

# Tomlinson's News Notes

Scanned and Picked up from Here, There and Everywhere

by J. W. Tomlinson

## NAACP TO PETITION SCHOOL BOARDS AT ONCE

Negro leaders throughout the South will petition local boards of education to eliminate school segregation immediately as disclosed last week after a conference in Atlanta of leaders of the NAACP from 18 states.

"The Atlanta Declaration," issued by NAACP officials, called for integration at all school levels and advocated Negro teacher assignment and federal aid for education. Thurgood Marshall, who represented the organization in the Supreme Court arguments, warned against juggling school districts to evade the court ruling, although he said he recognized the right of school boards to set up district lines.

According to press reports the NAACP will take up the subject of segregation in other fields when it meets in Dallas, Texas, next month.

## ST. LAWRENCE SEAWAY APPROVED

After about half a century of controversy, the proposed St. Lawrence Seaway was approved by Congress and signed by the President.

The United States, under the action, will join Canada in carrying out plans made many years ago. The project will make it possible for seagoing ships to sail as far inland as Toledo, Ohio.

When completed, the 27-foot deep channel will enable ships of the Victory and Liberty classes, for example, to pass directly from the Atlantic Ocean to inland parts on the Great Lakes.

The idea of the seaway, making it possible for much of the world's

ocean-going shipping to sail the St. Lawrence, was first seriously put forth in 1895 and has been urged by every president since Woodrow Wilson.

The United States' share of constructing the seaway is estimated at \$165,000,000. Engineers estimate that Canada will be required to spend slightly more than \$200,000,000 to build its part. This country's share would be financed by the sale of \$105,000,000 in revenue bonds to the Treasury, to be redeemed from the proceeds of tolls and other charges.

## FEDERAL SPENDING

Federal spending decreased by \$1,578,000,000 in the first seven months of the current financial year from the total of the same period the year before, a Senate House committee reported recently.

The joint economy committee, headed by Senator Harry F. Byrd of Virginia, said government outlays totaled \$39,583,000,000 between July 1, 1953, and January 31 this year. For the same seven months the year before they were \$41,161,000,000.

## COST OF ATOMIC PROJECTS

The chairman of the Atomic Energy Commission reports that atomic experiments in the United States have cost the American taxpayers about \$11,000,000,000 since 1947.

That was the bill for uranium, plants and laboratories, manufacture of test weapons, and fundamental research. He said it included hydrogen bomb developments through last summer.

The figure does not include estimates in the budget bill now pending in Congress. Operating costs now have reached the billion-dollar-a-year mark, he said, and may double.

## LEND-LEASE

President Eisenhower has made a report to Congress showing that the United States has collected \$48,374,745 during 1953 on Lend-Lease debts, including a payment of \$20,800,343 by the Soviet Union in interest on material provided after World War II.

The President submitted the government's thirty-fifth report on Lend-Lease operations. He said that several Lend-Lease countries had fully discharged their financial commitments to the United States and others are paying on schedule.

## FARM WASTAGE

A Department of Agriculture report estimates that as much as \$13,400,000,000 worth of crops, livestock and forest products is wasted each year in field-to-consumer losses. It said an additional \$1,500,000,000 is lost yearly in land value reductions from soil erosion and flood.

The above figures are based on what is called the first comprehensive study of agricultural losses. This study, based on the years 1942 to 1951, showed losses cut nearly a third from the potential value of crops, livestock, and forest products.

## LANDSLIDE IN PANAMA CANAL

Dispatches from Balboa, Panama Canal Zone, to the New York Times describe the strenuous efforts being made by engineers to avert the danger of a giant landslide that could block the Panama Canal.

The danger comes from a huge crack in a rock ledge overhanging

the face of Contractor's Hill along side Galliard Cut, formerly known as Culbreth Cut, the most troublesome spot in the entire canal route. Officials said that if the canal route would not cross the entire width of the waterway but would nevertheless preclude any possibility of maintaining ship traffic.

Experts said that if the solid rocky mass slides into the waterway it would first have to be dynamited into pieces small enough for dipper dredges to pick up and load onto barges.

The crack in the ledge when first noticed several years ago was so narrow a person could step across it. Lately it has widened until now it is much wider and several hundreds of feet deep.

## NEW MILE RECORD

An English athlete, Roger Bannister, set a new record for the mile run at Oxford, England, recently, the first time any runner has succeeded in running a mile in less than four minutes. His time was 3:59.4, a full two seconds under the existing record. The former record was 4:01.4, established in 1945 at Malmo, Sweden, by the noted Gunder Haegg, of Sweden.

## A BIT OF HUMOR

After a terrible bombing during the last war a Cologner crept out of his cellar, looked around at the ruins, and remarked: "If they want to come again they'll have to bring their own houses for targets."—The New Yorker.

When Stephen Leacock was asked by ambitious would-be authors to impart his magic formula for writing success, he would reply, "It is not hard to write funny stuff. All you have to do is to sit down and write it as it occurs to you."

"Yes, yes," the would-be writer would prompt.

"The writing is not hard," Leacock would conclude, "but the occurring—that, my friend, is the difficulty."—The Wall Street Journal.

From Paris comes this tale of a man who took a cab to the palace of the Prime Minister, where he asked the driver to wait for him. The driver refused, saying he didn't have time. "But you will wait for me," said the passenger. "I am the new Prime Minister." "In that case," replied the driver, "I'll wait. You won't be in there very long."—Pathfinder.

French Foreign Minister Robert Schuman is a confirmed bachelor. When asked why, he explained: "When I was young, I decided not to get married until I had found the ideal woman. Then I found her. Regrettably, however, she was looking for the ideal man."—Pathfinder.

"What funny names these Korean towns in the news have," remarked a man from Schenectady as he read a Poughkeepsie newspaper on his way to meet a friend in Hackensack.—New York Times.

## New Postage Stamp Slated For June 24

The Post Office Department announced this week that it will issue a 3-cent Statue of Liberty "In God We Trust" stamp through the Albany, N. Y., post office on June 24, 1954.

The stamp is issued in conjunction with the celebration of the 200th anniversary of the First American Congress. It was at this meeting that Benjamin Franklin presented the first plan of Federal Union. It was read for the Congress and adopted.

Stamp collectors and dealers desiring first-day cancellations of the stamp may send a reasonable number of addressed envelopes to the Postmaster, Albany, N. Y., with money-order remittance to cover the cost of the stamps to be affixed. Postage stamps and personal checks will not be accepted in payment, the announcement warns.

Envelopes submitted should be of ordinary letter size and each must be properly addressed. An enclosure of medium weight should be placed in each envelope and the flap either sealed or turned in. An outside envelope must not be sent for return of first-day covers. The envelope to the Postmaster, Albany, N. Y., should be endorsed "First-Day Covers." Collectors should refrain from requesting hand cancellation since covers will be machine canceled so far as practicable. Orders for first-day covers must not include request for uncanceled stamps.

For the benefit of collectors desiring stamps of selected quality for philatelic use, 3-cent Statue of Liberty "In God We Trust" ordinary stamp will be available at the Philatelic Agency, Post Office Department, Washington 25, D. C., on and after June 23. To insure prompt shipment, mail orders to the agency should include no other stamp issue.

The Philatelic Agency does not service first-day covers, the announcement stated.

## No Offense, Ladies, But Your Ignorance Is Showing

My wife's a splendid driver! Not counting the time she drove off with the hand brake pulled up, she's still an asset to the driving fraternity. She's death on smart alec drivers, chronic speeders and people who dash through on yellow lights. She couldn't possibly tell a service station man how much air to put in the tires, or what weight oil to put in the crankcase. But she knows what an octagonal traffic sign means and a yellow line in her lane of traffic rings a clear bell. And that's saying a lot for any driver.

This girl doesn't make me nervous driving in downtown traffic, either. She'll roll down the window in a rainstorm to hand signal. And she's patient with the fellow who doesn't flash off the instant the light changes. On the open road she stays in line. She knows you can't see through a hill or around a curve so she hugs the right side of the highway. A horn toot behind us and she'll move over. When she's driving our speedometer stays at a steady 50 per.

Like I said she's a splendid driver. But you've got to draw the line somewhere! Mechanically speaking she's an ignoramus. Mention tire

pressure, oil level, wheel rotation, carburetor adjustment, greasing, and the like and you get a vacant stare.

I tried to tell her about these things the other night. "Honey," I said, "you can ruin an engine if it runs out of oil. And tires wear fast unless you have the pressure checked frequently. The battery ought to be inspected occasionally, too. Now let's remember these things when you stop at the gas station," I concluded enthusiastically.

Her comment: "You mean that stick thing in the engine?"

"Well, yes, but it's called an oil level indicator. It tells you when the engine needs oil."

"What's that got to do with safe wanted to know. 'I've never had even a teeny accident and you say yourself I'm a good driver. Why should I worry about a dirty old oil stick?"

"Okay, forget it but I'm sure some of the ladies are interested in what makes their car go."

I should have made her listen, because even the best of drivers sometimes are unaware of the importance of good car care plus periodic check-ups.

Summertime driving, for example, puts an unusual stress on tires. Few women drivers, or men for that matter, know that torrid highways and long uninterrupted trips can shoot tire temperatures up as high as 225 degrees. Paper thin tire casings can't stand such abuse and a

blow out is almost a certainty. Periodic rotation of good tires will insure even wearing and, of course, a tire properly inflated will last longer.

A leaky or rust pitted muffler (under the car and out of sight ladies) is another hazard. Dangerous carbon monoxide fumes can collect from a faulty muffler. With poor interior ventilation these fumes can overcome you quickly and with disastrous results.

Surely the women folks know what stops the car. Brakes. But here again, brakes won't function properly forever without attention. Next time you drive to the grocery, press the brake pedal down as far as it will go. Hold it there, then look. If it's two inches or less from the floorboard, have the brakes checked. And a car that pulls to one side or the other when the brakes are applied hard needs a trip to the garage.

Then we come to windshield wipers and headlights. Your wipers can't do an efficient job of sweeping the rain from your windshield, if they're dirty, greasy or worn. Replacement blades cost less than a dollar and you might be able to put them on yourself. Like I told my favorite woman driver, "You have to see danger to avoid it!"

Headlights you can keep sparkling clean with a damp rag. If they're out of focus, dim or burned out, of course, that's a job for your repairman. But clean lenses, front and back, might save you from an accident. Wet your rag with water

mixed with a little vinegar and polish up the lights. Include windshield glass all around while you're at it.

As I pulled this narration from the typewriter that woman driver I was talking about peered over my shoulder.

"What are you writing?" She hung on my shoulder, read, then headed for the kitchen. I heard her wring out a cloth under the faucet and smiled to myself.

That girl's learning!

## Facts As I See Them

by VIDA MILLOY

Climbing trees—is about the worst handi-cap of being a woman I suppose. But, speaking of "women drivers" in the eyes of most men—it would be interesting to study—

IF women drivers—in many cases of minor accidents—were given their own License Numbers—to report back into the presiding officers of their local station—and hear what had been said of the incident—involved.

Being fair to each other every day of any year—is the best way and only way to really live; To do so, you may have to lean over a lot, backward—but in so doing—it will be much harder for your enemies—to kick you in the pants!

Congratulations to the small boy who was crying over some small trivial thing which happens in a young life—when a bent old man aided by a cane, approached him and asked him timidly—what he was crying about; The little boy answered very sincerely that it was because he, "Couldn't do the things big boys did." Where in hearing this, the old man sat down beside the little boy and began to sob too!

Being bored—by a dull book, Radio or TV, is some of the things in this world that can be "closed or cut-off" when unwanted. But, it doesn't keep us from being bent—our hands from being bent—our feet—our ears all at the same time! Yes TV, has caused lots of "indigestion"—in many cases—but it's probably taken the place of "Grand-ma's Hoop Skirt" in importance—so beware—of what you say of it. They're a good thing to have around—and we're glad we have them—along with all the other modern inventions.

What can be more - un-romantic—to young parents than to have to look down into his infant's face in a ward-full of off-springs—bewailing to the tops of their voices—when only a few days old—? To make bad matters worse, the attending nurses—looking at you with that questioning look—as if to say, "why shouldn't he cry—you would if you were only a few days old, no clothes, no job, and owed the Government—nearly two thousand dollars." No, it's not easy being a parent. Not even being a poor one—and harder to be a good one.

Remember folks—the way you treat your family, and the attitude toward others, are your "Trademark." As you know, a Trademark, is a mark of a certain make—or Brand—used by the manufacturer—etc. God made us all and our actions shows the distinction—of our appreciation—or un-appreciation of credit to our Maker. What is your BRAND? One may say, "Oh, such is life." But, as a rule, people are funny, selfish, bitter or otherwise, they as a whole, are very nice.

The surest way in the world to be deceived in one's self, is—to think that you are more cleverer, than anyone else. Like the old saying, "Self praise is half scandal." Too bad—but it seems,—that in order to be smart—we have to act DUMB! Not necessarily—dumb—but more or less MUTE! ????

Prayer—should be the key of the day—and the lock of the night! But, it is not easy for a man to be good these days . . . most married men, not only have been hearing much about the "Flying Saucers" recently—but have been seeing them for several years!

A clue—to a person, is their (personality)—& their voice. A quiet voice indicates character—and being sure of one's self; a raspy, squeaky, or whisper—reveals little or no control on breathing etc. A relaxed person has a pleasing voice and sure of themselves without noticing it. We need a school with those instructions taught in it—in our vicinity, but the need of one is yet to be felt by those who are

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## Flowers

For all the love I hold for flowers, Which are as refreshing as the showers. The least we see in their loveliness, Is at the funeral of our loved ones; 'Tis not to say we need not the

## Flowers

Who so gladly fill orders for rich or poorest, But they're left on the good earth we call a grave. Which claims the body of a Soul, God has chosen to take;

## Flowers

But if I can have my way, I have just this much to say. When I am dead and put away, I want to go so like I came, Give me one dozen red roses— I know will mean the same.

## Flowers

But the flowers if you must, but please, Send them to someone who can see, Except—one dozen red roses— To take away or replace—all the coldness.

## Flowers

The reason I can write this poem is Because I see so much wasted on a FUNERAL. It takes so long for loved ones to pay, You hardly know what to say.

## Flowers

To a rich man, poor man, beggar or a thief, A dead body is no more than a pile of reef, So even for the love of flowers, 'Tis useless to wait 'til they're stilled in death. To show our loved one's our level best.

## Flowers

So, please give me my flowers while I'm alive. And, feed the hungry with all the money wasted on me When I die

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pressure, oil level, wheel rotation, carburetor adjustment, greasing, and the like and you get a vacant stare.

I tried to tell her about these things the other night. "Honey," I said, "you can ruin an engine if it runs out of oil. And tires wear fast unless you have the pressure checked frequently. The battery ought to be inspected occasionally, too. Now let's remember these things when you stop at the gas station," I concluded enthusiastically.

Her comment: "You mean that stick thing in the engine?"

"Well, yes, but it's called an oil level indicator. It tells you when the engine needs oil."

"What's that got to do with safe wanted to know. 'I've never had even a teeny accident and you say yourself I'm a good driver. Why should I worry about a dirty old oil stick?"

"Okay, forget it but I'm sure some of the ladies are interested in what makes their car go."

I should have made her listen, because even the best of drivers sometimes are unaware of the importance of good car care plus periodic check-ups.

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