into real trouble last week as it toppled into a deep well. The Cedar County News revealed that rescue efforts for getting the kitten back up to the surface were useless. The kitten would not climb into a bucket or jump onto a board tied to one end of a rope. Finally one of the on-lookers had a thought. A small sparrow was caught. The sparrow was tied to the end of a rope and lowered into the well. Sure enough the kitten clamped its jaws around the sparrow and the rope. The kitten was pulled up to safety. The Cedar County News did not say whether the kitten got to keep the sparrow for dinner or not.

Bids will be let soon on a new addition to the Tekamah High School the Burt County Plaindealer revealed this week. The Tekamah School is being faced with the same problem most schools are experiencing—overcrowding. It is hoped the building will be started this summer. The new addition will include band, home economics, shop and vocational agriculture classrooms.

Every Chamber of Commerce seems to be constantly trying to think up new ways of creating business for their area. Some try "Pancake Days," "Bargain Days," "Frontier Days," etc. etc. The Albion News reports that a new kind of day will be held in Albion for the second consecutive year. They have what they call "Stinker Days." The merchants drag out all the old merchandise that they couldn't sell during the last year and offer the "stinkers" for sale at prices that will make them move. Last year the Albion Chamber of Commerce tried the stunt and found it so successful that they are trying it again this year.

Oil hopes in the Chadron, Nebraska area were darkened considerably this week with the announcement oil rigs were pulling up stakes. Mr. Eban D. Warner, who has been trying to find oil in the Chadron area since the 1920's pulled up stakes and headed back for Texas. Warner had several successful wells in Texas and was confident that oil would be as plentiful in the Chadron area as it is now becoming in other parts of western Nebraska. Chadron had great hopes for oil earlier in the drillings when one of the wells spouted gas that would burn directly from the well casing. The gas well did not produce enough marketable oil or gas. Mr. Warner said that there was plenty of oil in the Chadron area but that major oil companies were not ready to pay the price that it would take to recover the black gold at this time.

Just to show you that you can get into trouble no matter what kind of a conveyance you might happen to choose we refer you to the Chadron Record once again. Out at Chadron it seems the most dangerous things on the road are combines. The past week two combines loaded on trucks met on a highway. They stopped with a bang. One of the combines suffered \$1500 damages. Later the same week a combine was being moved from one field to another down another highway. The combine was going down a steep canyon road when a drive belt broke. The brakes would not stop the huge machine and the driver jumped. A truck followed the machine to the bottom of the canyon where it clipped off an evergreen tree and smashed against a bank. The truck clocked the combine at 50 miles an hour.

The Papillon Times discovered this week that "Old Dobbin" is making a comeback. The Times hastily continued that the saddle horse riding hobby had caused the increase while the farm work horses are still on the way out. The Sarpy County Assessor 1955 and 1956 assessments indicate the horse and mule population has advanced from 342 to 364. Riding horses moved from 115 to 168. This indicated the continued drop in work animals.

The old "before and after" way of selling someone on a thing was graphically shown in the Schuyler Sun this week. The Sun showed pictures of fields irrigated and in contrast a barren strip of land not irrigated. The Schuyler area is turning to irrigation rapidly. Also pictured in the Sun were two cucumbers. The cucumbers were 2 3/4 inches long and weighed three pounds three ounces. The cucumbers were grown (you guessed it) in an irrigated garden.

All around the state just like this area the populace has had great trouble with persons stealing lightning rods and ground cables. The Ord Quis relates that a sharp eyed policeman in that area caught two of the thieves with the goods this week. In the Ord area the thefts were even made in broad daylight. The Ord policeman spotted the strange car parked at Ord. The car had a minor mechanical failure but the policeman investigated. The back of the car was full of lightning rods and cable. Later the two men admitted they had stolen the rods and cable from nearby rural schools. Sentences of 90 days in jail and \$100 fines were imposed on them.

The Wahoo Industrial Committee is faced with actual but not very polite ultimatum of "Either put up or shut up." The ultimatum came from the Commodore Mobile Homes Corporation of Omaha. That firm will move to Wahoo if the Wahoo Industrial Committee can raise \$50,000 for a location and building. If Wahoo can not raise the money the firm moves to Fall City where the money is available. The Wahoo Newspaper stated that this is going to be a real test as to whether Wahoo businessmen and citizens want industry enough to pay the bill for it. It was pointed out that the firm will employ 100 men with an annual payroll of \$400,000.

Howard On Committee Of Gov't. Contracts



WASHINGTON, D. C.—The White House has announced that the President's Committee on Government Contracts has appointed John Addison Howard as its Executive Vice Chairman. Vice President Richard Nixon is Chairman of the Committee and Secretary of Labor James P. Mitchell is Vice Chairman.

The Committee, established by President Eisenhower in August, 1953, is charged with the elimination of discrimination because of race, religion or national origin, in work done under Government contract.

In announcing the appointment, James C. Hagerty, President Eisenhower's press secretary, said that Mr. Howard "will serve as an ex-officio member of all the subcommittees and will coordinate the work of these committees concerned with the elimination of discrimination wherever it may appear in the performance of Government contracts."

Mr. Howard was born August 10, 1921 in Evanston, Illinois. He is the son of Hubert E. Howard, prominent midwest coal operator and former chairman, successively, of the Personnel Policy Board and the Munitions Board, of the Department of Defense.

He attended Princeton University from 1939 until 1942, when he entered the Army. After military service, he graduated with highest honors from the School of Education of Northwestern University, Evanston, in 1947. He received his Master's Degree in Counseling and Guidance at Northwestern two years later.

He served in the Army from October, 1942, until December, 1945, and was awarded the Silver Star, with Oak Leaf Cluster, and Purple Heart with Oak Leaf Cluster for his service with the First Infantry Division during the Normandy invasion, the action at St. Lo, at Falaise Gap, at Aachen, during the Battle of the Bulge and in the Hartz Mountains. He was commissioned on the battlefield. Mr. Howard joined the faculty of Palos Verdes College, Rolling Hills, California, as an instructor in September, 1949, Vice President of the college in 1950 and President in 1951.

One brother, Hubert E. Howard, Jr., is Vice President of the Shasta Coal Company, Chicago, and another, Charles N. Howard is President of Trulite Corp., Ceredo, West Virginia. His uncle, the late Nathaniel L. Howard, a West Point graduate who served as a Colonel in the First World War, was President of the Chicago Great Western Railroad and of the American Car Corporation.

Mr. Howard is married and has an eight-month-old daughter.

Mrs. Howard is the daughter of Otto G. Nobis, Davenport, Iowa, President of the Central Engineer-

ing Company and a Director of the International Livestock Association. He is also President of the American Aberdeen Angus Association.

Until his appointment to the President's Committee on Government Contracts, Mr. Howard made his home in Portuguese Bend, California.

NEGRO DEMOCRATS TO DEMAND STRONG 'RIGHTS' PLANK

SAN FRANCISCO.—More than 20 Negro Democratic leaders from various northern and border states, in attendance at the NAACP convention, today met informally to discuss the necessity of the Democratic Party adopting a strong civil rights plank and nominating a presidential candidate who unequivocally will support such a plank.

These leaders stated that they were convinced that if the Democratic party is to win the presidential and congressional elections in November, it must nominate a civil rights plank which specifically sets forth that the Democratic party will utilize all its resources to implement the Supreme Court's decisions declaring segregation unconstitutional.

It was further agreed that the performance and voting records of Democrats in the present Congress on pending vital civil rights bills, including the Powell amendment, would be evidence of the party's good faith.

They expressed their belief

that a middle-of-the-road candidate and a weak civil rights plank would result in the loss of many Negro and white votes in both the presidential and congressional elections. They declared that in sixteen pivotal states and in 60 congressional districts the Negro vote is decisive.

The group mapped plans for working in their respective states from now until the Democratic National Convention to obtain the support of the convention delegates and party leaders for achieving these objectives so as to enhance their party's chances of victory this year.

Representatives of the three leading contenders for the Democratic presidential nomination were among those present. They were Andrew T. Hatcher, West Coast regional representative of the National Stevenson Campaign committee; Frank D. Reeves, assistant to the National Chairman committee; and Earl Brown, New York City councilman, and Herbert B. Evans, assistant counsel to the governor of the State of New York, representing Governor Averell Harriman.

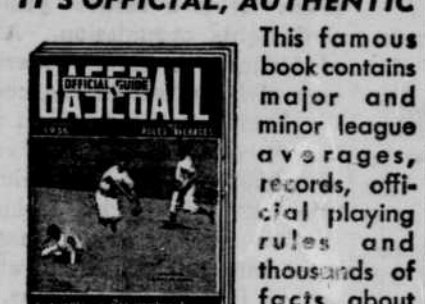
Others present were William Pollard of Los Angeles, D. G. Gibson of Berkeley, and Jefferson Beaver of San Francisco; E. L. James of Charleston, W. Va.; Chester I. Lewis, Jr., of Wichita, Kas.; Rev. D. A. Carty and Leonard Carter of St. Paul and L. Howard Bennett of Minneapolis; William Oliver of Detroit; Robert B. Watts of Baltimore; Charles P. Lucas and Dr. James E. Levy of Cleveland, Ohio; Jerry L. Williams of Danville, and Oliver W. Hill of Richmond, Va.; and Bravel M. Nesbitt of Elizabeth, New Jersey.

When all is said and done, too many people keep on saying and not doing.

In Return In Liberty, Ky., the Casey County News advertised: "To the person who is so destitute as to be forced to take two lengths of garden hose and a sprinkler from the lawn of the First Christian Church—if you will call at the pastor's study, he will give you the five-year guarantee for the hose, your dinner, and any religion that may rub off on you."

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ACHING MUSCLES Relieve pains of tired, sore, aching muscles with STANBACK tablets or powders. STANBACK acts fast to bring comforting relief... because the STANBACK formula combines several prescription type ingredients for fast relief of pain.

FOR SOMETHING NEW "UNDER THE SUN" DRINK... FILLED WITH GOLDEN FLAKES OF RICH SWEET CREAM BUTTER! BUTTER FLAKE BUTTERMILK! OLD FASHIONED CHURN STYLE "DOWN ON THE FARM" FLAVOR!

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Article in Reader's Digest Reveals Jittery Pre-Menstrual Tension Is So Often a Needless Misery! Do you suffer terrible nervous tension—feel jittery, irritable, depressed—just before your period each month? A startling article in READER'S DIGEST reveals such pre-menstrual torment is needless misery in many cases! Thousands have already discovered how to avoid such suffering. With Lydia Pinkham's Compound and Tablets, they're so much happier, less tense as those "difficult days" approach! Lydia Pinkham's has a remarkable soothing effect on the source of such distress. In doctors' tests, Pinkham's stopped... or strikingly relieved... pain and discomfort! 3 out of 4 women got glorious relief! Taken regularly, Pinkham's relieves the headaches, cramps, nervous tension... during and before your period. Many women never suffer—even on the first day! Why should you? This month, start taking Pinkham's. See if you don't escape pre-menstrual tension... so often the cause of unhappiness. Get Lydia E. Pinkham's Vegetable Compound... or convenient new Tablets which have wonderful relief during and before those "difficult days!" In doctors' tests on amazing product, 3 out of 4 women got relief of nervous distress, pain! Wonderful relief during and before those "difficult days!" Pinkham's Vegetable Compound... or convenient new Tablets which have wonderful relief during and before those "difficult days!" In doctors' tests, Pinkham's

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