

THE FUTURE OUTLOOK

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BUS SERVICE.

The shortage of rubber tires for civilian use in all parts of the United States has had many effects upon the transportation habits of the people. Among them have been the increased use of the bus by hitherto unrelated elements of the population.

It is common to hear the remark that this is the first time that I have been on the bus, etc. The war has already begun to change things.

The major benefit of this new amalgamation has been to increase our knowledge of the habits and conditions of our population; if we take for example a trip to the Eastern section of the State as a standard. Some of the following conditions might attract your attention from Laurinburg to Greensboro.

First, the buses are usually crowded to the extent that people are often standing in the aisles. A close examination of the passengers will show long-distance travelers better dressed than those traveling locally; for often times, it is possible to detect a person's occupation by the type of clothing that he is wearing.

Second, one can catch from the passing remarks of the travelers, a bit of their philosophies of life. The "Cattle" comments show local pride, social difficulties, loves, home conditions and race feeling for being overcrowded in the rear of the car. There is the advice of the local philosopher to "fake it easy" when the first timers arrive in Washington, Baltimore, or New York. All of this is usually given in bad English, especially regarding the use of verbs and pronouns. The occasional well-bred traveler shows it by keeping quiet. In all one may listen for some expression of intelligence to off-set the seemingly unending display of bad taste, but it seldom can be heard.

For the most part, the drivers are patient and pay little attention to the unending drama that he is carrying. They seem to sense the fundamental wrong of the State law segregating the races, but they would not like to be the driver of the bus the first day such a law was repealed.

The buses always sound as though they need repair or replacement. If one of them does not shake you literally to pieces, then, parts of it is continually rattling so that it appears to be in one continuous accident. Riding over the wheels and crowding on the last seat are two things hated by every Negro traveler. In spite of the dislike of this type of treatment, there is little open revolt against it. Maybe his automatic movement to the rear is due to the long training program to which the Negro has been submitted in American life or perhaps, it is due to the fact that those who know the techniques of protest or battles for rights in the courts, are not willing to submit themselves to those experiences in order to know first hand the meaning of the underprivileged. The War may change this soon.

While the bus services for the Negro are not all that they could be in serving all alike, it does remarkably well under the dual system under which it must operate.

From the Negroes point of view, it could improve as follows: First, all stations should be clean and convenient as a matter of public good will and sanitation.

The Negro section of the bus station in Greensboro is a disgrace to modern man. Everything about it is discouraging to the Negro traveler—consider its out-of-the-way location; its never often cleaned toilet; its methods of selling tickets and its un-

comfortable seats. Let us hope that the new station will be an improvement.

Second, eating and other accommodation for Negro passengers should be made attractive from the business point of view and attendants should be forced to keep up a high standard of good appearance. Good services will be appreciated by all people.

Third, the spirit of good will should be exhibited by all attendants as a matter of policy and personal courtesy should be shown the worse looking, most uneducated, impatient person has all the rights to be served as any one else. Business has so ruled.

Whenever the highest type of treatment is not given to the least traveler, it should be protested vigorously to the proper authority. Under most circumstances, it is often unfair to blame the driver for many of the indignities suffered by the humble travelers. See the managers, and stock holders, see the public utility commissions.

A SENSE OF JUSTICE.

One sometimes wonders what really constitutes the basis of fair play. This speculation continues even though the basic conditions have been set forth in the tenets of every great religion.

The idea of fair play is doing unto others as you would have them do unto you. But because big and little men fail to believe these things many are made to suffer. It seems then, that nothing short of perfection will satisfy man's longing for justice. In spite of this intimate longing for justice, in the hearts of the majority of us, occasionally some one in power tries to shift his sins to a weaker brother. There was the recent case of poor Negroes suffering for the misdeeds of influential white men.

Such cases are common. And often times the Negro is blamed for crimes which he has no interest. This does not mean that some Negroes are not criminals. Too often, however, their association with crime is founded upon the interest of others. All parties should know better, but the truly guilty should be made to pay in each case.

Everything should be done to insure fair play to all parties involved in each criminal case. If justice is to live up to its name, it must apply alike—to poor or rich, Negro or White. When such becomes the practice throughout our land, the people of this nation will be approaching that ideal which is the very soul of men.

CONSISTENCIES.

The ability to understand situations not in harmony with what is termed the sensible view of life should be acquired early if one is to enjoy any peace of mind in the world.

Let us consider some of them. In the realm of the present war effort, selfish groups fail to give their best, yet, in doing so, run the risk of losing all, like the leaders of France before the German invasion. There are in the United States groups who keep Negroes and other workers from defense jobs, when now as never before, there is need for each citizen to do all of his very best, and to do it in a hurry. There are also groups who are thinking of the good to be found in the axis rulers when the experiences of all the conquered peoples of the Europe and Asia prove what will happen in a world dominated by dictators. Their records are matters of history. Then, finally, there are the speech makers of fear and hate who have little works behind them, yet they know full well that only works will stop those who threaten us with total destruction, as a nation.

These samples make it increasingly clear that the minds of men as they are now understood, do not react consistently to "real conditions." Is such a state due to innate human inability to comprehend the outside world, or is it just plain stupidity?

Let us examine a few of them. The matter of unskilled employment is largely in the hands of those who promote exploitation and competition among groups and they are not poor

white people. Compare the wage standards among Negroes in unions and those who are unorganized. And only controlled unions bar Negroes. In agriculture, the large land owner is always associated with slavery and low standards of living, because they are not going to pay heavy direct taxes to support their community projects. In industrial centers, Negroes were often assigned to the dirtiest and weakest jobs until they join the unions. In the expenditures for education, who appropriates the funds and administers the budget? If Germany can be dominated and ruled by gangsters on a large scale, so can groups of American people. Nearly every American community has its gangs who work against the Negro.

As explosive as the poorer whites seem to be toward the Negro, the most unkind cuts are delivered by those in power.

PREJUDICES.

There is a feeling among a large number of Negroes that most of the unfair conduct towards them is exhibited by the poorer white people in contrast to the richer ones. This question offers a chance for much debate.

Among the many conditions which give rise to this belief are the philanthropy and the dignified respect often shown the Negro by the upper bracketed whites. Among the intellectual whites there has been some effort towards inter-racial co-operation that has also helped to make this impression upon the Negro's mind. Then, too, there is the primary fact of the great contact of master and servant because of the large number of Negroes engaged in domestic and personal service.

On the other hand, among the poorer white people, who imitate the upper classes, there is little opportunity for these contributions to Negro life.

This type of conduct and thinking has closed the issue in the minds of many people interested in a more democratic life for all American citizens.

Should this be the case? It should not be hard for serious students of social history to see that ordinary people might be the most expressive in the matters of race relations, but they are usually relatively unimportant in formulating those policies which do most harm to Negro groups.

STEWART SAYS:

IT'S SPEED TODAY
AND NOT PRICE ON
WAR PRODUCTION

By CHARLES P. STEWART.

Producers of stuff for the government compete with each other as strenuously as ever they did, but it's a new kind of competition, as to all sorts of war supplies, which Uncle Sam naturally is buying now at about 1,000 times the rate of anything else he's in the market for.

Before the world conflict started, whenever he needed goods of some sort he called for bids on prices from all available sources and the lowest bidder got the contract, provided he gave satisfactory assurance that his merchandise would come up to specifications. Today price isn't the main consideration in connection with an order the government is in a wartime hurry to have filled in big time. The present question is, "Who'll make the quickest job of it?"

Production Manager Donald M. Nelson changed the rule, on the reasonable ground that speed's the main item in an emergency like the existing one, even if it costs a little more. The new system works out, too, rather unexpectedly, to the advantage of small industries, concerning whose fate there's been so much worrying.

Price competition had the merit, in the pre-war era, of guarding against any favoritism in the awarding of contracts. A political pet of some Washington official or department or bureau couldn't make juicy bargains

TAKE YOUR PICK!



in his or its particular interest, because unperturbed rivals could underbid the favorite, and get away with it.

Plenty of Orders.

Now, though, there not only are enough orders to go around, there's a congestion of them. That's why speed is so essential in the matter of getting them executed.

But the entire benefits of the Donald Nelson system to small business?

Well, a huge industry is apt to be able to produce more economically, to itself, than a peewee. Consequently it can make better terms to its customers. A peewee, by reason of its geography or some such thing, may be able to hold its own against the monsters, in its immediate neighborhood, but the latter can easily outsell it to such vast buyers as the government.

On top of that, governmental contract makers prefer deals with mass producers. It's more convenient for them to make wholesale arrangements with a single vast concern than to negotiate, separately, with a lot of teeny-weeny ones.

The result was, for awhile, that the whales were scooping off all the government's orders and the minnows were threatened with being starved to death.

There's a limit, though, to even mass industry's productive capacity. The creaking big outfits presently became so loaded up with Uncle Sam's contracts that they began to delay deliveries, unavoidably.

And there, simultaneously, were the little ones, sitting on the sidelines, in danger of going into bankruptcy, for lack of something to keep them busy.

Hence Don Nelson's inspiration to get them at it.

Essentially he wanted their output, but undoubtedly he also had in mind the long-run desirability of preventing them from bursting with all of the ultimately disastrous economic consequences.

Inconvenience Overlooked.

So he gave his order to War Production's personnel — to "never mind some slight inconvenience in dickering with so many different small units," but "to go ahead and give them contracts," getting them into action in Uncle Sam's behalf and saving their own lives, incidentally.

Individually they are little, yeah, but collectively they can more or less tie the BIG industry.

The trouble is that a little industry generally hasn't the financial resources to readjust its equipment from peacetime to wartime production. It simply CANNOT do it, without charging more than the big fellows.

"O. K.," agrees Donald. "Pay them a bit extra, for getting a wiggle."

Whether or not we'll ever get back to a system of figuring on price, rather than on speed, remains to be seen.

Some economists surmise that the post-war public will switch to the governmental production philosophy rather than back to the old one. Their

dope is that we'll be so hard up for everything usable at the war's end that we'll continue to reckon in terms of time rather than price. I'd scarcely think so myself, but it would be a rash guy who'd forecast what this war will lead up to.

Etiquette



PRESENTING DISHES

Serving dishes are always presented at the left, but if more convenient, they may be removed from the right, three-fourths full.

The hostess is never served first. The woman who may be guest of honor, or the oldest woman present is seated at the right of the host. She is served first, and service continues around the table to the right.

Dishes are presented on the flat of the hand. Every hot dish should have a folded napkin under it. Each serving dish is supplied with serving spoon or fork, or both. If the dish requires them.

Each plate is removed as soon as the fork is laid upon it, showing that the diner has finished. By the time the last fork has been laid, the table is ready for the next course.

Clearing the Table.

The table is cleared before the dessert course. If a salad course has followed the meat, the salad plates are removed from the left with the left hand, the bread-and-butter plates with the right hand. Unused silver, salt and pepper sets are next removed. Crumbs are brushed off with a folded napkin onto a tray held below the table's edge.

The required spoon or fork is brought in with the dessert, on the plate.

The finger bowl, half filled with water, may be brought in before or after the dessert.

Coffee at the table may be served by the hostess, or two cups filled at a time and brought in from the kitchen by the maid. Cream and sugar may then be brought in on a tray with dolly on it to keep the small articles from slipping.

It may be paradoxical but we've noticed most big league sluggers are not able to fatten their batting averages unless they take off weight.

The ban on typewriters will be easier to bear if it causes a shortage of amateur spring poetry.