

ACCEPTS ADRIATIC PLANS CONDITIONALLY

Note Sets Forth Reservations to Franco-British Settlement Proposal.

REFUSES TO ABANDON DECEMBER AGREEMENT

Washington, D. C., March 10.—President Wilson accepts with reservations the proposal of the British and French premiers that Italy and Jugoslavia undertake a settlement of the Adriatic question.

He says if Italy and Jugoslavia prefer to abandon the so-called buffer state containing an overwhelming majority of Jugo-Slavs, and desire to limit the proposed free state to the corpus separatum of Fiume, placing the sovereignty in the league of nations without either Italian or Jugo-Slav control, the United States is willing to leave the determination of the common frontier to Italy and Jugoslavia.

The president says he cannot "possibly join" in the premiers' suggestion that the memorandum settlement of December 9 be withdrawn, declares that "Albanian questions should not be included in the proposed joint discussions" and reiterates that the United States cannot approve of the execution of the terms of the treaty of London.

Hopes for Co-operation.

Finally he expresses "the earnest hope that the allied governments will not find it necessary to decide on a course which the American government, in accordance with its reiterated statement, will be unable to follow."

The president's note to the premiers was dispatched Thursday by the allied supreme council at London. Meantime, direct negotiations between Jugo-Slavia and Italy are proceeding.

BO COLORED EDITORS MEAN TO PUSSYFOOT!

By Edgar G. Brown.

Indianapolis, Ind., March 9.—As I have been a constant reader of your splendid paper for over a year I would like to submit to you the following statement which I hope you will find space in your paper to print.

I have received 102 letters from editors all over the country which on the whole expressed this sentiment, "I am not particularly interested in who is the nominee of the republican party. It matters not what his name may be or what his vocation may be, if he is right on the question affecting my race and the business of this country, he is my candidate."

I am in complete sympathy with the thought that the candidate must be right on the race question, I would be a traitor if I were not, and I, also, believe that the candidate of the republican party must be an out and out American concerned primarily with the business of this country like Lincoln of old and the late Theodore Roosevelt.

I take direct exception to the statement that it matters not what his (the candidate's) name may be; because, first this statement means nothing but evasion of the issue and savors of the usual political pussy-footing, and secondly, because back of a candidate's name is the man and his record both of which can be studied.

One hundred and twenty-three editors have fearlessly chosen General Wood as the champion of the square deal to all men. What is the matter with the 102? The facts, the past records, and the present utterances and platform of General Leonard Wood are open to all alike. Are we to forever go on leading only where there is darkness?

I think the colored people of the United States are entitled to know that General Wood is right on our question, that he is the only candidate up to date to openly champion the cause of every American, white or black, who is in trouble, and that it does matter to 2,000,000 colored voters what the candidate's name is for president of the greatest democracy in the world.

N. A. A. C. P. BRIEFS.

Sunday, March 7, the N. A. A. C. P. met at Tabernacle hall, Twenty-fourth and Patrick avenue, Mrs. Jessie Hale Moss, the president, in the chair. The meeting was called to order promptly at 4 p. m. Invocation by Mr. H. L. Anderson. Reports of the various committees were called for. The committee that visited the Labor Temple Tuesday evening, March 2, on invitation extended this association by the National Freedom Foundation and Liberty League, gave its report through Mr. H. J. Pinkett. Report was tabled until a hearing could come from New York. The coming of Dean Pickens was discussed and St. John's A. M. E. church, Twenty-fourth and Grant streets, was decided on as the place to have him speak, March 29. The address given by Mr. Lemma on "Woman Suffrage" was greatly appreciated by all who heard him.

The meeting adjourned at 6 p. m. to meet at 4 p. m., Sunday, March 14, at the Tabernacle hall.

PRESIDENT WILSON SIGNS RAIL BILL

(Continued From Page One.)

the rail bill. One republican and the democratic members of the sub-committee combined to defeat the proposal to include it in the rail bill, Chairman Esch and Hon. Edward L. Hamilton of Michigan, a newly discovered friend of the colored race, voted in the affirmative. No record vote was taken in the full commerce committee on sustaining the majority vote against the amendment in the sub-committee.

When the rail bill was brought into the house Chairman Esch informed Mr. Madden, who was greatly disappointed at the omission of his matter, that he had sought to weave the substance of its provisions into the text of the bill. Not satisfied, however, to trust the committee amendments to the treacherous sands of general debate, Mr. Madden carried the proposition to the floor. After attempts to avoid a straight vote by the point of order route had been frustrated by Congressman Walsh of Massachusetts, presiding in the committee of the whole who ruled the amendment in order over the determined protest of Congressman Barkley of Kentucky, democratic member of the sub-committee framing the bill, the amendment was defeated by a vote of 143 to 12, many northern republicans joining with the solid south. Three of the twelve affirmative votes were northern democrats.

In view of the fact that the council had been led to believe by republican leaders that the amendment would receive general party support the adverse vote came as a distinct surprise. The response of the colored race was immediate and unmistakably bitter. Every agency of the colored race was brought into play to support the amendment in the senate where Senator Joseph I. France had introduced it to allay the intense feeling. Here it was again rejected but no record was made of the vote. Pressure was maintained upon the conferees by the officials of the council and when the conference report was brought in a further effort was made by Congressman Madden and Riddick in case the conference report was rejected to secure a recommendation from the house, according to an amendment prepared by Mr. Murray, limiting the operating expense which the interstate commerce commission might lawfully include in rate and fare making so as to exclude the cost of operating Jim Crow cars. In the interim Mr. Murray took a hand in the wage controversy between the railroad administration and railway employees by laying before the conferees the elimination of the Jim Crow car as a source of additional wages. This phase of the matter was also laid before President Wilson. The adoption of the conference report on the rail bill ended the campaign of the council in connection with the rail bill and having the Madden bill still pending in committee it will now take up the work

of getting it reported.

The work of the council is accomplished largely through private conferences with members of the house and senate. Little or no publicity is given to its work in order to forestall hostile newspaper criticism. Frequent parties to these conferences have been Congressmen Madden, Riddick of Montana, Hays of Kansas, Whit, Mason of Illinois, who is also in charge of the council's joint resolution (House Roll Joint resolution No. 75) for the appointment of a race commission, Green of Massachusetts, chairman of the republican caucus committee, and Browning of New Jersey. Up to this time personal subscriptions of the members of the council have financed the work with supplementary aid obtained from one or two local churches by Justices Terrel and Hewlett and Mr. Murray.

Specific amendments secured by the council and Congressman Madden, or supported by them are seven in number.

The first clarifies the ambiguity of Section 1 of the commerce and provides for just and reasonable fares and charges.

The second extends the car service act (approved May 27, 1917) to passenger traffic and requires carriers of passengers to furnish safe and adequate car service.

The third makes unlawful discriminatory fares over connecting carriers.

The fourth is aimed at weakening the political influences of the states over carriers by permissive consolidation under rules of the interstate commerce commission.

The fifth extends the jurisdiction of the interstate commerce commission over discriminatory intrastate and interstate fares which are discriminatory, or likely to be so.

The sixth provides a new tribunal free from state control or influence where issues of law may be tried affecting rates, fares and charges alleged to be discriminatory.

Amendment seven touches the Cummins proposal for the creation of rate zones. Through Congressman Madden the council had advance information long before the rail bill was formed that this proposal had strong congressional support. This will localize the cost of the Jim Crow system in the south and at the same time deprive carriers of the argument of unreasonable cost of equal separate accommodations.

In addition to getting the Madden bill reported out the council's programme calls for a vigorous campaign of enforcement of the commerce act as amended by the rail bill.

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