American Troops Put

(Continued From Page 1)

...red the colored troops under his command to stand by for the protection of American property."

Naval authorities and officials of the company, observers stated, had drawn pistols on the Liberian workers, in an effort to make them return to work on the $14,000,000 harbor construction project.

The strike and the blasting of troops was in reality the aftermath of long brewing trouble between the Raymond Concrete Pile Company and the Liberian people.

Feeling developed when it became known that the company had demanded a concession of the iron deposits in Liberia, and a railroad concession to the mining area consisting of a total of nearly 100,000 acres of some of the best agricultural land in Liberia.

Machinery has already been moved on the site of the proposed railroad.

People Against Grant

Although President William V. Tubman, allegedly under great pressure is said to have initialed the agreement for the concession, popular feeling in Liberia is against the grant.

Even former President Edwin Barclay and cabinet officials of the Tubman administration have gone on record against the concession.

The legislature, against which pressure has been brought, has gone into recess rather than pass the bill.

The Liberian dock workers went out on strike Dec. 16, to protest against a low wage of 41 cents a day, and against the alleged pressure of the company for the concession and mining concession.

The strikers brandished the company's report that they were well paid as untrue and said they were forced to work on Sundays under

Morehouse Prexy to Speak Here Jan. 13

Dr. Benjamin E. Mays, president of Morehouse College, Atlanta Ga., will be guest speaker when the United Grand Lodge of Masons celebrates the 82nd anniversary of the Emancipation Proclamation.

The affair will be held at Union Baptist Church, Edmondson ave. and Schenck ave. at 8:30 p.m. Jan. 13. Music will be by the Masonic Choir directed by Alfred A. Tyson. Willard J. Allen is grand master.

the week

(Continued From Page 1)

Before taking off to the wars, I had no qualms about legalized killings. Hangings on the gallows, death in an electric chair and gas demise in a lethal gas chamber were perfectly alright with me . . . provided the victim was guilty of the crime for which he was to pay with his God-given life.

Save the slightest bit of emotion I have heard Criminal Court judges somberly intone, "You shall hang by the neck until dead." I have nonchalantly listened to defense lawyers either for the publicity involved or the fee to be received, plea for commutation to life imprisonment for their clients.

Heard Bones Crack

With no more emotion of feeling I have seen men of varying ages bound head and foot step upon the steel trap doors of Maryland's penitentiary gallows only a few fleeting seconds later to be shuffled into eternity. I have heard the crackle of the bones in their necks as the heavy thick rope snaps that part of their body.

I have seen their tied legs buckle under the sudden jerk and their heads drop forward under a black cheesecloth hood. Their bodies, pendulum-like, spin and swing in the throes of death. That was THEN.

The untimely death of John H. Fields last Friday, definitely changed me. I say "untimely" because I don't feel that he was supposed to have gone at that time nor in the manner in which he did.

Believes Predestination

I have long been a believer of predestination, especially in that one will die when his time comes and in the manner prescribed by The Almighty.

But Fields changed that belief. He was doubled to his death. If he had perfect control of his thinking faculties, which I doubt, he was not on the gallows or fatal death trap long enough to know that within a few seconds he would no longer be among the living.

I don't think he stood before and shown us spectators long enough to actually realize that with his life he was about to pay for the crime of which he had been convicted by Maryland's Old-fashioned Eastern Shore so-called justice.

As has generally been the case, your AFRO reporter has been the only coloured person at these hangings. What anyone might give the respective newspaper a peculiar feeling of solitude. That did not phase me.

Strangely and impressive, however was the fact that one of the spectators walked out of the death chamber shortly after the condemned plunged the Virginia man into death. He needed air. He came out immediately. He won't witness another hanging. I'm sure.

Slightly Affected

I, too, was affected, sickly affected. What's more I felt I needed a stimulant after witnessing the ordeal and leaving the penitentiary. If my taxi driver had not been there on time as promised I would have walked home in a daze.

In fact I am still sick . . . sick of hangings and the taking of life when approved, sanctioned and executed by Government or State. For the time being, the least bit concerned, I shall never again witness a hanging in this State or witnessing the life taking of another individual.

From one reformer to another, Baltimore's New Year celebration of a new 6 and in the opinion of the many persons with whom I talked was the quietest, most orderly and sane thing city has seen for many a year, despite the fact it was the first since the Japs pulled their memorable sneak attack on Pearl Harbor.

The churches were attended but not as well as in former years. The night clubs were patronized but not and has well. One of Baltimore's largest clubs in fact, immediately thereafter discussion and to floor shows and all forms of entertainment barring the usual gambling, jake bars.

A-cousin Alive

Well, I'm back in the morning Transportation Avenue the Dark Knights were alive with jovial celebrants. Bar-tenders were of a different mien than year's scores of

Army Blamed

(Continued From Page 1)

Eight Injured

(Continued From Page 1)

W. 144th St.

Second in 3 Weeks

The wreck, according to J. C. Wroton, Seaboard's general manager, was attributed to a broken rail. Four sleepers, a coach and a Diesel power unit crashed down an embankment, cutting down pine trees on the slope.

The wreck was the second within a three-week period for a Seaboard train running through the State, the West Coast Silver Meteor having collided with another train near Cheraw on Dec. 16, killing six persons and wounding many others.

Plant on Strike

(Continued From Page 1)

The statement also declared that the company had offered to take back the majority of strikers with the provision that any employer who had been replaced could not get back his former position.

The story also declared that the strike breakers yelled personal insults to the colored workers as they broke the picket line, according to Louis Gilbert, president of the local Furniture Workers of America, CIO.

It was asserted that "the police who have been on the job daily can testify to the fact that the noise and insults came from the strikers and we have sound records taken on the scene to substantiate this."

The company, through its attorney, Joseph Allen, also denied that there was any disagreement on wages or rates and that the only question at large was whether the company should have the right to discharge employees because of absence from work without good cause or failure to maintain production.

Following the union conference with the Mayor, Mr. McKeldin promised he would render assistance to the situation and ask Police Commissioner-Hamilton R. Atkinson to investigate conditions at the plant.

Seek Wage Increase

The striking workers are asking a wage increase of 75 cents an hour minimum and $1.50 an hour maximum for skilled workers.

According to Mr. Gilbert, the company is now paying the strike-breakers more than the strikers are seeking.

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Dr. Shepard, pastor of Tabernacle Baptist Church, Phila., Pa., has acted as an assistant pastor of Abyssinian Baptist Church, N.Y.C., a former member of the Pennsylvania State Legislature, held position as assistant treasurer of Phila., Pa., is an active member of Alpha Phi Alpha Fraternity.

YOU SHOULD HEAR THIS GREAT ORATOR.

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WILLIAM E. TAYLOR, Coordinator

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Baltimore Redcaps Swamped With Crowds

With a former staff of 56 reduced to 25, Redcaps at Pennsylvania Station have been termed "indifferent" when they attempt to serve huge train crowds as the one above. New York-bound trains carry from 12 to 20 cars, and Redcaps admit it is impossible to meet all of the passengers' demands.

J. H. Ford, well-known Redcap at Pennsylvania Station, shown carrying three bags of different sizes, for which travelers must pay 10 cents apiece baggage charge. Mr. Ford carries 30 cents worth of luggage, and what extra money he receives is his tip.

Porters Tell Why Better Service Is Lacking

By MAE MORRIS

"People don't understand the handicaps under which we are working, yet they blames us for any inadequate service," was the way one Redcap at Pennsylvania Station answered a traveler's charge of "porters' indifference."

After talking with the other Redcaps there, I agreed with my friend that the few porters available are simply unable to handle the tremendous loads of baggage which unsympathetic travelers demand they oversee.

Add to this situation of a 10 cent service charge for each piece of luggage, and you have the public blaming the porter for the tax, and refusing to tip him, if at all, as generously as possible.

Reduced Staff

With a former Redcap staff of 56 reduced to 25 during the war, when travel reached unparalleled proportions, the conditions under which Pennsylvania Station's porters rendered service were difficult and misunderstood.

For example, one captain described a typical instance when a man might say, "Porter, carry my bag."

Before the Redcap can oblige, he must look at the clock and see if the train is a current customer is awaiting is nearly due, and he must note the size of the new person's luggage.

Impossible Situations

Sizing up the situation and finding it impossible to handle both jobs, the Redcap tells the traveler he's sorry, and right there is a mad fellow who, under his breath, calls the porter a "so and so."

Perhaps this is what happened to the man who recently wrote a scolding letter to a local daily, saying:

"Redcap service at the railroad stations has worsened over the past year, and is probably now at its lowest point of efficiency—there is a noticeable indifference on the part of this very useful railroad employe—"

Standing on your feet eight hours a day, trying to do the work of three men might seem to be indifference, but I doubt it.

The history of the Redcap in Baltimore was aptly described in the AFRO by J. H. Ford, who is a familiar landmark at Pennsylvania Station, and is president of local 606 of the United Transport Service of America, CIO.

According to Mr. Ford, the Redcap receives 57 cents an hour plus tips, no matter what the length of his service.

10 cent Tax Hard

The job was similar to that of a bellhop in 1928 when no salary was paid and the Redcap depended on his tips, Mr. Ford said.

"When the wage and hour law was passed in 1938, a salary of 25 cents an hour (which has grown to the present scale) was given," he continued.

In addition to the new wage, the management slapped in the 10 cents baggage service charge, met with scorn by a public which blamed the Redcap for the new regulation.

Many Leave

Many porters refused to work under the tax regulation, and added to those who left for war, the Redcap staff was reduced to its present size.

According to another of the porters, there have been no additions to their staff in the past four years.

None of the porters has worked at Pennsylvania Station under nine years, and many have over 20 years service behind them.

Too Much for Aged

It isn't easy for the more elderly men to lug four bags without the aid of elevators to and from the trains, and then be rewarded with a 50-cent tip, only 10 cents of which actually belongs to him.

When I told one Redcap I would give him fifty cents for carrying two bags, he exclaimed, "I wish I could carry your luggage everyday."

Jurisdictional Debate Delays Moving Crane Victim's Body

ALEXANDRIA, Va. — Removal of the body of Troy Rayford, 42, of Baltimore, who was decapitated here Monday by the "grab bucket" of a crane, was delayed for several hours while Alexandria and District authorities debated jurisdiction over the death.

At the time of his death Rayford was working in the hold of a ship unloading sulphur at a company wharf between Princess and Queen Sts. The waters at the point nominally come under Washington jurisdiction.

The case was eventually turned over to Alexandria officials who issued a certificate of accidental death.

Rayford worked for the Agricultural Chemical Company, 400 block South Lee St., and had been employed there only since Sunday.

When the fatal accident occurred, he was working in the hold of a ship identified as the Marjory, owned by the Bull Lines of Baltimore, which carries sulphur to the Alexandria firm.

Fraternal Celebration Planned by Temple

At the meeting of Great Southern Temple of Elks, Wednesday, officers were installed and plans were completed for Fraternal Day to be held Jan. 20 at the Elks' Home.

Mrs. Estelle Lee is chairman and Mrs. Elizabeth Lockerman, secretary of the affair.

Announcement was made that 25 daughters will attend a banquet in honor of Mrs. Elira-versity and plans to enter the beth Kimborough, and that Mrs. engineering profession.

Ethel M. Charleston, of Philadelphia, will be guest speaker at the Eleven O'Clock Club, Jan. 13.

Mrs. Mary Thomas was given a commission from the Tri-State Convention.

Assignment on Saipan

William E. Woodford, S1/c, of Baltimore who witnessed the bombardment of Wake Island, is now at the Navy's receiving station on Saipan awaiting reassignment.

The son of Mr. and Mrs. Charles E. Woodford, 1327 Myrtle Ave., in New York honoring Mrs. Elira-versity and plans to enter the engineering profession.

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3 Vapors help you breathe easier, as phlegm loosens, coughing lessens.

Luckily for you this 3 way relief is ready to help you. For colds are raging all around now. So when a cold gets your chest muscles tight and aching, sore from coughing, and you feel "choked up", get Penetro. It works fast on Grandma's old reliable idea, using mutton suet to help carry medication to do its local pain-easing. Only Penetro is Grandma's idea made even better by science. That's why people everywhere count on Penetro.

You rub Penetro on chest, throat and back. As its medication reaches nerve ends in the skin, pain eases. And Penetro draws more warm red blood to those parts faster, to help break up local congestion. Right then, chest muscle tightness, soreness, are relieved and distressing muscular aches and pains are eased. Phlegm loosens, sore throat, hoarseness and coughing lessens. That "all in" feeling disappears. Its soothing vapors help you breathe easier, too. And for hours, Penetro keeps on working in a natural way to make you feel better. You rest more comfortably, especially at night.

These are the reasons so many people everywhere are using Penetro, and why your druggist so often recommends it—only 25c, double supply 35c.

For That 'Tired' Feeling

Here's Important News That May Make a Big Difference in Your Life

BOY, I FEEL LIKE A MILLION SINCE I STARTED TO TAKE PURSIN

I NEVER SAW SUCH A CHANGE IN A PERSON

This Effective Tonic Supplies Vital Substances Often Lacking in Diet

ARE you one of those people who are not sick, yet seldom feel your best? Are you frequently tired and so dragged out life hardly seems worth living? Are you inclined to feel irritable, appetite poor? If the reason is that you're not getting enough iron and Vitamins B, and G, here's important news.

One of the foremost laboratories of the country has developed a tonic called Pursin for people in such condition. An effective preparation which works two basic ways to help nature build up strength and energy.

First, Pursin is rich in iron. And you know how important it is for your system to get sufficient iron. Second, Pursin contains precious Vitamins B, and G. These vitamins help stimulate appetite—aid digestion—promote better assimilation. That's why you eat more and get more good from the foods you eat.

If you are feeling below par because your system may lack sufficient iron or Vitamins B, and G, do this: Go to your drug store today and ask for Pursin. Take it regularly and see if it doesn't help you feel joyfully alert again. If you do not get a prompt response consult your physician.

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NATURAL BLUE FOX COATS!

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