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DEVOTED TO THE INTERESTS OF THE DARKER RACES

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LIBERIA AFTER THE WORLD WAR

(From the Journal of Negro History)

For some years it has been my custom, on July 26, the anniversary of Liberian Independence, to send a word of greeting to Liberians in the United States. Radical changes in my own situation have interrupted the practice and last year no word of greeting was sent. Yet I have become accustomed to devote some thought to Liberia on her natal day and this year I decided to mark its return by consideration of Liberia's situation during and since the war. The last message of the President of the Republic to the Legislature will largely suggest the topics for consideration.

Just before the outbreak of the great war, about as many German ships put into Liberian ports in a month as those of all other nations together. With the war these ships were of course, withdrawn from operation. Not only so; the boats of other nations became irregular and infrequent. The effect upon Liberia was serious. Her government is practically dependent upon customs dues for its upkeep. The American population, chiefly given to trade, suffered in all ways. Not only were its sources of income affected, even the supplies of food and construction materials were interrupted. With abundance of natural resources of all kinds, Liberia has depended on the outside world. Rice has been imported from America, dried fish from Scandinavia, made lumber and metal roofing from manufacturing lands; yet the tribes of the interior raise rice sufficient for their needs and of good quality, the waters of Liberia contain abundant fish, and the greater part of the country is covered with forests. But the people of the settlements have no arrangements for the adequate utilization of these local supplies. English black-listing of German houses and suspected hostiles forced Liberia to neutrality; but the food shortage led to our intervention on her behalf with Britain and to some relief of the situation, through her agreement to deport all Germans, to seize German properties, including the cable station—and to declare war. Even then the situation remained serious and in 1918 a German

(Continued on Page 2)

MEMBER OF ADVISORY BOARD.



MR. E. J. CARTY, a prominent London journalist, who is a valued worker for the Canadian League for the Advancement of Colored People.

Pullman Co. Appoints Expert Mediator

Chicago, Ill., May 27—In order that its Negro personnel may have representation and a voice where their relations to the company are being considered, the Pullman Company has appointed C. C. Cornelius Webb, veteran Pullman porter of Washington, D.C., as special investigator and mediator in the company's Bureau of Industrial Relations. Webb's duties will consist of investigating service conditions and acting as an arbitrator between the company and its 11,000 service men, operating in Pullman cars all over the country. This is considered by Pullman porters as a long step forward in the promotion of their welfare and safe-guarding their wages and working conditions.

Mr. Webb, young in years but old in service, is a graduate of Howard University and well qualified to fill his role. His selection from the 11,000 Pullman employees is a fine tribute to his loyal and efficient service, fidelity and years of exacting experience with the Pullman company. His offices will be in the General Offices of the Bureau of Industrial Relations, Chicago, Ill., where he will work in eight Pullman zones under the immediate direction of Supervisor F. L. Simmons.

Negro Ship Has Disastrous Trip

Negro Ship has disastrous trip kod New York, June 1—The Booker T. Washington, sole vessel of the Black Cross Line, is back in port to-day after a four and one-half months' cruise in the West Indies and Central America, with a tale of continuous misfortune. The boat, which is owned by the Universal Negro Independent Association, was purchased as a part of the scheme of Marcus Garvey, Negro promoter, who is now serving a five-year sentence in Atlanta Penitentiary for using the mails to defraud in connection with the sale of stock of a steamship line which preceded the Black Cross.

The vessel's odyssey of disaster began soon after leaving New York. At Philadelphia the engines broke down and the New York office sent money for their repair. On the way to Norfolk, Va., the crew, in an attempt to keep warm, accidentally set fire to the forecabin.

At Havana the boat was held for debts incurred by the Black Star Line former venture of Garvey, and again funds were sent from New York.

At Kingston, Jamaica, a new firebox had to be installed and funds were cabled. At Colon, Capt. Hirth was discharged after a dispute with G. E. Cartir, secretary-general of the association. The chief engineer obtained a lien on the vessel for wages due, and more money was sent. The chief steward was arrested on a charge of shooting a woman in Colon in 1914. On the way back the boat collided with the wharf in Charleston. Again money was sent to pay the damage.

In all \$50,000 was expended during the voyage.

Negro Youth Wins First Prize in Drill

New York, May 28—In the annual military competitions at New York University, James Pleasant, of No. 213 East 73rd street, won first prize for individual drill last week.

He received a cup presented by Prof. Henry C. Hathaway, who organized the Department of Military Science and Tactics at the University six years ago.

GRUESOME TALES OF FLOGGING REPORTED

Preston News Service.

PENSACOLA, Fla., May 27— Another revolting scandal involving tales of peonage, "farming-out" of prisoners to labor concerns in swampy timber tracts, flogging of exhausted victims and coercion to silence accusing witnesses has developed in Florida.

At the trial it was testified that the white land owners and timber operatives forced certain Negroes at the point of revolvers to severely flog other Negroes with sticks or black jacks and cat-o-nine tails. It is said that the victims were compelled to lie down in the road on their stomachs after being stripped of their clothing and take from five to ten minutes' beatings from the enforced "whip" wielders.

DeWitt Stoner, a prisoner, testified that he was forced, at the point of guns in the hands of the white defendants, to beat five Negroes, one at a time, with a large stick. Stoner, said that he was not whipped. He said the white men looked on as he whipped the naked men. Stoner said he was compelled to whip each one about ten minutes. He told the court that the blows caused lacerations on the backs of the beaten men. Nothing was done to stop the flowing blood of the victims. They were taken back to prison farms and put to work, ill fed and half sick. It is said that the victims had attempted to escape from the prison farm traveling by night and hiding in the day time.

BODYGUARD SLAYS BANDIT

KANSAS CITY, Mo., May 27— A colored bodyguard got the best of a pistol duel with a bandit here last Saturday following the attempted hold-up of Mrs. Fritz Muder, a 60 year old woman. The bandit, an unidentified white, was shot to death by the Negro, Jesse Moore, 26.

Moore always accompanied Mrs. Muder when she went to the bank to secure money for her husband's soft drink parlor to be used in cashing checks. She was returning with \$4300 when the bandit seized her pouch and ran to an automobile containing several other men, returning the fire of Moore as he went. The bandit was mortally wounded