

# Pullman Porters ATTENTION

THIS IS FOR YOU



MASS MEETING

THERE WILL BE A ROUSING PUBLIC MEETING  
AT EAGLE HALL, 822 CENTRAL AVENUE, THURS-  
DAY, APRIL 29TH. PROMINENT SPEAKERS AND  
LIVELY PROGRAM. COME AND BRING FRIENDS.

W. J. A. T. H. S. 7

The Brotherhood of Sleeping Car Porters was formed August 25, 1925. It was organized and controlled by the Pullman Porters. It is independent, unaffiliated with any organization. It is not backed by Moscow, nor anyone connected with communists. The men know absolutely nothing about communists and have no interest in them. We are fighting for a living wage. We want the hours of work which the Pullman conductors have so that we can make overtime when the train is late. We want better working conditions and pay for preparatory time.

The public is in behind us. The papers which have opposed the movement, have done so because of Pullman Company's money advertisements.

The Pullman Company never ad-

## Points Of Interest TO ALL Pullman Porters

### ENDORSERS

The National Association for the Advancement of Colored People has officially endorsed the organization.

The Brotherhood of Sleeping Car Porters has the moral support of the Big Four Brotherhoods,

and the American Federation of Labor.

The Federated Press (white) supports it. An influential white labor news service.

A certified public accountant, a state licensed official handles books insuring their absolute ac-

curacy.

Officials that handle the money of the organization are bonded and the money is deposited in the Locomotive Engineers' and Corn Exchange bank of New York.

### LEADERS

The leaders are beyond purchase.

The recent action to abolish U. S. railroad Labor Board does not make fight for organization any less necessary, advisable or valuable, but more essential.

The Big Four Brotherhoods had their organizations to bring about the change.

This movement's success will mean more to the advancement of the race than any movement drafted since slavery.

It will put backbone and stamina in the race.

It will awaken all other groups of the race to the value of unity and race solidarity.

We can and will win if we will stick.

A winner never quits, and a quitter never wins.

Every other group of Railroad workers is organized except the porters, which is the reason for the low wages and working conditions.

You must pay for your freedom, for no one else

will. Other races have to do it.

Your joining fee, dues, and whatever contribution you make to this movement is the best investment you could make.

We earnestly urge and advise porters to respect the company's officials, both white and black. That they refrain from speaking disrespectfully of said officials. The success of the movement does not depend upon abusing anyone. It must rise or fall upon the basis of the justice and merit of its program, the loyalty of its members, and the intelligence, responsibility, initiative, courage, and honesty of its leadership.

### WHAT THE JOINING FEE AND DUES ARE USED FOR

The joining fees and dues of the Brotherhood are used for the printing of literature, hiring of

halls for meetings, railroad fares and up-keep expenses and pay of organizers, the maintenance of headquarters and branch offices for the organization, etc. In order that the claims and demands of the Brotherhood may rest upon solid, sound, scientific grounds, the leaders have instituted an economic survey of the wages, working conditions and living conditions of the porters throughout the country, by Messrs. George Soule, Benjamin Bernheimer and Stuart Chase, of the Labor Bureau. These are some of the country's leading economists. The survey alone is costing the Brotherhood \$3,000. This is, however, exceedingly reasonable. The same type of work cost the conductors' union \$5,000 besides \$5,000 for lawyer's fees. This, of course, was in addition to organization expenses. In order to meet the big expenses, the conductors made their joining fee \$15.00. This is the reason why all porters are re-

vertised in a Negro or white paper before this movement began because it is a monopoly and does not need to.

It is giving away Negro papers now because those papers oppose the porters' struggle for a living wage. The Company never bought any Negro papers before this movement began.

That the 8% the Wage Conference granted the porters was granted because of the Brotherhood, and the porters can thank the Brotherhood of Sleeping Car Porters for it since it is the result of a program and agitation of the movement to organize the men.

Just as the Union gets one increase for the men it will get more increases. The Locomotive Engineers are the highest paid railroad workers, but still have their own Union.

quired to begin their dues from October. It equalizes the burden upon all of the men. No portion of men can claim that they are any more entitled to the privileges of the organization than any other group of men. Besides, no man should want to enjoy the fruits of the labor and sacrifices of other men. And, of course, no Brotherhood man does. Unless they were equalized, however, a porter who joined and began paying dues in October might reasonably kick against the men who joined five or six months later getting the same benefits without having borne the same burden. Again it would encourage porters to hold out longer in order to avoid the necessity of paying dues for the maintenance of the union. While this would not be true of the real men, it would be true of the slackers. At present, every porter in and out of the Brotherhood has secured equal benefit from the movement. Every porter has secured the 8% increase which was granted as a result of the program and agitation of the union. Every porter should join immediately and pay five months in advance of dues, since he never would have gotten it were it not for the union. If the organization got nothing more for the porters within the next two years, they have realized over a hundred per cent on every dollar they will have invested in the union in the next two years, in the first year. The 8 per cent raise represents \$64.80 increase in pay for the year. At the end of two years, a porter will have paid into the Brotherhood, together with the joining fee and dues, \$29.00. The difference between \$29.00 and \$64.00 represents the profit of the porter on his investment, which is something over 100 per cent. This is exceedingly good business. If a porter had put his \$29.00 in a bank, he would receive in interest only \$1.74.

In addition to the profit in cold dollars and cents, the Brotherhood has secured better treatment for the porters and maids. The company has been compelled, through the agitation of the union, to pay porters for doubles, in addition to their regular pay.

—From "The Messenger."

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The Los Angeles headquarters is located at 1315 East 12th Street, in charge of ~~GEORGE~~ S. GRANT, who has a reputation as a fearless, clean-cut fighter for the rights of black folk. Come in and get acquainted, keep up your dues and the spirit of the organization.

The Woman's Auxiliary is being organized and will hold meetings from time to time and promote enthusiasm and support. Have your wife and friends get in touch and assist.

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"ONE FOR ALL AND ALL FOR ONE"

—X—X—

BROTHERHOOD OF SLEEPING CAR PORTERS.  
1315 East 12th Street.

northern california  
CENTER  
FOR AFRO  
AMERICAN  
HISTORY  
AND LIFE

ARCHIVES  
COLLECTION