

SPORTS / GENERAL

Voting Timeline - Women Given Voting Rights After All Men

By Robin Smith

Did you know all men could vote before any women?

Following the Emancipation Proclamation-- which was signed by President Abraham Lincoln in September 1862, and was issued as an Executive Order on January 1, 1863-- the fight to recognize all men as created equal, as the founding documents had declared, began.

The Reconstruction Amendments to the US Constitution, the 13th, 14th and 15th, ended slavery, defined citizenship and equal protection under the law to those born in the United States of America and the universal suffrage for all men, regardless of race, color or "previous condition of servitude." The US Constitution was ratified in 1870 to reflect passage of these critically important amendments that honored the founding documents and the Creator's handiwork of equality.

Wrongly, according to the US National Archives, "the white supremacist wing of the Democratic Party dominated the South," delayed black men from voting as poll taxes, literacy test and intimidation prevailed as the Union presence ebbed in the region after the Civil War. Yet, legally, men in the US had the legal right to vote, while the effort to include women had failed after many attempts.

It wasn't until 1920, over 50 years later, that the Woman's Suffrage



J. Frankie Pierce

Movement was successful after decades of effort. Tennessee women of all races and stations of life were the driving force to the made-for-TV finish in giving women the right to vote.

Thirty-six states needed to pass legislation to ratify the US Constitution with the 19th Amendment, giving women the right to vote. Tennessee was one of the last hopes, despite other southern states having voted in opposition to awarding women voting rights.

Tennessee was the national epicenter of attention during the hot summer of 1920. A special session



Mary Church Terrell

was called by Governor A.H. Roberts, who had initially opposed women's suffrage. While the drama on the Tennessee House floor featured tied votes, scuffles and a gasp-producing final vote, opponents wore red roses and supporters, yellow roses, making vote-counting easier in Tennessee's War of the Roses.

Among the tireless women fighting for the right to vote in Tennessee were Chattanooga Abby Crawford Milton and prominent black women, J. Frankie Pierce, Ida B. Wells and Mary Church Terrell. Their speeches, letter-writing and travel across the



Ida B. Wells

state were carried out in a day when communications were almost exclusively via the written word and when transportation was limited and grueling.

Yet, these pillars of strength and determination worked doggedly to ratify the US Constitution through their work to make Tennessee the 36th state to pass the required legislation.

Remember August 18 as the date that Tennessee women spoke with one voice, transcending race or socio-economic standing, for women's right to vote that ultimately gave millions of American women that right in 1920.

Black Farmers Feel Left Out of Medical Marijuana System

By Paul Natcher, The Ledger

LAKELAND, Fla. (AP) _ Nearly six years ago, the Florida Legislature set aside a medical marijuana license for a Black farmer like John Allen to join the burgeoning industry.

But the license still has not been issued by the Florida Department of Health, which regulates the industry.

Twenty-two licenses have been issued but none so far to a Black farmer, despite the aim of the Legislature in 2016. In the intervening years, the licenses have generated enormous revenues from some of the license holders _ frustrating the Black farmers who wonder how they can catch up.

"The license should have been released going on five, now six years ago, where a lot of the white farmers are now \$150 million to \$175 million ahead of the game versus the Black farmers that have to start over at zero and are behind the ball again and the medical marijuana industry," said Raymond Warthen, co-founder and president of Orlando-based Zion Infinite Farms, which has applied for a license. "It's unfortunate."

Meanwhile, several top marijuana cultivators have gained sizable market share within Florida's \$1.2 billion medical marijuana treatment center (MMTC) industry, which is poised to reach \$2 billion in annual sales by 2025.

A report in MJBiz Daily in June 2021 said, "The 14 active MMTC license holders operate 347 dispensaries with three _ Trulieve, Surterra, Curaleaf _ controlling more than two-thirds of the market."

The top six medical marijuana treatment centers account for nearly 90% of all sales. The health department's Office of Medical Marijuana Use lists 22 licensed treatment centers.

Florida Black farmers like Allen have struggled to participate in the medical marijuana industry because of laws they say are too narrowly focused for them to get into the busi-

ness, with the seed-to-sale vertically integrated business requirement as one of the big ones.

Cited by TheCounter.org, a non-profit independent news organization covering issues from farming to food, Roz McCarthy, director of Minorities for Medical Marijuana in Orlando, said the full-service requirement can be a financial hurdle.

"That \$146,000 tag (application fee) is also just a fraction of the total costs," she said. "Attorney fees, hiring technical writers and consultants, along with sourcing real estate for cultivation, processing, and dispensing locations, could run applicants at least half a million dollars."

And while many have pointed to the current process to obtain a treatment center license as unfair and discriminatory, the health department has since opened up another window for applications. The application window in March was only open to Pigford-Black farmer litigants.

But Black farmers in Florida who were part of the Pigford vs. Glickman (USDA) class action lawsuit are either too old and frail to farm, lack financial resources despite the lawsuit settlement or have died before the license could be issued.

Once awarded, the licensee would have to compete against multi-state giants such as Trulieve Cannabis Corp., which operates in 11 U.S. states and has a market capitalization of \$2.31 billion, a Yahoo Finance report said.

Allen, president of FTG Development Inc. in Cape Coral, is now one of 12 applicants for the Black farmer license who hope to hear from the state agency in the coming weeks.

The Pigford vs. Glickman/USDA case

Discrimination against Black farmers in America is not new.

"Forty acres and a mule. As the Civil War drew to a close, the United States government created the Freedmen's Bureau to provide assistance to former slaves," wrote U.S. District Judge Paul L. Friedman in his 1999



opinion for the landmark Pigford vs. Glickman/USDA case.

"The government promised to sell or lease to farmers parcels of unoccupied land and land that had been confiscated by the Union during the war, and it promised the loan of a federal government mule to plow that land," Friedman said.

Some Blacks took advantage of these programs and bought or leased farmland. During Reconstruction, however, President Andrew Johnson vetoed a bill to enlarge the powers and activities of the Freedmen's Bureau, and he reversed many of its policies.

Much of the promised land that had been leased to Black farmers was taken away and returned to Confederate loyalists, Friedman said. "For most African-Americans, the promise of 40 acres and a mule was never kept."

Despite the government's failure to live up to its promise, African-American farmers persevered. By 1910, they had acquired approximately 16 million acres of farmland. By 1920, there were 925,000 Black-operated farms in the United States.

Today, fewer than 50,000 Black farmers are left nationwide. The Federation of Southern Cooperatives puts the figures much lower, but for the

same time period, Black-owned farms disappeared at three times faster than white-owned farms.

When the Pigford case was settled and a consent decree issued in 1999, the case would become the largest settlement in U.S. history with \$2.3 billion to be paid to Black farmers "who claimed that they were discriminated against by USDA officials as they 'farmed or attempted to farm' and applied for farm loans or other USDA benefits."

The suit claimed that the USDA had discriminated against Black farmers and failed to investigate or respond to complaints from 1983 to 1997. Among the complaints were lost farm loan applications to buy seeds or prohibiting Blacks access to loans at all.

Allen is a Black farmer litigant through an inheritance after his family's farm in Alabama was part of the class-action settlements under the Pigford lawsuit.

According to the health department website on June 9, "Applications for the Pigford/Black Farmers Litigation MMTC license are currently under review."

(Editor's Note: Part 1 of 2; read Part 2-conclusion on www.chattnewschronicle.com)

Climate: from pg 10

any new vehicle which contains battery materials or components extracted, processed, manufactured or assembled by a "foreign entity of concern" - a category which includes China.

According to Benchmark Intelligence, a market research firm that tracks the battery industry, China currently controls 81% of global cathode manufacturing capacity, 91% of global anode capacity, and 79% of global lithium-ion battery manufacturing capacity. By comparison, the United States has 0.16% of cathode manufacturing capacity, 0.27% of anode manufacturing capacity, and 5.5% of lithium-ion battery manufacturing capacity.

Even the U.S.'s most advanced battery factories, such as Tesla's Nevada Gigafactory, currently rely on materials processed in China. Despite Ford's plans to expand its domestic

supply chain, its most recent deals are for sourcing batteries from Chinese manufacturer CATL.

In addition to excluding materials and components sourced from China starting in 2023, the bill also requires that a minimum percentage of the materials and components in batteries be sourced domestically or from countries the U.S. has a fair trade agreement with, such as Australia and Chile. The threshold starts at 40% of the value of critical minerals in 2023 and ramps up to 80% in 2027, with similar requirements for battery components.

If a manufacturer doesn't meet these requirements, its vehicle would be ineligible for the tax credit. Whether the Treasury Department would come up with exemptions remains to be seen.

Although EV manufacturers are already pursuing plans to develop supply chains that meet these sourcing requirements, proposals for mines and

processing facilities often face challenges. Indigenous and environmental concerns have slowed a proposed lithium mine in Nevada. In some cases, key materials, such as cobalt and graphite, are not readily sourced domestically or from fair-trade allies.

Proposed recycling projects could help meet demand. Redwood Materials projects its recycling facility, currently under construction in Nevada, will supply cathode and anode materials to support one million electric vehicles per year by 2025. Despite such optimistic projections, experts anticipate that recycling can only play a small role in offsetting the demand for raw materials needed to scale up electric vehicle adoption in the coming decade.

How much can the bill do to cut emissions?

Clean energy supporters called the bill historic. In addition to a massive investment in renewable energy and electric vehicles, it provides sup-

port for technologies such as carbon capture and storage and zero-carbon fuels, and includes a fee to curtail methane emissions, as well as some trade-offs that boost fossil fuels.

Forecasters have projected that the climate package as a whole could help put the U.S. on track to reduce greenhouse gas emissions by about 40% by 2030 compared to 2005 levels - still short of the Biden administration's goal of a 50% reduction, but closer.

But for the U.S. to hit those goals, electric vehicles will have to replace fossil-fueled vehicles by the millions. A realistic EV tax credit that allows time for manufacturers to diversify their supply chains and makes these vehicles more affordable for all Americans will be crucial. The proposed policy risks short-circuiting EV tax credits just when they are needed most.

(Source: The CONVERSATION)