

Rival Baptists To Unite For Travel At Least

Chicago, Aug. 28, (ANP)—While no question of amalgamation is involved, a lessening of tension between the National Baptist Convention, U. S. A. Inc., and the National Baptist Convention of America, Unincorporated may be inferred from the fact that the delegation of the two organizations will travel east on the same train to their respective conventions this year. The incorporated Baptists, headed by Rev. L. K. Williams will meet in New York. The unincorporated group led by Rev. G. L. Prince of Texas, holds forth in Washington, D. C.

The incorporated body was successful in getting a special convention rate and the unincorporated members are taking advantage of it. The delegates of both conventions from this section will gather at Chicago and make up a special train. In California, under the leadership of Rev. R. P. Porter, pastor of Progressive Baptist Church of Los Angeles and Rev. W. H. Rozier, also of the Angel City, the delegates will leave in a combination group.

I Heard, Yes I Heard

That Clarence Williams, Dan Doherty, and Walter Bishop are inking a melody on Joe Louis, Titled "Look out For the Brown Bomber from Alabama" That Blanche Calloway has reorganized her band and is completing plans for another tour of the south . . . That Cab Calloway recently pitched a baseball game in "Ch." . . . That the boys up the country have been trying to dodge the "wolf" and in some instances the "wolf" left twins at their houses . . . That Irving Mills, manager of Duke Ellington, Cab Calloway, and Lucky Millinder and the Blue Rhythm Band is taking it easy abroad . . . That the present administration has spent more dough than all the administrations from Washington through Taft combined . . . Well you can't say that they didn't try . . . That Atlanta has become some what of a mecca for big time bands . . . Duke Ellington and Louis Armstrong were here last week and packed them in . . . Glen Gray and the Casa Loma Orchestra will be there on the 14 of August and Jimmy Lunceford on the 15 of August, while 'Fats' Waller is slated to do his stuff Labor Day . . . Yes, I heard.

The Hole in Your Pocket

Press dispatches from Washington state that in the last 12 months \$7,375,000,000 has been spent, which, with the \$7,100,000,000 that was spent the preceding year, makes a total peacetime record spending of \$14,475,000,000 for the past two years. Money has been spent twice as fast as it has been collected from the taxpayers. But all the spendings and all the borrowed money must eventually be extracted from the taxpayers' pockets.

At the end of the new fiscal year, it is estimated the national debt will be approximately \$35,000,000,000, or a per capita debt of \$270 on every man, woman and child in the country.

These figures are so staggering in size that one cannot grasp them. But the individual tax bills of various kinds that will soon be coming due, can be readily understood by every taxpayer whose pockets will be emptied in order to pay them.

Colonel Robinson, of the Yakima, Washington, Republic, in answering a "reactionary" citizen who asserted that taxpayers should have a voice in how their money is spent and that it should be spent as economically as possible, said:

"The idea that tax money should be spent economically is just as far out of date as the other. If tax money were spent economically, there wouldn't be more than half of it spent, and that fact alone is sufficient to condemn the idea. The prevailing thought is to spend public funds uneconomically, so that more funds can be raised and spent, thus putting more money into circulation and increasing power of the people."

Sarcastic as is this paragraph of the Colonel's, it states a distressingly plain truth. Its lucid-

ity is positively flawless. Some day the people will wake up to the fact that they pay the bill for all the "political parents" that are given to them.

Insuring Industrial Peace

The Union Pacific Railroad has provided an inspiring example of progressive, far-sighted and liberal labor policies.

The road wishes to unite its subsidiary accounting offices at its Omaha headquarters in order to effect operating economies. Doing that makes it necessary for a large number of workers to move from offices in Portland, Pocatello, Los Angeles, Salt Lake City and St. Joseph. A part of the economies to be gained is to be used to cushion the shock of the change in home and in employment to workers.

On its own initiative, the company proposes to do the following things:

It will make no reductions in regular positions, for at least a year.

To employes who cannot or will not make the move to Omaha, the road will give a dismissal wage equal to one full year's pay, and will pay the wage either in a lump sum or in 24 equal installments.

The company guarantees that for one full year from the date of the merger, no employe in Omaha will be adversely affected by the change.

Employees who have bought or are buying homes that they must leave, are guaranteed protection from loss, as the railroad will either purchase the homes at a fair value, or will make good any loss resulting from a forced sale at less than reasonable value.

The company will transfer to Omaha, without expense to the employes, all their household effects, will pay traveling expenses for the workers and their families, and living expenses at Omaha for 48 hours after the arrival of their household goods.

This arrangement marks a high point in employer-employee relationship.

Policies such as the Union Pacific has determined upon are the best possible insurance of industrial peace.

Safety and Efficiency of Railroads Menaced

A bill to limit the length of trains is now pending in the senate. Advocates of the bill claim that it is essential to advancing the safety and efficiency of rail operation.

The truth of the matter, according to J. Carter Fort, General Solicitor, Association of American Railroads, is that enactment of the bill, far from promoting efficiency and safety would greatly increase the chance of train accidents, interfere with standards of service, and directly raise by \$150,000,000 annually the operating expenses of the railroads at a time when they are least able to foot the bill.

The bill, Mr. Fort points out, would arbitrarily limit freight trains to 57 or 58 cars. This would make it largely impossible for the lines to take advantage of modern operating methods, which are the basis of adequate and economical service to the public, and which have become possible as a result of scientific developments and expenditure of vast amounts of money for the improvement of roadway and equipment.

In addition, during the last 10 years, in which lengths of trains have been steadily increased, the railroads have made an astonishing record in preventing accidents. No industry has done more to forward the safety of both workers and passengers—and it is a fact, so far as the latter are concerned, that you are safer on a train than in your home. If trains were shortened in length, it is believed that the accident hazard, especially in regard to grade crossing mishaps, would be greatly increased.

The proposed bill, no matter how sincere its backers, is an ex-

ample of the kind of legislation which opposes its own purposes—and which, in the interest of workers, industry and the public at large, should be defeated.

If Your Job Was at Stake

The private automobile driver has much to learn, so far as safety is concerned, from the operator of commercial vehicles.

From 1927 to 1934, the number of passenger cars registered increased 7½ per cent—while the number of such cars involved in fatal accidents rose 55 per cent.

By contrast, during the same period the number of trucks in use increased 11 per cent—while the number involved in fatal accidents rose only 5 per cent. Similar favorable records were made by buses and taxicabs.

The private driver is his own boss. He can take chances, get in accidents, and be as reckless and incompetent as he pleases without losing his "job"—unless the authorities step in. The commercial operator has to drive safely—or look for another calling. The reckless and incapable driver lasts as long with a commercial vehicle concern as does a snowball in Hades—and the accident figures reflect that situation accurately.

If every driver adopted the attitude that his job and his livelihood depended upon his being safe and competent the accident toll would go into a tail spin at once. As a matter of fact, he has something even more vital at stake whenever he takes the wheel—his life, and the lives of others. Thirty-five thousand people died unnecessarily last year because of recklessly or incompetently driven automobiles. Will that happen again?

Mothers—Let your boys be Guide newboys. Send them to the Omaha Guide Office, 2418-20 Grant Street.

New Rochelle N. A.

A. C. P. Smaches Beach Bar

Rye, N. Y., Aug. 28—When a deputy county attorney sought to delay court action against two ticket sellers at Playland who had refused lockers to Negroes, his action was met by N. A. A. C. P. attorneys who served notice in open court that the New Rochelle Branch intended to send delegations each day to the park and make new cases. This threat was put into effect immediately upon adjournment of court when a delegation accompanied by Charles H. Houston, Special Counsel of the N. A. A. C. P. proceeded to Playland, famed Westchester amusement park and bathing beach. The Playland authorities, realizing that the N. A. A. C. P. meant business, admitted all of the Negroes without question to the lockers and beach.

The N. A. A. C. P., nevertheless, will continue its prosecution of those who previously had denied admission to colored patrons. It also will press its challenge of the right of a deputy county attorney to defend violators of the New York Civil Rights Act.

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Baptists Change Meeting Place

New York City, Sept. 3, (ANP)—To accommodate the host of visitors and delegates expected to attend the 55th annual meeting of the National Baptist Convention, which will convene here September 3-9, the place of meeting has been changed from the Rockland Palace in Harlem to the Coliseum at 177th street and Boston avenue, according to an announcement made by Dr. T. S. Harten, Brooklyn, chairman of the local committee on arrangements.

"We have been forced to make this change," said Dr. Harten, because of the large number of Baptists scattered throughout the country who have assured the local committee that they would be here. The Coliseum is one of the largest auditoriums in the city of New York, seating 15,000 people besides the tremendous number of committee rooms, that are essential to us."

Governor Lehman to Speak

The program this year will, according to announcements, be one of the most comprehensive in the history of the organization. Speakers of prominence in religious, civic and educational affairs have accepted the invitation of Dr. L. K. Williams, president of the National Baptist Convention, to attend and to address the assemblage.

Numbered among the speakers will be Governor Herbert T. Lehman, of the State of New York, and Dr. George W. Truitt, president of the World Baptist Alliance, Dr. Frederick Douglass Patterson, president of Tuskegee Institute was invited to be the principal speaker on "Booker T. Washington Night," which will be observed Friday, September 6, but was forced to decline the invitation but to the stress of pressing duties in connection with the launching of the new administration at the famous institution.

Added to these guest speakers will be a host of prominent members of the organization coming from as far west as California, as far south as Florida and from the New England States. Present indications, according to the local committee and messages from Dr. Williams' office at Chicago, the forthcoming meeting bids fair to be epochal in every way, and New York City is awaiting the opening session with anxiety. Local organizations and churches of every denomination have joined hands with the Baptists of Greater New York to show the visiting ministers, laymen and their families, just how New Yorkers do things. Every phase of the program has been planned with deliberation and precision and a beneficial and harmonious meeting in every respect is expected.

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THE PLEA OF ABYSSINIA

After the lapse of nineteen hundred years of the Christian dispensation we are confronted with the anomalous spectacle of one Christian nation threatening the despoliation of another. The Lion of Juda, Emperor of Abyssinia, claims unbroken descent from King Solomon and the Queen of Sheba. His people have professed Christianity since apostolic times. Ethiopia is now stretching forth her hands to be saved from the greed and rapacity of the Italian nation whose national spirit is typified by the Catholic Church in whose keeping was vouchsafed the keys of Heaven. Mussolini, who essays the role of Julius Caesar, is now striding the world like a huge Colossus. His avowed purpose is to restore the grandeur that was Rome and the prestige of the ancient empire. Abyssinia is his easiest first step in his mad career. No greater stigma could befall the ancient Roman army than that it should be made to go under the yoke of an inferior tribe. The Italian army has been made to dip colors to the Ethiopian flag in a previous conflict. Mussolini is smarting under the stigma of this disgrace as well as being spurred on by the ambition and avarice of conquest. The lion always accuses the lamb of muddying the water below him in justification of his intended assault. Of course Abyssinia is responsible for the impending conflict. The moral blame must always be placed on the weaker man.

Mussolini is an anachronism. He represents the survival of the age of conquest at a time when such agrandisment is put under ban by the most advanced nations of the world. All the great nations have passed through this stage which they have not yet wholly outgrown. England has built up her world-wide dominion over palm and pine by going up and down throughout the earth seeking what feeble folk she might devour. Her imperial purpose was the only justification deemed necessary. She picked a quarrel with feeble nations whose possessions she coveted, and then destroyed them for daring to resist the might of the British army. Our own country has not escaped like unethical procedure. The national conscience would like to forget the method by which we acquired Texas and our far-Western possessions from Mexico. The way we secured Hawaii, the Phillipine Islands and the Panama Canal certainly does not contribute to our national easement of conscience. But nations have a way of paying little heed to sermonic admonitions if they stand in the way of their imperial policy or purpose.

Japan has done and is doing to China precisely what Mussolini proposes to do to Abyssinia. The League of Nations and the Kellogg Pact to which Italy, Japan and Abyssinia are signatory powers, expressly forbid the violation

of the territorial integrity of any of the covenants. Japan and Italy are not only guilty of bad faith but of poor sportsmanship. The indignation aroused on the part of the other signatory powers against the aggressive intent of Japan and Italy is not so much due to their moral superiority over their condemned fellow nation—for they all have been tarred with the same brush—as to the fact that such aggression is calculated to upset international poise and peace of mind. If Italy should be allowed to control the head waters of the Nile, England's suzerainty over Egypt and her sway in the Orient might be greatly jeopardized. France likewise is not wholly devoid of international jealousy; for she herself possesses African colonies. In the meantime Germany is standing off with jealous aloofness, not caring to see any one of her rivals gain too much headway. Our own strenuous objection to Japan's aggression in China is dictated, not so much from pure moral consideration as by the fact of the covetous eye which we have on China trade which will not tolerate Japan closing the open door.

The conduct of Japan may be explained on the ground that she is actuated by the ethics of one heathen nation dealing with another. But Mussolini and the Lion of Juda are both professed followers of the Prince of Peace. That Ethiopia does not belong to the white race cuts comparatively a little figure. Italy is known to have a more sympathetic and generous attitude towards the darker breeds of men than any of the Nordic nations. It is primarily a question of greed and imperial aggression. It is assuring however, that the nations of the earth, which are not immediately involved in the benefits to be derived from this aggression, are stoutly opposed to the policy of Japan and Italy. Should moral suasion or some other more effective international sanction fail to check the intended assault of Mussolini, only one result is predicted: The naked hand cannot contend with the mailed fist. However, we all admire the spunk and courage of Haile Selassie who defies Mussolini to his teeth. Courage and valor have her own records. It is to be hoped that her conscience of the nations of the world has become so far developed that they are now ready to apply the Ten Commandments to international as well as to individual dealings. Thou shalt not steal; Thou shalt not kill.

Kelly Miller

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