

THE KANSAS CITY SUN

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 Bethel A. M. E. Church, 24th and Flora.
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 Second Baptist Church, 16th and Charlotte.
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 Vine St. Baptist Church, 1825 Vine St.
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 Eighth St. Baptist Church, 8th and Oakland.
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 Mt. Zion Baptist Church, 4th and Virginia.
 Ebenezer A. M. E. Church, Sanford and Tremont.

Positive affection and sincere sympathy are the first essentials of successful leadership and these are rarely appropiated in a man who, like Prof. DuBois, arrogates to himself a monopoly of wisdom and virtue and who openly despises the simple annals of those whom he would lead.

The appropriations bills of the present Congress all carry provisions for the reduction of clerical positions. This means that a lot of Negroes will be let out of good positions and that their places will later be filled by white people. Democracy's "fair" attitude toward the black people relates only to fair skin.

The great popularity which Allen Chapel enjoys as a center of local religious worship cannot last long unless something is done to shorten the length of the services. Too many things are crowded into each Sunday morning, some of which detract from the spiritual effect of the sermon and music and all of which are exceedingly monotonous. The church should not be allowed to become a mere medium for advertisements, benefit collections and the exploitation of fads. Use the newspapers and billboards for these.

The Glasgow Missourian last week devoted more than a column to a write-up of the closing exercises of Evans School over which Prof. A. R. Chinn has presided for many years. The exercises were attended by an unusually large number of white people all of whom loudly expressed their appreciation of the increasingly valuable services which Prof. Chinn is rendering to the community both by precept and example. Nor is the usefulness of their principal confined to his own locality. He has a national reputation as a high-class, educated and, above all, honest gentleman.

When, perchance, we visit some of our neighboring cities and note the constant discord which pervades the ranks of our people, how much time and energy they spend in really foolish contentions, destroying themselves and everything around them, we can better appreciate the reasonable harmony with which our own people live and work together.

Kansas City people have their faults but gang-fighting is not one of them. A person can visit here at least for a few days without finding himself between the two fires of contending social or other factional elements. This is a fine testimonial of the high intelligence of this community, too.

If it is true that the members of the National Association for the Advancement of Colored People have to spend so much of their time explaining the

position of the eccentric Prof. W. E. B. DuBois, then that gentleman must be a greater handicap than other problems which the organization seeks to solve.
 Undoubtedly the association must come into the very closest confidence of the masses of our people before it begins to realize its highest aims and it cannot do this through the medium of men who hold themselves aloof from their brethren through any sort of vain conceit or foolish reserve.

ABOUT MR. WALT MASON.
 Some time ago the Kansas City Star published an appreciation of Mr. Walt Mason. In that article Mr. Mason himself was permitted to take the stand and testify as to how, by means of his literary effusions, he has been able to accumulate such a vast array of cold simoleons. Few literary men have enjoyed greater financial success than has Mr. Mason; and his personal popularity, especially in this part of the country, is widespread.

Mr. Mason's writings may be divided into two parts—prose which is written as prose and is acknowledged to be such, and prose which passes under the name and guise of poetry. Although Mr. Mason enjoys quite a reputation as a poet still, in point of fact he has never been guilty as yet of writing any poetry. The rhythmic jingles of "Uncle Walt" are interesting and usually present in quaintly humorous vein a view of the stern and practical realities of life—yet they hardly constitute genuine poetry.
 In fact Mr. Mason is temperamentally out of tune with real poetry. He denounces poetry as "high brow stuff" and will have none of it. The helplessness of his case may be shown by the following remark. Says he: "Any man who professes to enjoy the alleged poetry of Robert Browning is a liar." All true poetry Mr. Mason denounces as "fine writing"; and fine writing causes Mr. Mason to go into his basement and have fits. Mr. Mason is positively opposed to literary finish and says so. He spoke in high terms of Dr. Dubois' "Quest of the Silver Fleece," but deplored the "fine writing" in it. In fact he believes the "fine writing" nearly spoils the book. Dubois cannot refrain from fine writing because his is essentially the poetical temperament. So then, we may expect no poetry from Mr. Mason's pen. Let us hope, however, that nothing will stay Mr. Mason's pen in the matter of prose. If his poetry is addressed to us he need not exert himself further; but his prose is a source of great delight. He is a genuine humorist—as delicate and genial as Washington Irving himself. I move that Mr. Mason be enjoined from publishing further poetical effusions and that he be compelled to publish at least one prose sketch a week. Mr. Mason's literary criticisms make pleasant reading; we enjoy them; although we are unable to accept his critical standards. Mr. Mason judges the merit of a work of fiction by the number of fights in the story. He must have a fight on every page or life is vain. He heartily enjoys the frequent and cruel impact of cartilaginous nose with bony fist. We cannot agree that the sum total of virtue in a work of fiction is to be measured by the number of scraps therein. Why so much carnage and blood shed Mr. Mason?

But Mr. Mason's apparent love of scraps arises from a passionate love of life, of man and a supreme joy in living. This is altogether admirable and is not to be condemned. And when this sort of feeling manifests itself in literature, the result is a wholesome realism, which is the keynote of Mr. Mason's literary theories and performances. It is this intense love of realism that causes Mr. Mason to love fights as a matter of fact realism does not necessarily involve bleeding noses; and literary finish is not inconsistent with an adequate presentation of the facts and realities of life. Robert Browning can be and is as realistic as Mr. Mason, whilst he enjoys the additional merit of being a great poet. But as some one recently has said, Mr. Mason is an institution of whom we Westerners are justly proud. He bids fair to create a school, and so we wish more and continued power to his pen so long as he confines himself to prose.

W. E. GRIFFIN.

SUMMER MUSIC SCHOOL.
 R. G. Jackson and Miss Beulah Douglass are going to conduct a summer school of music at Allen Chapel, 19th and Charlotte, Kansas City, Mo.

All persons who may desire to take lessons will find it to their advantage to speak to Mr. Jackson early for a number of periods have already been given away to city, and out of town persons.
 The advantage in enrolling early is, that you may have a choice of periods and avoid coming for lessons in the heat of the day.
 The studios at Allen Chapel are nicely located, well appointed and are equipped with pianos that are kept in fine condition.

Special attention is given to children between the ages of seven and twelve years.
 The pipe organ of the church is at the service of pupils for practice, who are doing organ work.
 On account of the large enrollment in piano, organ and voice, only a limited number can be admitted into harmony classes, so it is advisable for persons wanting to do work along this line to enroll now.

Mr. Jackson invites interested parties to call at Allen Chapel on Saturdays, between 8 a. m. and 8 p. m. to talk over music for the summer, or address him at 531 Nebraska Ave., Kansas City, Kansas, Bell Phone West 1032 and West 1102-W.

"RAILROAD DAYS"

With reference to the observation or "Railroad Days" about which I have already written you, it occurs to me to be appointed to present our grievances a plan of action.
 While I do not want to encourage any body of our people to move in this matter unless they feel their complaints are amply justified by conditions in their locality, we should bear in mind that railway officials are busy persons and whatever we say to them should be definite and to the point. For that reason I suggest the following program of protest:

First.—A statement of present conditions.
 Second.—A statement of conditions desired.
 I believe that the following statement covers pretty well the conditions of which we have reason to complain as well as the conditions we should like to see enforced. If any, or all of these conditions exist in your community, I urge upon you to see that they are brought to the attention of the proper officials.

1. PROPER ACCOMMODATIONS IN RESTAURANTS CONTROLLED BY RAILROADS.

A. Present Conditions:
 I. Colored persons can purchase no food on trains in the South in the majority of cases. This makes it necessary for them to try to obtain food at the railroad restaurants.
 II. They are seldom permitted to buy food at railroad restaurants.
 III. If they are allowed to purchase food at these restaurants, they must take the food out of the place, be sent to some room not properly cared for, or be kept waiting at the lunch stand until it is almost time for their trains to leave.
 IV. Colored restaurants are seldom near enough to the depots to be of any service to the passengers.

B. Conditions Desired:

(a) In Particular:
 I. Opportunity to purchase food at railroad restaurants so that colored passengers may claim the service, not as a favor grudgingly given, but as a privilege to which they, like all other passengers, are entitled, and without paying higher prices.
 II. Proper provision in these restaurants so that colored passengers may be served promptly and courteously, always with a view of their meals the same time to eat their meals as other classes of passengers have.

2. PROPER ACCOMMODATIONS IN SITTING ROOMS IN THE DEPOTS CONTROLLED BY RAILROADS.

A. Present Conditions:
 (a) Waiting Rooms, Alons—Colored waiting rooms.
 I. Are not kept clean.
 II. Are usually too small.
 III. Seldom are built so as to permit proper ventilation.
 IV. In winter, are very often without fires.
 V. Seats are often of the most uncomfortable character.
 VI. Seldom offer any toilet comforts for colored women who travel in most cases conveniences for washing the face and hands and preparing the toilet, generally, are absolutely unheard of.
 VII. In most every case the accommodations denied colored passengers, as indicated above, are given to other passengers in other waiting rooms at the same depots.

(b) Waiting Rooms In Connection With Employees of the Railroads—

VIII. In a great number of cases, ticket agents will not sell colored people tickets until all other passengers have been served, even though colored passengers have been standing at their windows long before the arrival of the most favored class of passengers.
 IX. The harshness of speech of many ticket sellers, directed studiously and specifically to colored passengers, is provocative of needless friction and bitterness, and is one of the most grievous burdens laid upon colored travelers.

B. Conditions Desired:

I. Clean waiting rooms.
 II. Rooms large enough to accommodate comfortably all the colored passengers.
 III. Properly ventilated waiting rooms.
 IV. Efficient janitor service as is provided for passengers of the most favored class.
 V. Comfortable seats.
 VI. Cleanly kept toilets with necessary comforts for women who travel.
 VII. Ticket agents who will not needlessly insult colored passengers who ask for tickets.
 VIII. Such regulations for the government of railroad ticket offices, or such increase in the number of ticket agents, as will permit colored passengers to purchase their tickets in ample time to allow the former to check their baggage and go into their trains without needless friction and bitterness.

3. PROPER AND JUST ACCOMMODATIONS ON RAILROADS.

A. Present Conditions:
 I. Inferior equipment of cars, embracing—
 1. In many cases, but half of a car, the other half being either a baggage compartment or a smoker for white men.
 2. In most cases but one toilet for men and women.
 3. Toilets without conveniences for washing the face and hands.
 4. Dilapidated and worn-out cars.
 5. Cars without any conveniences for sleeping. In the South, colored passengers are prohibited from riding in sleeping cars, even when they hold sleeping-car tickets.
 6. Cars without smokers for colored passengers.
 7. Cars without conveniences for the purchase of food.
 II. Annoyances and Embarrassments—
 1. Location of news "butchers" in Negro coaches.

Since these agents sell cigars, papers, and magazines, the colored coaches are constantly being invaded by white men who usually light their cigars and begin smoking before leaving the car, whereby making a smoking car of the only car the Negroes have.
 2. Use of the colored coach to transport section hands from one point to another on the road.
 3. Failure to keep cars clean.
 4. Permitting conductors and news "butchers" to prohibit lunch vendors at way stations to bring food into cars for colored passengers.

B. Conditions Desired:

I. Cars equipped as for white passengers, to include—
 1. At least one compartment or car for colored passengers, separate from the baggage car and from the smoker for whites.
 2. Separate toilets for men and women, each properly equipped.
 3. The same class of cars as used for the most favored class of passengers.
 4. A smoking compartment for colored men.
 5. Such changes in car construction or equipment as will provide either sleeping accommodations or reclining chair cars.
 6. Such changes in car equipment or regulations as will permit colored passengers to purchase food on trains.
 7. Steel cars for colored passengers wherever steel cars are used behind or before Negro coaches, or before and behind them.
 8. Removal of news "butchers."
 9. Use of separate car or compartments for the transportation of section hands of all races, so that the colored coach need not be employed for this purpose.
 10. Clean cars.
 11. Permission for lunch vendors to sell lunches to colored passengers in their cars, that is, permission for them to enter these cars.
 12. Some authority to whom these matters may be referred, where friction arises, and who will, in good faith, investigate and adjust them.

SIIRED ARE:

I. The same class and quality of accommodations for colored passengers as are provided for the most favored class of travelers.
 II. Such regulations as will protect colored passengers from the rudeness and insults of employees of the railroad.
 III. Some definite authority to whom these matters may be referred, where friction arises, and who will, in good faith, investigate and adjust them.
 All those who are going to act on the suggestions to make a united effort to bring about better railroad and other traveling facilities, should not omit to remind our people that they have a duty to perform as well as the railroads.
 First, our people should try to keep themselves clean and presentable when traveling, and they should do their duty in trying to keep waiting rooms and railroad coaches clean.
 Second, it should be borne in mind that little or nothing will be accomplished by merely talking about white people who are in charge of railroads, etc. The only way to get any results is to go to the people and talk to them and not about them.
 (Signed) Booker T. Washington, Tuskegee Institute, Alabama, May 15, 1914.

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PROF. GEO. W. STEVENS.

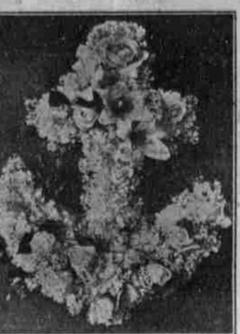
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SPECIAL NOTICE TO TEACHERS.

The Harris Printing Company has just received from the East samples of the latest and most up-to-date commencement programs and invitations. Owing to the fact that the local paper houses are no longer carrying in stock this class of stationery we beg to suggest that all orders for commencement programs be made at the earliest date possible to insure the prompt issuance of the finished product. We will be glad to send samples on request but where it is convenient would much prefer to have you stop in while passing and look over the assortment which cannot possibly be surpassed. Very truly yours,
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