

# The SPORTS OUTLOOK

BY LINWOOD HOLLOWAY

I WISH to confess an error made in the May 22, 1943 issue of the CAROLINA TIMES in the article, "Foster Snares One and Two Mile Track Titles." I stated that Foster's entry into the Morgan Relays marked the first time that any NCCN student has entered a running event in any track or field meet. For the commission of this technical inexactitude, I was divulged with a flood of letters from former NCCN students and athletes as well as other sports fans who detected the error. The most notable in the great number was the one published below, written by a former NCCN athlete. His (Bill Malone's) letter shows the spirit that has always been present in the athletics at this school, and shows their love for the school.

Mr. Lin Holloway  
Sports Editor  
The Carolina Times  
Durham, N. C.  
Dear Lin,  
The first thing that I would like for you to know is that I am a booster of the Carolina Times. I am a graduate of North Carolina College, and as a former student and athlete of the school, I would like to say that the Carolina Times was very good to me. I am very grateful.

When I read your article in the paper May 22, 1943, "Foster Snares One and Two Mile Track Titles" I felt very proud not only for Foster but for N. C. C. and Coach McLendon. In the third paragraph of your article you stated: "Foster's victories in the Morgan Relays mark the first time any N. C. C. student has entered a running event in any field or track event." This is not true. I represented N. C. C. at the CIAA track meet at Hampton on May 20, 1933 and competed in the 100 yard dash. I finished second to Martin of St. Paul, who won the race in 9.7. The College was not able to pay my transportation and I hitch-hiked part of the way and arrived at Hampton three minutes before the last trial heat and after an all night ride. The same thing happened on my way back. I rode from Henderson to Durham with T. A. Hamme, the former Farm Agent for Durham County. The following spring, 1934, Coach Leo Townsend took a Relay Team to Hampton (two Harris boys from Indiana, Wanna Dooks of Durham and yours truly). We rode to Portsmouth, Va. with Rencher Harris of Durham.

This note is just a reminder of the records and of a great man, Leo Townsend, who tried hard with what he had and in spite of handicaps and headaches. The Carolina Sports Files will carry these records. Please check and correct the error in your article. I enjoy your articles very much and shall continue to be a booster for the Times.

Sincerely yours  
W. J. (Bill) MALONE.

HERE words can not express my profound appreciation to Mr. Malone for pointing out my admitted error, but I am sure that I was justified in my opinion on the matter of NCCN athletes in CIAA track meets. According to Coach Johnny McLendon of the North Carolina College athletic department, there is no record in the CIAA journals at Hampton Institute which states that any NCCN student was an accredited entrant in a CIAA meet before Foster's entry into the Morgan Relays. I will grant Mr. Malone that there may have been outstanding athletes who entered CIAA track meets before 1943, but there are no records of any so therefore they were not accredited by the conference as having run in any meets. The work done by Coach Townsend and his wonderful squads of athletes will forever be engraved on the memories of those who knew the coach and his athletes, who, even though faced with seemingly insurmountable obstacles, rose to the top in the athletic roster of their era.

My highest appreciation to Malone and others who wrote calling my attention to this greatest of blunders. A complete check of files shows that the high esteem which former NCCN athletes feel for their former coach, Leo Townsend is not all without merit. During his stay at NCCN, Coach Townsend changed athletics from unorganized bickering to a well organized course of study. One of the greatest questions in the sports field which will soon have to be answered is the actual state of the lightweight championship. When Bob Montgomery won the decision over Beau Jack, he is said to have become in possession of the lightweight crown, but the national boxing commission only recognizes Jack as being the champion in New York and New Jersey. According to the Boxing Commission, the contender for the championship doesn't actu-

## S. S. Frederick--

(Continued from Page One)

Also present at the launching was Frederick Douglass III, grandson of the former slave who once worked as a ship caulker in the Baltimore area and who escaped from there in 1838 to become an internationally famous abolitionist, orator and editor. The grandson is now a public school teacher at Dunbar High School in Washington.

Several thousand shipyard workers, including many of the 7,500 Negroes employed in the yard, witnessed the program which included the presentation of a plaque to Captain Richardson by Ferdinand Smith, national secretary of the National Maritime Union. In his presentation, Mr. Smith said:

"It is fitting and proper that in a war for freedom and liberation, the vessel called Frederick Douglass should sail the seas. During another war of the same aims, this good abolitionist, orator and journalist was in the forefront of the fight against slavery. His ideals have lived and this ship delivering vital materials of war production symbolizes the ideals for which Frederick Douglass fought in his lifetime."

Miss Brown, who was presented with a sponsor's gift by J. M. Willis, vice president and general manager of the company, broke the bottle of champagne across the prow of the vessel just 29 days after its keel was laid. Included among the 50 special guests at the ceremony was the sponsor's father, Dr. Harry Brown, and Mayor Theodore R. McKeldin of Baltimore.

The launching program, for which Martin Zech, a shipyard engineer, served as master of ceremonies, began at 11:30 A. M., with a recorded playing of "The Star Spangled Banner." This was followed by several recordings of songs by Paul Robeson and vocal selections from the "Victory Four," a quartet of Negro shipyard workers, Allen Z. Cuffis, Charles Jackson, Thomas Turner and Julius Payne. The recording system broadcast "God Bless America," as the ship slid down the way.

In accepting the plaque at the ceremony, as three of his aides stood by, Captain Richardson expressed gratification at the opportunity of becoming the second Negro master of a Victory Ship and pledged himself and his crew to an all-out effort in the delivery of war goods to the battle fronts. Present with him were Chief Engineer Vincent Davis, white; Ensign John B. Clark, third mate, and Charles first assistant engineer. Ensign Clark, a seaman of 20 years experience, is a graduate of the Maritime School in New London, Conn.

Captain Richardson, a native of Phillipsburg, St. Martin, Dutch West Indies, is now a resident of New York City. He received his master's license in 1916, and was captain of an Army transport in the last war. Prior to his assignment to the SS FREDERICK DOUGLASS he has commanded two vessels on trips to the war zones during this war.

Twenty-four hours before the SS FREDERICK DOUGLASS was launched, Secretary of the Navy Frank Knox announced that he had approved the assignment of the name USS HARMON to a Destroyer Escort Vessel now under construction, to honor the name of the late Leonard Roy Harmon, Negro

ally become world champion until he licks Sammy Angott. Sports promoters are angling for a match between Henry Armstrong and Angott. If Armstrong licks Angott (if they fight) will he (Henry) be lightweight champion of the world (all beside New York and New Jersey) or will he be a contender for a crack at Montgomery's title. Henry's fight and win over Max Shapiro put him next in line for a bout with Angott. It'll take a genius to figure out the status of the lightweight.

## Mobile Quiet After

(Continued from Page One)

cause colored welders had been employed. The fact that the same shift with those whites who started the trouble clearly indicated the ridiculousness of the attitude of the trouble makers.

There are unconfirmed reports of from two to eight deaths and it is definitely known that more than a score of workers, the majority of them Negroes, were injured.

D. E. McFadyen, chief of police, said that the trouble started when the tools checked in by white welders on the day shift were immediately checked out to the new welders. Twenty-five men, the chief said, were involved in the flare up, which made it necessary for 10 Negroes and one white man to receive first aid treatment.

Officials of the company said there were no Negro welders on the day shift, and made it clear that an investigation was being made to determine the cause of trouble. The company stood firm in its determination to use all available skilled labor, no matter the color of their skin. This policy is the result of the tight labor market prevailing in Mobile, which has been referred to by the War Manpower commission as the tightest in the whole country.

As a precaution against further trouble, police authorities ordered the closing of all liquor stores and prohibited the sale of beer throughout the city. Gov. Chanucy Sparks issued an order closing state owned stores, not only in the city, but also in Baldwin and Mobile counties.

Order was not restored in the disturbance until all the Negro workers, numbering some 2,000, left the yard. Many of these workers had been employed at the yard since World War I, but at lesser skills than they they now enjoy. Apparently the white workers had not taken exception to the use of Negro workers as common laborers, burners or chippers, the most dangerous and back breaking tasks in a ship yard.

Gov. Sparks later sent 25 state highway patrolmen to Mobile, and ordered three companies of the state guard on the alert and stationed in Mobile and Baldwin counties. Mobile, with a war period population of 200,000 including thousands who live under the influence of Justice Taney's Dred Scott decision, is perhaps one of the nation's present potential danger spots for serious racial friction.

But for the promptness of the management of the shipbuilding company, city and county law enforcement authorities and proper federal officials, the city might have awakened to find itself in the throes of an always regrettable race riot.

CIO union officials are for once standing firm in Mobile for full integration of Negro workers in the shipbuilding industry here. Their organization is the bargaining agency at the Alabama Drydocks and Shipbuilding company yard.

According to J. L. LeFlore of the NAACP, company officials have promised full protection to all colored workers who return to work.

## Thompson Is--

rogram will be the Drum and Bugle Corps and Color Bearers of the 930th Field Artillery, Camp Butler, The Elks and The Ladies Auxiliary of the Weaver McLean Post No. 175. After service at the church, participants and friends will proceed to the Beechwood Cemetery for the conclusion of the ceremony.


Miss Attendant, First Class, who was killed when he deliberately exposed himself to hostile gun fire to protect his shipmates on a naval vessel at Guadalcanal. Harmon was awarded the Navy Cross posthumously for "extraordinary heroism," and "unusual loyalty in behalf of the injured Executive Officer.

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