

Carton 11:14 THE BROTHERHOOD OF SLEEPING CAR PORTERS

The Black Worker (folder 1 of 5)

1929-1935

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BROTHERHOOD OF SLEEPING CAR PORTERS

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UNION MANAGEMENT CO-OPERATION

Each of the former master craftsmen, consequently, companies were formed

returns to the shareholders. When applied equally to mines, railways, textile and steel works, and finally to all forms of industrial activities. In the initial stages of this development the employing company in its relations to its hands quite naturally acted as a unit. The employees attempted to act as individuals. Remembering that in those days there still lingered in the minds of those who ruled industrially the flavor of feudal days and the traditions of master and servant, oppression was substituted for the benevolent influence of the master craftsman, and conditions in most industrial centers became intolerable to the worker. As a protective measure, the inevitable result was the combination of workers into craft unions, and they then effected that unity of purpose and action which characterized the employer. Naturally in such an atmosphere conflict was inevitable; a conflict which was stupid on both sides, in that each regarded the other as a natural and inevitable enemy.

After some decades of such conditions there arose sane minds on both sides who recognized that industrial warfare was just as costly and quite as unsatisfactory as military warfare, and a more intelligent policy made its appearance which was characterized by a recognition on both sides of the rights of the others, until we have today happily a general feeling of consideration between capital and labor and a recognition of each other's rights. Such briefly has been the arduous and slow advancement of the toiler from slave to his present position. Of all of the things which have characterized the advance of civilization, the improvement in the position of the masses has been the most outstanding and the most impor-

tant. It may have been slow, but it probably moved as rapidly as circumstances would permit. It may have been achieved only by toil and self-sacrifice, but the result has been worth while.

The progress is by no means finished, indeed nothing in this world is ever finished. There is still another step to be made, and now we stand upon the threshold of a new and better relationship which I describe as "the partners." The future contract between capital and labor and between the employer and the employee, will in the decades to come find its greatest progress and its finest expressions in the era of The Partners.

Industrial pursuits are fundamentally the utilization by efficient method of men and materials. The steel rail, the bridge, the building, the locomotive, the automobile, and all of those thousands and one things with which we are familiar, represent the application of men and materials; materials in their raw form wrought into some useful device by brain and manual effort, and the inanimate material is of lesser importance than the human contribution which turns those material to useful purpose. We investigate, analyze and test the materials we purchase, we store, protect, and treat them with something akin to paternal care. Those whose brains and muscles revolve the wheels of industry, converting bricks into buildings, and steel into structures, merit equal care. The skilled mechanic, the trained employee, is commercially worth quite as much as many units of material. When for one cause or another he loses the service of his employer, his lost knowledge, experience, and activity. These are the things which enlightened employers cherish and protect.

It is obvious that capital as applied to production becomes quite useless unless accompanied by labor. Both are equally essential for economical and efficient production. One cannot proceed far without the other. Dissatisfaction on the part of one or the other interferes with the smooth running of the whole. In the true sense of the word, these two great elements must be partners if the interests of each are to be served. No industrial or commercial enterprise, no matter how scientific its formulae, or how efficient its administration, can be successful unless there is contentment on the part of workers, and a desire born of pride to give of their best. No general, however great his skill, ever won victories with a discontented army. Labor has won its right to partnership, and sagacious capital will welcome such a partnership. With a recognition of the partnership principle, there automatically must disappear that contention and strife which is just as expensive in the industrial world as it is in the relations between nations. Warfare has been described as the only game in which both sides lose. Therefore, why play with loaded dice! In the present day, and in the days to come, those industries will prosper most which accept labor as an equal partner, and labor will best prosper when it recognizes the obligations and the dignity of that partnership.

Continued in Next Issue

PORTERS TURNING BACKS ON COMPANY UNION ELECTIONS

The Porters are turning their backs on the Company Union elections. The U. S. Mediation Board has warned Pullman against intimidating Porters into voting for the Company Union.

Safety First Through the Eyes of Our Employer

By A. SAGGITARIUS

"Any man who persists in doing things as they were done 20 years ago is out of touch with the times and eventually will find himself where the methods of 20 years are found: in the discard."

A Supervisor who does not believe in, practice and teach "Safety First is an accident", not only will he fail to progress but he will go backwards.

The rank and file will take their cue from the men higher up. If superior officers are indifferent to Safety practice, that will be the attitude of the workers.

You are neither reading quotations from the Proverbs of Solomon nor the Meditations of Marcus Aurelius, they are children of the brains of E. F. Carr, late president of the Pullman Company. You will find them printed on the front cover of the Porters' Time Sheet under the title of "Lest We Forget."

The ideas involved are simple truths, clearly expressed and if fairly applied will be found as valuable as any proverb of Solomon, the Wise.

No grounds for arguments present themselves against the truths of the statements expressed, but in their practical application there is room to surmise that the late president was seeing only one side of Safety First—That which was beneficial to the employer. If not, then the author though willing to put in to practise his correct views was shorn of the power to demonstrate them practically.

No group of employees have served the Pullman Company more faithfully nor to greater profit than their porters and maids operating their cars, yet the salary coming from this wealthy employer to a porter or maid in their service forty years does not exceed eighty-eight dollars per month, neither does he or she enjoy the blessings of a vacation nor pay in time of sickness. Collective bargaining and the right of groups to choose their own leaders are denied the porters and maids as may be noted in the opposition offered to the Brotherhood of Sleeping Car Porters. Surely no one would designate these policies as progressive. To me they breathe the atmosphere of "yest's ago", at the most liberal estimate.

"The rank and file take their cue from the men higher up." This is often very true, but did porters or maids live up to the examples offered them by their superior officers, the road service would be lamentable indeed.

Only those who could not help themselves would remain patrons of the company, which would find itself in an unending avalanche of law suits: the reaction from studied insults and discourtesy from the employees.

Courtesy is always preached, but little practised to subordinates.

Again it is in the unfair application of a perfectly good idea that failure is seen.

Safety First should be practised by every one who desires progress. It is merely the practical application of altruistic ideals, concerned with the development of the spirit of Brotherhood and should not be confounded with self-preservation, an animal law, mainly egoistic and vastly material, grasping all for self with the minimum of consideration for others.

A satisfied employee is generally a safe employee.

Satisfaction is the product of fair

treatment. Fair treatment for an employee, which in reality is progressive Safety First, consists of fair wages, and fair working conditions practically demonstrated and not merely an intellectual conception, printed on the front cover of a Time Book.

Our illustration of the Pullman Company's idea of Safety First is taken at random from the daily occurrence in the working life of porters.

Brown has just arrived at a terminal, from a trip involving 24 hours of which 3 hours were allotted to him for rest. If he is at all human, he will be tired, sleepy and probably hungry because he is optimistic enough to hope to have his next meal at home. A safety meeting is to be held that day and without a thought for his condition, he is told he has to attend. Can one be surprised that such a lecture is more productive of rebellion than the spirit of cooperation?

If at the end of the lecture his superior officers see fit to send him out for another 24 hours, without rest, he is compelled to go, because a refusal to comply with the order would be dubbed insubordination, which under their system carries the penalty of dismissal from the service. Escaping that, he would be disciplined by methods as insidious as those of the famed "Heathen Chinese" by ways that are dark and tricks that are vain. It is imperative that the system must be upheld at the cost of whatever sufferings it may entail.

At the risk of being classed with Baron Munchausen, Ananias or Dr. Cook, incredulous as it may read and inhuman as it surely is, if at the end of 48 hours the management sees fit to send him on another 24 hours more or less it is often done.

The reader shall decide whether an employee in the mental and physical condition, that a forced strain of that entails, is a safe employee and fit for any emergency that may arise or even to perform ordinary mediocre service.

It is my contention that if in a Safety campaign, human life and health are not considered we are viewing a farce!

But let me quote from an authority: "A Supervisor who does not believe in, practice and teach Safety First is an 'accident'." There you have it. The employer, who is in authority speaks and we bow to his mature and well-rendered decision.

In the idea of Safety First as is displayed on the cover of the Time Book and the practice of Safety First as it is administered to the porters is portrayed "a ludicrous descent from the sublime to the ridiculous."

Perhaps he who reads may be visualizing a substantial recompense accruing to the porter for the extra work and in compensation for the loss of his rest period and consequent menace to his health.

To confirm this idea would be my pleasure, but truth compels me to state that 25 cents per hour is what he receives for working on his rest period. That is not all of the advantages he loses: no rest period, known in railroad parlance as a layover, is allowed on a double. Hence on a doubling trip that would ordinarily carry two days layover, he receives 25 cents per hour but loses two day's pay which in the end would take away most of what he made.

And the

Notes of Divisions

NEW YORK

The Fourth big Annual Costume Ball and Carnival will be held in the Rockland Palace, 155th Street and 8th Avenue, Friday evening, December 6th. There will be jazz music by the famous John C. Smith's Orchestra. All the boys and girls will be there. Get your tickets NOW, at the Brotherhood's office, for \$1.00, as admission at the door will cost you \$1.50.

The Knights of the Rail is a new baby recently born and is intended to show itself to be quite alive in the next few months in keeping everybody busy with recreation and entertainment in the Brotherhood Home. Watch it grow! Some hair-raising whist tournaments are on the board. Foreign porters are invited to join in the fray.

Brother Freeman, Oh, no, not Sam, is still slipping Brotherhood propaganda into the hands of the brethren. He is on watch on the bridge—rain or shine.

Brother Bynum, who was fired because he was found nodding, (two minutes) on a run after he had doubled in a chain gang line almost 100 hours, without batting an eyelash is making good as organizer for the Brotherhood.

General Organizer Randolph addressed the Central Trades and Labor Council of the American Federation of Labor of New York on the Employee Representation Plan and the Brotherhood, in its regular meeting Thursday evening, November 7th.

The Ladies Auxiliary held a Halloween party in the home of the Brotherhood Friday evening, October 31st. Everybody had a scrumptious time.

Brother C. C. Gales, though out of the Pullman Service, and now engaged in the Insurance business, is still doing his bit for the Brotherhood.

Pullman porters in the Pennsylvania District probably, for the first time in their history, are laughing up their sleeves at the Employee Plan Elections. They are asking: "Who is fool enough to go on voting for something which is taking money out of his pocket?" Even the "Welfare workers" can see that this Employee Plan is a fraud, but they are being paid \$150.00 per to keep it under their hats.

General Organizer Randolph is vigorously pushing the Group Organization Plan. It is a scientific method of building the Brotherhood into a powerful machine in every district.

Brother Lancaster and Grain attended the Hampton-Lincoln Foot-ball classic. Well, you see, they are the Society Chesterfieldian gentlemen of the Brotherhood.

CHICAGO

The Chicago Division Headquarters witnessed an unusual amount of activity during the week of the first annual convention. This activity was well reflected in the weekly reports in payment of dues.

The Convention Ball was an unusual affair. Everybody is

talking about the Grand March led by Humphrey Ball.

The nightly meetings are well attended and the members express supreme confidence in the ultimate success of the Brotherhood's program.

The Winter Whist Tournament started Monday evening, October 21st. A large number of men entered, and it was fair to be the biggest yet. Many useful prizes are given to the winners. This tournament is available to all Brotherhood members, and out-of-town members, running into Chicago, are especially invited.

Service meetings will be conducted twice a month at the Chicago Division Headquarters. All Brotherhood men are invited. "One hundred per cent efficiency on the job, and one hundred per cent organization to protect the job" is the slogan.

A great time is expected at the Halloween Dance at the Headquarters. Overalls and aprons will be the popular costume. Apple cider and doughnuts will be served as refreshments.

Our November Program promises to be a "Hum Dinger". Watch for it in the next issue.

"Jack" Mills, Chairman of the Local Executive Committee, has returned to his farm in Northern Wisconsin. Ernest Smith (better known as "Smitty") was elected to act as "Vice" during his absence.

George Clark, the secretary-treasurer, has a record of working more hours per day than anyone around the place. Members can pay dues in Chicago from 10:00 A. M. to 1:00 A. M.

The Regular Monthly meeting date for the Local Division is the Third Wednesday in each month at 8:30 P. M.

Members of the Brotherhood from foreign districts can get a clean, comfortable bed in a union atmosphere for seventy-five cents per night. Plenty of heat and hot water.

OTHER DIVISIONS

Vice-President Paul L. Caldwell is making a vigorous drive to organize his zone 95%.

Vice-President Bennie Smith is gradually raising his zone to a high plane of efficiency in morale.

Vice-President C. L. Dellums, is making a careful survey of his zone with a view of inaugurating an organization drive, on the Coast.

Field Organizer L. Hampton, is laying his plans well to capture the Lone Star State.

Organizer John W. Darby way down in Jacksonville, Florida, where the wild men of the rope and tree dared Brother Bennie Smith to remain overnight and warned Paul L. Caldwell that it would be the best thing for his health for him to take some "air", is still battling heroically for the cause of the Brotherhood.

BROTHERHOOD AND OUR STRUGGLE TODAY

Continued from Page 1.

bids and beckons you to a brighter, higher and finer life. The American Federation of Labor backs you. The liberty thinking world beckons you on.

Brothers and Sisters, I challenge you to defend yourselves, your children and wives by joining with your brave fighting brothers in the Brotherhood. I challenge you to read and follow our vital message of our bold, strong souls in our MOVEMENT, souls who can see just ahead of the path of human progress, the green meadows, the laughing brooks, the cool groves, the waving grain, the gold-topped mountains of Freedom, of Justice and Life, a life of beauty and of peace and good-will for all.

If you come with the Brotherhood you must resolve to face the fire with unflinching courage, for only the pure in heart will march steadily forward in our CAUSE. I challenge you to join in our crusade today for a FREE PULLMAN PORTER as conductors are free, as trainmen are free, as engineers and firemen are free, to organize and fight for a higher life.

DOWN WITH THE EMPLOYEE PLAN! DOWN WITH FEAR AND IGNORANCE! DOWN WITH THE INFERIORITY COMPLEX! UP

Secretary Treasurer, Oneida M. Brown of New Orleans, is doing a fine job.

Secretary-Treasurer, Taylor Murrell, of Omaha, reports progress and also Brothers Kelly Foster, of Portland; Dr. E. I. Robinson, of Seattle; and J. W. Burgess, of Salt Lake City, Utah.

Organizer Silas Taylor of Boston is probably the oldest of the Brotherhood organizers, and also one of the most dogged and determined.

Brother S. Watson, President, Kansas City, Mo. local, bids fair to make things hum there soon.

Just before the trial of Ellis Burton, the alleged "brains of the attack" on Brother Totten, Eddie Thomas, convicted assailant, sentenced to three months imprisonment, is alleged to have escaped jail. Something is rotten in Denmark!

Vice-President E. J. Bradley of St. Louis, is making the grade despite the futile fuming of a few shuffling "Uncle Tom Welfare Workers" and Negro leaders. It takes more than mere sycophancy and corruption of our enemies to stop a just cause.

Brother Webster and Brother Randolph addressed a meeting of Sleeping Car Porters of the Canadian National and Canadian Pacific in Toronto during the week of the convention of the A. F. of L. The Canadian porters indicated their desire to become a part of the Brotherhood. Efforts will be made to take them in so soon as conditions warrant.

There were eight Colored delegates at the A. F. of L. Convention, representing the Sleeping Car Porters, the Postal Laborers, the Freight-Handlers and Hod Carriers.

The delegates of the Brotherhood of Sleeping Car Porters won many friends in the convention for the Brotherhood. It is predicted by John J. Leary, Jr., Labor Editor of the New York World, that the Brotherhood will get some important committee assignments in the next Convention of the A. F. of L.

WITH LIGHT AND LOVE! UP WITH THE KNOWLEDGE AND TRUTH! UP WITH SOLIDARITY AND POWER! UP WITH RACE PRIDE AND CLASS PRIDE!

Let no Brotherhood Man shrink from his duty to the company, public, himself, his family, race or organization. Be industrious and thrifty, courteous and honest. Do your work well—help your brother to do his well also. Obey your Pullman Officials. Observe Pullman rules. Do your bit to raise Pullman service higher and higher in order that Pullman may grow more powerful and strong, which will mean more wages for you, if you fight and organize better service for the public, and higher dividends for Pullman.

And remember, brothers, be MEN! REAL MEN! Sun-Crowned MEN! Men who love Justice and Truth and Honor and Devotion and Loyalty to principles of humanity and who are willing to WORK, FIGHT, SACRIFICE, SUFFER, and if need be, DIE, for these principles. BLACK MEN, RACE MEN, NEGRO MEN, PROUD SONS OF NOBLE AFRICA, AWAKE! AWAKE! THINK! THINK! STAND FIRM FOR your right to Life, Liberty and the pursuit of happiness which means the RIGHT TO ORGANIZE A UNION OF YOUR OWN, untrammelled and uncontrolled by PULLMAN or ANYBODY ELSE.

LET US REJOICE AND BE GLAD! Our Cause, dear Brothers, grows more potent each day. We march forward restlessly from conquering to conquer. In your own hands lies your salvation. Never mind those who slander, revile, and deride you. RIGHTEOUSNESS will ultimately triumph. LET US NOT HATE OUR ENEMIES. They will fail! They are wrong! Truth is against them. The Brotherhood will live on and on. It will NEVER DIE, for the CAUSE of Righteousness and Economic Freedom is ETERNAL AND EVERLASTING.

Once more, Brethren, I challenge you to put on the armor of FAITH for our future struggle. Get your A. F. of L. membership book. If you are six or more months in arrears, you may straighten up, get in good standing and get your certificate of membership by paying only \$6.50. Attend your meetings. Visit your headquarters. Support your leaders and be of good cheer, for we are standing upon the brink of the GOLDEN DAWNING OF A GRANDER DAY FOR THE WORLD OF BLACK MEN EVERYWHERE!!!

LONG LIVE THE BROTHERHOOD! LONG LIVE THE SPIRIT OF THE "NEW NEGRO"! MORE POWER TO THE CAUSE OF LABOR! The future belongs to your Movement.

FORWARD TO VICTORY!
Your faithful servant,
A. PHILIP RANDOLPH

Fear is lack of faith. Lack of faith is ignorance. Fear can only be cured by vision. Give the world eyes. It will see. Give it ears. It will hear. Give it a right arm. It will act. Man needs time and room. Man needs soil, sunshine and rain. Needs a chance. Open all your doors and windows. Let everything pass freely in and out. No man hates the truth. But most men are afraid of the truth. Make the truth easier than a lie. Make the truth welcome than its counterfeit. Then man will no longer be afraid, being afraid is being ignorant. Being ignorant is being without faith. — Horace Traubel.

THE BLACK WORKER

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Managing Editor: GEORGE S. SCHUYLER

Vol. I.

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No. 1.

Editorials

THE BLACK WORKER

With this issue, we make our bow to the World of Labor. Our mission is to serve the cause of the struggle of the Pullman Porters to organize a union of their own—untrammeled and uncontrolled by Pullman, and the cause of Black workers in general. We shall attempt to interpret general labor struggles and policies and economic changes and trends in relation to Black workers, from time to time.

We shall seek to record the march and battles and defeats and victories of Black Labor all over the world. We shall also attempt to give a glimpse, in brief, of the signal and outstanding events of labor of all colors and races and nationalities and creeds, everywhere.

It shall be our aim ever to urge, foster, and advocate labor organization among Black workers for self-protection and advancement.

We feel that the great, pressing, and fundamental problem of the Negro is the awakening of the teeming millions of Black workers, in factories, on farms, in the mills, and mines, on the railroads and in Government. They must be awakened in order that they may articulate and express their hopes, aspirations, yearnings, and desires. They must be awakened in order that they may take their proper and logical places in the Great American Federation of Labor, and make their contribution to the cultural and intellectual life of the American Labor Movement.

This is a hard, long, difficult, and big task. But it must be done—it can be done—it will be done. The Black Worker only wishes to render its need of work in the great struggle of labor of hand and brain for a better world.

SCIENTIFIC SERVICE AND SAFETY EFFICIENCY

Beginning December 1st, a department known as Scientific Service and Safety Efficiency will be carried regularly in the BLACK WORKER. The purpose of this department shall be to discuss and develop constructive principles of scientific service and safety efficiency with a view to enabling the porter and maid progressively to raise the standards of service and observe rules of safety in the interest of human life. We are mindful of the fact that corporations are chiefly concerned about safety from the point of view of profits, but the Brotherhood of Sleeping Car Porters is concerned about safety from the point of view of human life.

This department will reflect the capacity for initiative, responsibility, and the intelligence of the porters and maids to develop a technique of scientific service and safety efficiency in the interest of the public, the porter, and Pullman.

P. M. TIME

Wonders in this world never cease! Ordinarily, one thinks of wonders in terms of great achievement. But here, we are considering a wonder from the point of view of the nerve and audacity of a great corporation to institute a rule of work and pay which practically exceeds anything we have seen in many a moon, in its downright injustice and unreasonableness.

For instance, if a porter begins work one minute after 12:00 A. M. any day, his pay time does not begin until one minute after 12:00 o'clock midnight of that same day. In other words, he works twelve hours for absolutely NOTHING.

How did this happen? It is handwork of Pullman's Wage Conference, held last May and June, in Chicago. The hand-picked representatives of the Employee Representation Plan signed for this outrageous rule of work, presumably without a whimper. Of course, there was nothing else for them to do, since, if they raised any smoke, they would have been immediately framed up and fired just as Brothers Bennie Smith and W. H. Edwards of St. Louis were fired because they refused to sign on the dotted line when they were representatives to the Pullman Company's Wage Conference in 1926. Still, "Welfare workers", endearingly termed "Hell-fare Workers" by Samuel Gompers, former President of the American Federation of Labor, have the gumption to preach to Pullman porters and maids that if they don't vote for the Employee "Misrepresentation" Plan they are disloyal to the Company. This is a strange species of loyalty which "welfare workers" want porters to exhibit. NEVER YET have the "welfare workers" been guilty of advising the long suffering Pullman Porter to be loyal to himself.

It's a sound adage that "First to thine own self be true, and it follows, like the night the day, thou can't be false to any man".

HOURS AND PAY

Since the Employee Representation Plan Wage Conference in Chicago, last May and June, Pullman porters and maids have been doubling considerably. From all reports, there is a general and uniform tendency, on the part of the Pullman Company, to "short-pay" them for hours put in.

Porter A, for instance, came into the office recently and reported that he had worked sixty hours doubling, but received only thirty-five. Porter B also

came in and complained about his being victimized in receiving pay for thirty hours although he had put in sixty-five.

When these cases are brought to the attention of the General Offices of the Pullman Company in Chicago, the porters are told that there is nothing the Accounting Department can do about it since their representatives, (meaning representatives elected under the Employee Representation Plan) had signed an agreement, in Chicago, with the Company rendering such conditions possible.

No, Pullman is not at fault! Porters only are to blame! The Brotherhood has consistently, over a period of some four or more years, pointed out the bankruptcy, futility, uselessness, and menace of the Employee Plan, because it is financed by Pullman Gold.

The Brotherhood has shown that it is utterly impossible for a Pullman Porter, honestly, to represent the Pullman porters under the Employee Representation Plan, and hold his job. The Brotherhoods want to find one case where a porter has stood up, as an official of the Plan, for his fellow-brother and not only remained an official of the plan but an employee in the service.

This obvious, clear, and unmistakable fact has long since been known by the Pullman conductors and practically all of the railroad employees. It is idle, childish, and nonsensical for anyone to assume that the Pullman Company, or anyone else, will pay for anything it does not control. It will ever be true that "He who pays the fiddler will call the tune".

BISHOP A. J. CAREY INDICTED

Bishop A. J. Carey, one of the country's most prominent Colored ecclesiastical politicians has been indicted on the alleged charge of trafficking in public offices. Bishop Carey was one of the most vicious, and uncompromising enemies the Brotherhood of Sleeping Car Porters has ever had. We wonder if the Pullman Company will come to his rescue, in his present dilemma for his notorious efforts to destroy the movement of the porters to raise their wages from \$77.50 per month where they would be able to enjoy a standard of living commensurate with health, comfort, and decency.

NATIONAL NEGRO LABOR CONFERENCE

A National Negro Labor Conference will be projected in Chicago the week of January 26th. This conference will be representative of practically every section of opinion among Negroes in the country. Its purposes shall be to discuss the Negro Worker in relation to organized labor and industrial opportunities. The agenda will cover a considerable scope, dealing with the Negro worker, and Organized Labor. The Negro Worker and Industry; The Negro Worker and the Church; The Negro Worker and Workers' Education; The Negro Worker and Social Service Agencies, etc.

Some of the outstanding men and women in various fields of opinion and affairs will address the conference. M. P. Webster, President of Chicago Division, is the Director. The conference will be held under the auspices of the Brotherhood of Sleeping Car Porters.

This is the most significant development in the Negro Labor Conference Movement which began in New York in 1926, under the direction of the Brotherhood. Its fundamental aim is the education of the Negro worker and public.

LADIES' AUXILIARIES' CONVENTION

The first National Convention of the Colored Women's Economic Councils will be held in Chicago the week of January 26th, 1930. The purpose of the Convention is to weld together into one national organization the separate divisions that now exist throughout the country. At the convention a National Constitution will be adopted and National Officers elected. The Colored Women's Economic Council has been an invaluable aid to the Porters struggle for the right to organize.

A. E. OF L. CONVENTION AND THE NEGRO WORKER

At the 49th Annual Convention of the American Federation of Labor, in Toronto, Ontario, Canada, the Brotherhood of Sleeping Car Porters won a signal victory in securing the confirmation of the decision of the Executive Council with respect to charters received in the Federation.

In addition to this victory, the Brotherhood was able to secure the adoption of Resolution 54 on the Organization of Negro Workers. The resolution called for an extension of the work of education and organization of Negro workers along lines as presented in the speeches of President William Green to the Sleeping Car Porters in New York and Chicago, in June and August.

IF IN NEED OF

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Notes of Divisions

NEW YORK

Don't forget the Big Costume Ball and Carnival of the Brotherhood Friday, December 6th, in the Rockland Palace, 155th Street and 8th Ave. Tickets \$1.00. Better get your boxes and lodges early. They are going.

The Negro Labor Institute of the Brotherhood of Sleeping Car Porters will open Friday Evening, 8 P. M., November 29th, in the Home of the Brotherhood, 239 West 136th Street. Subject: Labor's Problem and the Remedy.

The organizing committee will hold regular meetings every week. Come to the Home and get the days and dates.

The monthly meeting of the Division was held in the Home Wednesday evening, November 20th. The auditorium was packed and jammed, with the old time Brotherhood spirit.

General Organizer Randolph reported on his trip to Washington to attend the conference on the organization of the South, November 14th. He was invited by President William Green of the American Federation of Labor to represent the Sleeping Car Porters and the Negro workers generally.

He also reported on his conference with President Green to work out plans to bring our fight to a successful conclusion.

The Ladies Auxiliary held a pleasant and enjoyable social evening in the Home of the Brotherhood Tuesday evening, November 20th. The members and guests enjoyed games at cards. Refreshments were served free.

The Auxiliary has made several substantial loans and gifts to the Brotherhood in time of great need.

Delegates to the convention of the P. P. B. A. left for Chicago the week of November 17th, to sign on the dotted line at the order of Pullman, although it is supposed to be a Pullman Porter's organization.

A. L. Totten, 2nd Vice President, has returned to New York from Kansas City, Mo., where he has been stationed for several years, to take charge of the New York zone. He and S. E. Grain, 4th Vice President, will supervise the work together.

The Ladies of Eight bought and donated a beautiful piece of linoleum to the Brotherhood to cover the auditorium floor of the Home. It will make dancing more pleasant and improve the general appearance of the Home.

DETROIT

The Halloween Party given by the Ladies Auxiliary was a great success. The little home was packed to overflowing, and everybody expressed themselves as having spent a most delightful evening. Plans are now under way for a "Feather Party" to be given by the Auxiliary during the holidays.

The Ladies Auxiliary in Detroit, in

addition to providing wholesome entertainment for the Brotherhood, has left no stone unturned to get new members for the Brotherhood and to stimulate the payment of dues.

Voting on the company's plan closed November 13th in this District, as in all others. A letter from Mr. F. I. Simmons, Supervisor of Industrial Relations stated that he did not want to rush the men; but asked that the voting be closed.

The stool pigeons who mildly intimidated the men to get their vote, were kindly informed by the men that a chicken will not vote for a fox; nor a pig for a butcher. Neither could the Pullman Porter vote for a plan which he knows means destruction.

Vice President Bennie Smith plans a Negro Labor Conference for Detroit. The date will be announced in this column later.

CHICAGO

Notable Leaders to Address National Negro Labor Conference.

According to M. P. Webster, First Vice President of the Brotherhood of Sleeping Car Porters and Director of the National Negro Labor Conference which will be held the week of January 26th in Chicago, Miss Mary Anderson, Chief of the Women's Bureau of the U. S. Department of Labor, will speak on "Women in Industry." Miss Mary McDowell international social worker will preside when Miss Anderson speaks. Dr. Geo. E. Haynes, Secretary of the Federal Council of Churches of Christ in America will speak on "The Negro Worker and the Church." Mr. Albon L. Holsey, Secretary of the National Negro Business League, will speak on "The Negro Worker and the Cooperative Movement."

Other speakers are to be announced later.

OAKLAND

Oakland as usual hit the Plan its hardest blow. Last year only 43 per cent voted and it is said that even less voted this year. They always send some of the Lays to Oakland but that makes little difference to the porters on the Coast.

Oakland is making a drive to raise funds for the purpose of opening a real home for the Brotherhood men. They plan to match Chicago and will open about the first of the year. Then the foreign men will have Brotherhood beds for seventy-five cents.

The regular Monthly Meetings are the First and Third Tuesday Nights and are growing bigger with each meeting.

Vice President Dellums says that the new home will make the Oakland Division 95% strong in no time.

Brother Dellums will then go to Los Angeles to help put over the same kind of Home. Watch the Coast.

The Porter Grows

LONG LINES AND SHORT SLEEP

Line 1118 running out of St. Louis to Boston covers about 1214 miles in 27 hours without a layover. A porter on this line is subject to being doubled out after he has covered this long run with perhaps three hours' sleep and perhaps not. It is a one way line.

Nothing will remedy this but the 240 hour work month such as the Pullman Conductor and other transportation workers enjoy.

DOUBLING AND SLEEP

Porter "A" running out of Oakland to Los Angeles, was doubled out of Los Angeles upon arrival at Sacramento, doubled out of Sacramento to Los Angeles, and out of Los Angeles back to Oakland. And when he arrived in Oakland, the superintendent ordered him to double out of Oakland to Chicago, a three night and four days run. The porter refused to go, saying that he was too tired, worn out and sleepy. Whereupon, the Superintendent asked why he couldn't sleep during the day. Porter "A" replied that he couldn't sleep during the day and the Superintendent said "Well, you had better resign." The Superintendent thereupon handed him his discharge. Apparently, Pullman porters are damned if they sleep and damned if they don't.

Practically all of the members of the Board of Directors of the Pullman Porters Benefit Association have been formerly engaged in trying to organize Pullman porters into a bonafide trade union, uncontrolled by the Pullman Company. They are now on the payroll of the Company as Welfare Workers.

Mr. Samuel Freeman, Welfare Worker in the New York Central Pullman District, was formerly President of the Brotherhood of Sleeping Car Porters Protective Union. The union is no more. Mr. Freeman has a Pullman job.

Mr. Botts, comptroller of the P. P. B. A. has given up his job because of his attacks on the Brotherhood of Sleeping Car Porters. He published a magazine known as the Pullman Porter's Messenger, whose nouns and verbs would never lie down together in peace and harmony. He flippantly used words that were unknown to Webster, The Standard Dictionary or the Britannica Encyclopedia.

Y. W. Kirk, is reported by porters to go out of his way to take advantage of them, causing them unnecessary trouble. A little power in the hands of "little men" is a dangerous thing. Yes, he is a Negro, but he is also a "welfare worker."

The Black Worker proposes to expose every hat-in-hand Negro in the Pullman service. They are the porters and the Negro's worst enemies.

FROM WITHIN THE LINES

dious, but perfection rather than speed is the objective.

The psychology of Labor Democracy must be imbibed and assimilated. Unselfishness that expresses itself in team work and mass action must be developed while "true safety first" which acts for the best interest of employer and employee, alike, will be the watch-word.

SCIENTIFIC SERVICE AND SAFETY EFFICIENCY BUREAU

Dear Editor:

As a true Brotherhood man, I believe in shooting square. I therefore want to make a few suggestions on service and safety efficiency. I am glad to know that the Brotherhood is beginning a bureau on this matter. I would suggest that first of all, from the time a porter is assigned to a car, he should start in to put his car in the condition that it will stand inspection while in road service from anyone. A porter will find that it will also help the man who follows him, for as you know, his car doubles most of the time. For instance, a car goes into Chicago this morning at nine o'clock or the Century, it doubles back, which means that the next porter reports for it at ten o'clock, but he gets it about ten thirty or eleven o'clock. So, if the first porter has left his car in ship shape, the job of the next porter will be easy. The first porter should leave every locker clean and so on.

In the second place, every Brotherhood man should be brotherly with each other enroute and never allow anyone to condemn your fellow porter. You should defend him and it will open the other fellow's eyes, if he is right. You will find easy enough when you brush your front platform to brush your brother porter's rear platform. That keeps your cars in ship shape all the time. Never try to give information to anyone you don't exactly know about. Put it up to someone higher up. Always try to be pleasant with your patrons, without being an "Uncle Tom". Try to keep in good humor. Talk very little to anyone only on business.

"ALL FOR EACH, EACH FOR ALL"

In this world of sin and sorrow
Can there be a bright tomorrow.
When MAN may live in peace and pleasure.

Enjoying good things at his leisure?

Are all good things not kept from
The art, the land, the sunshine, too?
Then should price on land be given,
And cause so much more work to do?

As work and time is all that's common,
And the Golden Rule we love to do,
Then how for hour let's work together,
You for me, and I for you!

Now that this little story ended,
Let's hope that it may cause some thought.

And none there be that are offended
For love and happiness can't be bought.

Federationist News

From the foregoing premises we may reasonably conclude that the results aimed at will be received at the proper time, not prematurely.

The mental, moral and spiritual powers of this unit must be sufficiently developed to gain a place in the labor world, where high efficiency is the requirement and only those who have passed through the fiery test may hope to endure.

Therefore, let us not be weary in well-doing, for in due season we shall reap if we faint not, and our efforts in a good cause shall surely bring forth effects proportionate to those efforts.

Notes of Divisions

NEW YORK

Reverberations are still heard about the good time the porters and their friends spent at the Brotherhood Ball and Carnival December 6th, at the Rockland Palace.

All praise must be extended the entertainment committee and its capable Chairman for the splendid affair.

New York's organization program starts off for the New Year with a bang! The Brotherhood's Home will be the scene of many enthusiastic meetings during the New Year.

Brothers Totten and Grain are planning meetings for the Bronx and Sunnyside. Prospects are high for the building of a 99% organization within the next 60 or 90 days.

CHICAGO

All Chicago is aglow and upon tip-toe working for and anticipating the big National Labor Conference, which will be here the week of January 26th. Director M. P. Webster promises the biggest affair Chicago has ever witnessed.

Brothers Puckett and Cleves are making a vigorous drive on the field and are building a powerful sentiment for the Union.

Brother Clark, Secretary-Treasurer, puts in more hours for the Brotherhood than any other single man.

The Whist Tournament is moving toward an exciting finish.

ST. LOUIS

We are preparing to take in about 50 young porters in January, thanks to the pressure, which the Company continues to bear on the men in the service, says Vice-President Bradley.

There has been brought to my attention several cases where porters have been off sick from fifteen to twenty days; and did not receive any sick benefits from the Prudential Insurance Company, under the Famous Group Plan of Insurance which was so forcibly shoved upon the porters by their very generous Employers on October 1st last.

The Plan at Work

By A. L. TOTTEEN
Second Vice President

When P. L. Simmons, General Supervisor of the Pullman Company Union (Employee Representation Plan) told a group of porters at Mott Haven yards that they would have to accept the Plan whether they liked it or not, he knew what he was talking about.

Entering its ninth year of operation, the Plan fails to show one single case of a dismissed porter who has been put back to work on a basis of JUSTICE.

In other words, twelve thousand porters and maids yielding to intimidation by the company have been voting all these years to perpetuate a Plan designed to help the company mistreat them.

This is the first of a series of arti-

TEXAS

State Organizer Hampton reports that the Central Labor Councils of the A. F. of L. are giving him fine support.

El Paso is growing rapidly and will soon have a charter, says Organizer Hampton.

The Brotherhood men of Fort Worth fought the Employee Plan Election to a finish.

LOS ANGELES

Brother George S. Grant, Secretary-Treasurer, is rapidly getting back into his old time form as a result of a needed rest. Brother J. H. Hill, President of the Los Angeles Division, has been indisposed for a few weeks; but is now convalescent. The Colored Women's Economic Council under its efficient President, is making steady progress.

OAKLAND

Brother Dad Moore, the venerable Organizer and Warrior for the Brotherhood of Sleeping Car Porters, has been ill for quite some time. The prayers of all Brotherhood men go up for his recovery. In the Convention of the Brotherhood of Sleeping Car Porters, provision was made for the establishment of a Dad Moore scholarship for the Study of Labor Problems by Negro students and also a pension was planned for him in honor of his noble and able work for the emancipation of the Pullman Porter in particular and the black workers in general.

Vice-President Dellums reports steady progress in his zone.

DETROIT

A Labor Conference will be held in Detroit about the middle of February.

President Randolph and Vice President Bennie Smith will make a mid-Western Organization Tour in February and the early part of March. The establishment of many new locals is planned.

cles intended to show specific cases tried by grievance committees in several districts.

A. L. White, Kansas City district, 26 years of service was dismissed recently on a charge of insulting two passengers.

When Assistant Superintendent Koupals boarded the train while enroute, White knew that some porter would be fired. Koupals a lieutenant of zone supervisor Burr of St. Louis, is said to have won the Kansas City promotion because of his ability to frame up porters by sneaking on their cars like a thief at night.

White had difficulty getting his case before the committee. Supt. J. P. Leach objected to his contention that it was a frame-up and insisted that he fill in some other contention on his grievance blank.

No evidence was submitted by the passenger or anyone else in support of

the Koupals complaint. Koupals himself failed to face White. The superintendent held that no porter has any right to think that an official of the company would tell a lie, and according to custom the contention of the management was sustained.

E. J. Washington, Kansas City district was dismissed because of a freeze-up on his dead head car. Porter D. G. Emery one of the committeemen who takes the plan seriously prevailed upon him to submit his case to the grievance committee.

At the hearing, Washington produced evidence that the trainman requested him to turn off the heat during the night, that after going to bed he awoke next morning to find the car cut off at its destination with both doors open and by reason of the extreme cold weather the pipes were frozen. He immediately reported the matter to the yard forces and offered evidence to that effect.

Despite these facts, the committee of six, composed of the superintendent who fired him, two officials, porter representatives D. G. Emery, Louis Bell and Tracy Scott voted 4 against 2 to sustain the contention of the management. Louis Bell is said to have voted against his own brother porter.

Washington appealed his case to the Zone General Committee and after several weeks he was notified that they upheld the action of the local committee.

The Plan is designed to show the porter guilty since the management cannot do wrong. Its inspectors and spotters do not lie. Its local officials are infallible. The general management concedes that to be a fact.

The porter who votes to perpetuate this Plan is likened to the dog though kicked still turns around to lick the feet of its master.

Scientific Service and Safety Efficiency Bureau

Scientific Service means precise and accurate service. It brings satisfaction, comfort and pleasure to the passengers and a sense of work well done to the porter.

Scientific Service requires intelligence, alertness, industry, courtesy and a sense of initiative and responsibility. It requires patience, tolerance and the will to please.

Scientific service can only be accomplished through the recognition of the value of discipline and cooperation, both with respect to officials and employees of the Pullman Company and the railroad.

Scientific service can only arise among employees who diligently study their job, the patrons and themselves.

While Company rules must be observed, scientific service is only possible when a porter develops a faculty for instantaneous initiative in the handling of trying and delicate situations that may arise from time to time. No rule book can embrace all of the attitudes which a porter may be called upon to take in situations that may confront him within a day alone. But the law of scientific service requires that in every situation, the primary concern and interest of the porter should be the satisfaction of the passengers, since this is the basis of the income of the porter and the Company alike.

The Porter Growls

Hanging around sign-out offices, sitting on hard benches waiting for a run ain't no fun.

Why in the Helena does the Pullman Company keep on hiring new porters when it hasn't got work enough for those it already has.

Every time you turn around, there is a gang of fresh, new, young porters, who have been fooled by some "Hell-fare" worker into the belief that they'll get rotten rich on tips.

Can you imagine a rule by the Pullman Company which required a porter, running from New York to Boston, to stand up all the way? Another reason why the porters need a union to help determine what rules they shall work by and under.

Do you think it's fair for a Superintendent to penalize a porter, by keeping him off Specials, when said porter is even asked for by responsible passengers, merely because he refused to vote for the Employee "Misrepresentation" Plan? Well, I'm here to tell you, it's done! Porters have been told that they were disloyal because they gave the Plan the bye-bye. Now boys, the Conductors don't fool with any Plan; and yet the Company doesn't pass them up, when certain of them are asked to take out Specials. And the Conductors' Union meetings are even posted up in Pullman offices. So boys, if Union Sauce is good for the goose, it is also good for the gander. Don't be a dumb-bell and let 'em tell you different.

Every time you see a porter, he is singing the Blues about "times is tight". Yet when you ask him, "Well, old Top, what are you going to do about it?" he stands speechless. He ought to know by now, if he uses his head for anything but a hat-rack, that this Plan Stuff is all wet.

Samuels and Freeman and Perry Parker will tell you on the Q. T. that it's no good. But of course, they are being paid \$150.00 "per" to pretend that they believe it's the last word. But these old ducks assume that a porter who's been on one of these cars one trip ought to know everything.

These welfare workers are slick old foxes. They've been fooling these white folks for the last five years, telling 'em that the Brotherhood was going to break up the next month; that it just couldn't go on. They know what these Superintendents want to hear. They told the Pullman officials that all they had to do was to fire some strong Brotherhood men and they would scare the rest of them "niggers" to death. But the Brotherhood is going stronger every day. Now the Company is not fighting the Brotherhood alone; but it has got to reckon with President Green of the American Federation of Labor. Different story now, eh?

I would like for somebody to tell me how does the Company expect a porter never to bat an eyelash, when he works him almost 200 hours longer than any other train employee works.

I saw a gang of porters the other day who were in debt after they returned off their runs. They were cry-

(Continued on Last Page)

THE BLACK WORKER

Official Organ of and Published by the
BROTHERHOOD OF SLEEPING CAR PORTERS

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No. 3.

Editorials

THE BROTHERHOOD AND THE FILIPINOS

WHEN the Brotherhood began in 1925, Perry W. Howard then United States Assistant Attorney, in debate with the Editor in Chicago on the question of organizing the Pullman porters, said that if the porters persisted in organizing a union, the Company would place Filipinos on the cars. He cited this as a grave and ominous warning with the evident intention of frightening the porters away from the Brotherhood. Shortly after the debate, a few Filipinos were placed on the Club Cars, and probably one or two had already been placed in the service. It is not because the Company loves Filipinos any more than it does Negroes, but because it found it convenient to use the Filipinos as a whip of intimidation over the porters to scare them away from a bonafide organization. We wish it understood that the Brotherhood has nothing against Filipinos. They have been used against the unionization of Pullman porters just as Negroes have been used against the unionization of white workers. The Brotherhood is interested in the organization of every-body on the Pullman cars who falls within the class of service which comes under the jurisdiction of the Union. We will take in Filipinos as members just as readily as we will anybody else who happens to be doing the work of Pullman porters. We want our Filipino brothers to understand that it is necessary for them to join the Brotherhood in order to help secure conditions and wages which they too will benefit from. While they have been put on the cars in violation of seniority rights, so long as they are there, they must be organized. Besides, just as the Company took the Pullman porters off some of the Club Cars and put Filipinos on, so when it feels disposed, will kick the Filipinos off and put the porters on again. The only security of the Filipinos as well as the Negro Pullman porter is organization in one common union, fighting for one common objective; namely, more wages, a 240 hour month and humane working conditions.

THE PASSING OF "DAD" MOORE

ALL Pullman porters, whether members of the Brotherhood of Sleeping Car Porters or not, will mourn the passing of Dad Moore. When the Brotherhood began, "Dad" (an appellation of endearment and love, by which all of the porters and maids as well as the general public greeted him) joined the movement and began vigorously fighting for the victory of the cause. He was relentless and determined in his advocacy of the right of porters to organize a bonafide union. He was indefatigable and ceaseless in his labors to build a powerful movement for the protection and advancement of the interests of the men. He was untiring in his opposition to the Employee Representation Plan. He was a bitter and implacable enemy of "Company Men", opprobriously known as "stool pigeons". Despite the fact he received a pension from the Pullman Company, he was fearless in his denunciation of the injustices and wrongs practiced by the Company upon the men. Though more than eighty years of age, he possessed the zeal and enthusiasm, vigor, ardour and spontaneous freshness of action, in ironwill resolution and inflexible decisiveness which are thought to characterize men of younger years. When we first visited Oakland and greeted "Dad", tears streamed down his rugged and furrowed cheeks as he, with great emotion and intense feeling, gripped our hands and laid one arm upon our shoulders and exclaimed with all the passion and dramatic fervor of which a human soul is capable, "I will go down with the ship; if necessary, I will fight on regardless of cost and as long as life lasts, will hold the banner of the Brotherhood high in the breeze and march on until victory comes." He always observed that, though an old man, he would die before he would forsake the cause. We have received no greater inspiration in our lives than from the spirit and life of "Dad" Moore, "the noblest Roman of them all". The Brotherhood will regard the 20th of January, the date of his passing, as a significant point in the life of the Movement. He has fought a good fight. He has kept the faith. He has never bowed to Baal. May those who remain behind show their appreciation for his noble deeds by laying their hands resolutely and firmly to the unfinished tasks which he has left behind.

THAT OMINOUS GROWL

(Continued from page 2)

been given to its reconstruction and adjustment to modern humane methods.

When one views the vast improvements made in the modern moving palaces over the old cars and note the scant improvements contributed to the working conditions of porters and maids, the disparity in favor of the rolling stock is pronounced and does not tell a pleasant tale.

A system that may only be maintained by force and espionage has little in its favor.

Loyalty, so often preached to the men cannot find a fertile field in an at-

mosphere of fear, coercion and repression.

The Brotherhood of Sleeping Car Porters is a direct outcome of the unpleasant conditions that confront porters and maids.

It is not the work of agitators, but a healthy reaction from unfair conditions. Its success is just as inevitable as its birth. It is only through an independent organization, affiliated with and backed by the power of Labor, will working conditions be changed.

Growl then, if you will, but let us work constructively, honestly, fearlessly, with unwavering faith in divine justice and the righteousness of our cause and we must reap a rich harvest, in time.

WHY PLAN IS A FRAUD

(Continued from Page 3)

them with the remark, "since you have taken it there let me see them put you back to work and at the hearing the committee would vote to sustain the contention of the management.

One day a man named Wheeler visited the office of the writer and said among other things that Miller used to give toasts at parties how he kicked the niggers around. Wheeler shot Miller at his desk in the Pullman office and accused him of trying to break up his home. The case was never tried. Wheeler is free and Miller recovered. He is said to be working in the capacity of a dining car steward on the Northern Pacific Railroad.

When the district passed into the hands of Supt. J. P. Leach it was thought conditions would improve but it was not long before their hopes were dispelled.

Leach evidently believes that if he could destroy the brotherhood he will be in line for promotion.

His method of forcing porters to vote were so glaringly illegal that the writer had to report the matter to the United States Mediation Board.

Affidavits showed that porters could not receive their pay or be assigned to runs unless they vote for the Plan. Agents, instructors, inspectors, poll clerks and others paraded around the terminal, boarded street cars and canvassed homes with ballots in their pockets compelling porters to vote.

Since the Board took action, Leach's program is to frame-up the porter who did not vote in the previous election in order to scare others into voting, and as a parting word it is alleged that he says, "get to hell out of here, God damn you."

No Porter who has any sense of pride will refuse to join the Brotherhood or pay his dues. And expect it to win.

PORTER GROWLS

(Continued from Page 3)

month. Evidently, the Company must know that a gold car studded with diamonds is utterly valueless to the public without the service rendered by the porter.

What porter in all the service knows how much he is supposed to draw in wages any pay day? Not one. Isn't this rich? Well, I should smile. And as a rule, the porter is short-paid out of the little he is supposed to receive. It bet a chinese penny that less than 1% of the boys have knowledge or the spunk to check up on Pullman when they are minus some dough. What a helluva bunch of kale Pullman has gone South with belonging to the boys!

Wrestling with seventy-five pound square box mattresses aint no fun. And can you beat it? The Company rightfully is very much concerned about your not scratching the Headboard. Of course, it never says a mumbling word about the porter scratching his head.

SCIENTIFIC SERVICE

(Continued from Page 3)

porter when off duty, take the proper rest and sleep in order that he may be able properly to perform his work when on duty. Of course, in order to get the necessary sleep, porters need the 240 hour work-month; and they will only be able to get this through the Brotherhood. But even before they get the 240 hour work month, porters are morally bound to exert every ounce of energy they have to keep awake on the job when they are expected to be awake so that they may be able to protect their cars and meet the needs of the service.

In the hour of need, when personal and sympathetic service is the first consideration, remember:

OTHELLO G. HOWELL

LICENSED FUNERAL DIRECTOR AND EMBALMER

111 West 132nd Street New York City
Tillinghast 1394

Special consideration to porters and their families

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7th Vice-President
517 Wood St., Oakland, Cal.

BROTHERHOOD :: NOTES :: NEW YORK

The Ladies Auxiliary gave a beautiful and successful Spring dance in the Renaissance Casino April 4th. The hall was packed, the music was fine and beguiling and everybody had a big, big time. The auxiliary is to be congratulated upon its notable and brilliant success.

President and General Organizer A. Philip Randolph will address the Fact Finding Conference at Durham, N. C. April 17th. He is acting chairman of the Labor Committee.

President Randolph visited the Boston Local April 2nd and held an enthusiastic meeting with the members. Organizer Silas M. Taylor is doing an effective job there, and a new spirit to put the Brotherhood over the top has developed among the Boston men.

CHICAGO

Reiss—Pullman Yard Foreman—

Chicago West
Foreman Reiss—Czar of Pullman yard in Chicago, West, is alleged to have sent home several faithful women workers because they were unable to get to work on the most severe day of the storm. One was lame and had to walk home through the storm on the evening before. It is causing quite a lot of unfavorable comment.

Despite the great storm in Chicago, the Brotherhood program of enlisting new members and putting over the organization drive under the dispensation is moving steadily forward, according to Vice President M. P. Webster. Many activities are now planned for the Spring work.

The Colored Women's Economic Council of the Brotherhood of Sleeping Car Porters of the Chicago Division, took part in the Community night services of the Metropolitan Community Church, on Sunday March 16. The Council was represented by the Presi-

dent Mrs. Jessie L. Bond. The subject of her Paper being The "Ratio of the Colored Women's Economic to the Brotherhood of Sleeping Car Porters." It was enjoyed by all and put the Council before the Public. On March 17, we gave a Prize Whist which was largely attended and was a Grand success. Our Campaign for Membership is still on, we are trying to reach the goal for 1930.

Mabel Isom, Reporter

SAINT PAUL

Vice President Caldwell reports a steady growth in interest on the part of the porters and the public in the Brotherhood. He is expected to make an organization trip South in the not distant future.

LOS ANGELES DIVISION

The Colored Women's Economic Council and the Brotherhood of Sleeping Car Porters held a joint meeting, Thursday evening, March 13, at the Dining Car Cooks and Waiters Home. The purpose of the meeting was to give Mr. C. L. Dellums, Vice President of the Brotherhood an outline of the Council's work. Brother Dellums was highly elated over the women's work and the support they are giving the movement. He gave a splendid discourse on the Problems of Labor, Manhood and Loyalty. His talk created more inspiration among the men and women. Refreshments were served by the Council members and all departed declaring an evening well spent.

Mrs. A. C. Harris Bilbreu one of our most talented and highly esteemed Artist's is giving a Sacred Concert, Sunday evening, March 30, at the C. M. E. Church, 42nd and Wadsworth for the benefit of the Los Angeles Brotherhood and Council. Mr. Frank A. Savington, Secretary-Treasurer of the L. A. Division and Mrs. Mattie M. Stafford, President of the Council are working overtime to put this program over.

PACIFIC COAST NOTES

Vice-President C. L. Dellums spent nearly two weeks in Los Angeles inaugurating the Spring Drive. He met with great success and the boys are coming in daily.

His meeting with the Ladies Auxiliary was wonderful. The house was crowded and the Brotherhood spirit was greatly in evidence. The ladies call him the second Randolph.

On Vice-President Dellums' return to Oakland he was greeted with a monstrous special meeting. The drive was opened and the old Oakland Spirit was flaming. The men promise to have the strongest percentage in the Brotherhood when the drive is over. All other Divisions take notice.

The Ladies Auxiliary of Los Angeles has also gone out to double their membership.

The Divisions at Portland and Seattle are gaining ground fast and promise to have Charters soon.

Dellums and his tin lizzie, the "Bug" was all over Los Angeles like a map firing porters and maids. When he returns he promises to find all that was missed this time.

The Auxiliary in Oakland is showing new life and promises to soon be on the map.

You Will Join the Brotherhood.
Eventually—Why Not Now

KANSAS CITY

A. L. White,
903 Walker,
Kansas City, Kans.
Sir—

Confirming telephone conversation with you today regarding your petition for reinstatement which you appealed to the St. Louis Zone General "C" Committee—

Will advise that this was taken up with the meeting of that committee on December 2, 1929 and resulted in a recommendation by a unanimous vote of the Zone General Committee that your petition for reinstatement be denied.

This will dispose of the matter pertaining to your petition unless you desire to appeal it to the Bureau of Industrial Relations.

Yours truly,
L. V. Wike
Secretary

THE PULLMAN COMPANY

Bureau of Industrial Relations
F. L. Simmons, Supervisor Of
Industrial Relations

Chicago, March 12, 1930

Mr. A. L. White,
903 Walker Avenue,
Kansas City, Kansas.

Dear Sir:

Your petition for reinstatement as a porter in the Kansas City District was taken up for consideration at a meeting of the Bureau of Industrial Relations on the 11th instant, and after careful consideration of all the facts in connection with the case as set forth in the evidence, the Bureau has rendered decision denying your petition for reinstatement.

Yours truly
F. L. Simmons

IN MEMORIAM

WHEREAS Brother
HENRY OUTLAW

one of our stalwart and faithful brothers, has passed on; and
WHEREAS, he diligently and industriously worked and strove to help his fellowman with a glorious self sacrificing spirit; and

WHEREAS, he was representative of that type of manhood, courage, devotion and loyalty to a principle and a cause which the Negro race today needs in order to advance steadily and take its rightful place in the sun of progress, therefore

BE IT RESOLVED that we, the officials and members of the Brotherhood of Sleeping Car Porters herewith express to the wife and relatives of the deceased our sincere and deep regret and sympathy in this their hour of bereavement, with a hope that they may bear up under their great burden of grief and take consolation in the fact, as the poet says:

You have fought your fight, a long good night
Is all that we can say.
Sleep on, sleep on, your work is done.
Brave fighter for a day.
Kind Mother Earth who gave you birth,
Receives you to her breast.
For us the fight, for you the night,
The night of well earned rest.
No more you'll feel the cling of steel
You have burst the prison bars.
You gave your life in this our strife,
Brave Conqueror of stars.
Sleep on, sleep on, your work is done,
Sleep on, sleep on, sleep on.

Do Your Bit Organize

By A. SAGGITARIUS

No doubt one of the most important events of the New Year, was the Negro Labor Conference held in Chicago, between January 26th and 31st under the auspices of the Brotherhood of Sleeping Car Porters. Here, representatives of various groups of Negro activities and attainments met on a common platform and after an interchange of lessons culled from their varied experiences, endeavored to work out a programme, that would greatly assist and enhance the economic welfare of a race greatly in need of such a programme.

Much credit is due to the splendid work done by Vice-President M. P. Webster of the Chicago Division of the Brotherhood of Sleeping Car Porters who was in charge of the programme. He not only proved himself a capable and energetic manager, but the arrangement of the programme did great credit to his deep and clear thoughts on the various questions deliberated on, their relations to each other and to the entire problem.

No ripple of disharmony marred the entire course of the proceedings and the many valuable resolutions worked out and adopted drew attention to a new day for team work among Negroes, not unmixed with helpful collaboration from their white friends and well-wishers.

To those who have given the problem any thought, it becomes more apparent daily, that the economic life of Negroes has not received the same careful thought for its proper development as other branches upon which a well rounded progress depends. Thus, while quite some appreciable contributions have been made in this field, by individuals, the general background of the economic life of the masses is in a chaotic condition. There is little unity of action, thus the energy, spread over wide areas, brings small returns and less safeguard for those returns.

Organizations act as foci for conserving and safeguarding the energies of workers converting them into the wherewithal to maintain and develop life. Before labor organizations may become accomplished facts for Negroes, they must first realize or be made to realize, through education that as workers, their best interest, in fact their salvation lies with the labor movement. To "straddle the fence" now is a mistake. It is therefore quite obvious that the organizer or leader who wishes to develop the spirit of Trade Unionism among Negroes has to educate them first into right thinking. That means, in a vast number of cases, that the entire trend of their thoughts must be diverted in a new channel.

The problem is not an easy one and the leader must be well equipped with facts to break up crystallization of thoughts which have nearly reached a fossilized condition. It is easy to travel in a rut; but breaking a new trail presents new problems and new problems are often disconcerting.

In the past, the white labor unions did not view Negro members or Negroes in general with a spirit of friendliness. This fact made them easy converts to the idea that their best interests were served by joining with the employers on all controversial questions with labor. In fact there was nothing else for them to do. This position may only be regarded as a temporary phase of the labor problem. It is not only a weak

(Continued on page 3, col. 1)

The Black Worker

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"Ye Shall Know the Truth and the Truth Shall Make You Free"

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U. S. Supreme Court Decision Kills Pullman Plan

By A. Philip Randolph

THE United States Supreme Court has declared the Company Union illegal. In the case involving the Brotherhood of Railway Clerks against the Southern Pacific Lines in Texas and Louisiana, the decision of Judge Hutcheson who granted an injunction against the railroads in the interest of the Railway Clerks' Union, was upheld.

This decision has a far reaching and fundamental influence upon the life of labor in America. The right of the employer to practice coercion, intimidation and interference upon the employees with a view to compelling them to submit to a Yellow Dog Contract and the Company Union is definitely outlawed. Prior to this decision, employers maintained that Company Unions were lawful since they were based upon the right of the individual worker to negotiate a contract with whomsoever he pleased. Behind this legal smoke screen, the worse species of industrial tyranny and economic exploitation of workers is carried on. Employee Representation Plans, Industrial Courts, Shop Committees, Industrial Congresses and a long line of high sounding, beautiful names of Employers' organizations were formed in the wake of the war to curtail and suppress the freedom of expression of the workers on matters involving wages, hours of work and working conditions. The Pullman Employee Representation Plan grew up at this time to prevent the porters from organizing a legitimate union. Many porters fell for it. Some rejected it. A large number criticized and condemned it. Practically all suspected it as being a wolf in sheep's clothing.

Not, however, until the Brotherhood of Sleeping Car Porters was born in 1925 was any systematic and intelligent attack made upon the Plan. Then a merciless and devastating expose of the whole hypocritical business of the Pullman Employee Representation Plan was made strip it to its bare bone and hung it up to the gaze of the public and porters as a sinister, vicious and wicked instrument for enslaving the mind and soul of the porter.

In election after election under the Plan, Pullman organized its entire resources of intimidation and coercion to browbeat and bully the porters into submitting to this devilish industrial despotism. Happily, the porters were not alone as victims of this form of economic serfdom. The shop crafts, the telegraphers, railway clerks and a host of other transportation workers, together with large sections of wage earners in different industries, had been virtually reduced to a state of hopeless degradation, despair and demoralization under this iniquitous Company Union Evil. Hence, a nation wide struggle, bitter, determined and relentless, began to grow.

The repudiation and rejection of Judge John J. Parker as Associate Justice of the Supreme Court was just one expression of a deep, sullen, relentless spirit of opposition on the part of the aroused and awakened wage earners against the attempt of big business to deny them their constitutional and civil liberties, which consist in the right to vote or not to vote for any program, or person, they so desire.

Today, the Supreme Court of the United States, hoary, honorable and courageous, the highest expression of legal place, prestige and power in America, through Chief Justice Hughes, sweeps into legal and economic oblivion, the Company Union and the Yellow Dog Contract with all of their spawn of malignant and vicious influences.

Pullman porters, happily, through the Brotherhood, have played a significant part in making this decision possible. The shift of public sentiment against the Yellow Dog Contract, overwhelmingly demonstrated in the defeat of Judge John J. Parker, had its natural and fundamental effect upon the Supreme Court and rendered the aforementioned decision inevitable, inescapable and certain. But a decision, alone, even of the Supreme Court, cannot win the fight of the Brotherhood. The porters themselves have the responsibility, obligation and duty to avail themselves of the rights, privileges and immunities granted them by this decision, and forth with stand by the Brotherhood by paying their dues if they are members, and join if they are not. Victory for the Brotherhood is as sure to come as the night follows the day, if only the porters will recognize their rights under the decision and definitely, flatly and absolutely refuse to vote for anything under the Employee Representation Plan.

PRUDENTIAL LIFE POLICY OF PULLMAN VALUELESS FOR ACCIDENTS ON ROAD

NEW YORK—Many porters have manifested great amazement and surprise when informed that the group plan of insurance of the Prudential Life Insurance Company, recently forced upon the Porters by the Pullman Company, will pay porters and maids nothing for accidents and death occurring while at work. Porters contend, and justly so, that as railroad workers, accidents to them on the railroad are possibly a hundred to one, more than off the railroad. A policy which will not pay for accidents and death which may occur at the place most likely, most hazardous, of greatest risks, is of not much benefit to the porter.

The Plan is Dead—Let us Bury it—Amen!

UNITED STATES SUPREME COURT OUTLAW PLAN

WASHINGTON, D. C.—May 26—Chief Justice Hughes handed down one of the most far-reaching and significant decisions in the history of the economic life of America. A complete reversal of the doctrine of the Yellow Dog Contract and Company Union set forth in the famous Mitchman case, and upheld in the celebrated Red Jacket Consolidated Coal and Coke Co. decision, was made, thereby liberating millions of American wage earners from the dismal dungeon of industrial peonage. Pullman porters will benefit directly from this decision as it renders the Employee Representation Plan, the main obstacle to the Brotherhood, unlawful.

PORTERS PROTEST AGAINST INSURANCE BURDEN ON SMALL SALARY

CHICAGO—In addition to the expense of carrying the Pullman Porters Benefit Association, an organization designed chiefly as a breeding ground for stool pigeons, the Prudential Life Group Plan insurance policy was imposed upon the porters and maids. Not only now, when times are tight, but during so-called good times, carrying two policies such as the PPBA and the Prudential Life Group Plan, is entirely too much for the slender purse strings of \$77.50 per. In this connection, be it known, lament the brethren, all porters don't even make \$77.50, since all porters don't make a full month in work time. There are thousands of extra porters who are ungraciously invited to cool their heels many lonely hours in the "signout" offices, wistfully but vainly looking up to the "signout" clerk for a slip to go on their way rejoicing for a tip.

WELFARE WORKERS LOSING FAITH IN PLAN

ST. LOUIS—"Even the devil will grow sick of lying," is a trite phrase current among the people of the soil. The wisdom of this statement is about to find confirmation among the Welfare Workers endeavoring to style "Hell-fare Workers" by their more friendly fellow porters. It is not to be wondered at that the Negro handymen of the Pullman Company should grow tired of practicing naked and unadorned hypocrisy upon their fellow race workers. It is not enough for a man to plead necessity for the maintenance of family as an excuse for stabbing his brother in the back, robbing him of his birthright, and selling his own soul to a giant corporation. Progress among Pullman porters, as among other workers must come at the price of sacrifice. (Continued on page 2, col. 4)

COMMUNISTS CONFUSE PROTEST MOVEMENT AGAINST LYNCHING OF WILKINS

NEW YORK—Immediately after J. H. Wilkins was lynched and the News Dispatches reported same, the Brotherhood of Sleeping Car Porters planned a series of protest meetings against the lynching. In New York, a huge meeting was staged and the Communists entered it with the hope and purpose of capitalizing the lynching in the interest of the advancement of the Communist movement among Negroes, by pretending that they were terribly agitated and concerned about the lynching of Wilkins. Those familiar with communists know that they force themselves into every affair with a view to introducing confusion and attempting to play the role of the defender of the oppressed worker, black and white. The International Labor Defense and the Trade Union Unity League and American Negro Labor Congress are the chief agencies that attempt to inveigle innocent and well meaning Negroes into the coils of the Communists by posing as uncompromising champions of the rights of the Negro.

TABLES IN DAY COACHES

Lackawanna Will Install Four In Each Car of Limited Train

The Lackawanna Railroad will introduce an innovation this week with the installation of a permanent thirty-eight inch square table on each side and in each end of coaches and smoking cars on limited trains. Space for the tables will be provided by removing one double seat.

This is said to be the first time that a day coach had been fitted with such a convenience. The first of these cars will leave Hoboken in one of the Chicago-bound trains early in the week. Other through trains will be equipped with similar coaches and smoking cars within the next few days, according to an announcement made by J. M. Davis, president.

PORTER SUES, OBTAINS PAY OF BRAKEMAN

VICKSBURG, Miss. Alleging that he had been doing brakeman work since 1925 and yet had been drawing only the pay of a porter, Charles Sideboard recovered \$7,500 in back pay from the Y. and M. V. Railroad Company here last week.

Sideboard contended that under a contract made by the Brotherhood of Railway Trainmen, he was entitled to the pay of a brakeman and not that of a train porter.

The railroad contended that Sideboard has accepted checks semi-monthly from the company with the words printed thereon "in full for all claims." Seattle Enterprise.

THE BLACK WORKER

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Editor: A. PHILIP RANDOLPH

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No. 5.

Editorials

PULLMAN SHOULD DISSOLVE PLAN

The Employee Representation Plan, like the the Company Union of the Southern Pacific Railroad, must be dissolved. Its very existence is a violation of the Railway Labor Act and the interpretation of the law as set down by the decision of the United States Supreme Court. Officials of the Company as well as porters who directly or indirectly cause the Employee Representation Plan to exist are violating the law. Anyone who functions in the Plan is particeps criminis since the Supreme Court has definitely set down the full scope and nature of the rail act. Under the decision, the porters are not even permitted to agree to function in the Company Union as members. This is as valid and sound as it is that no American citizen can agree to be a slave, since emancipation. The contention that an individual has a right to make any contract he chooses is unsound from the point of view of good public policy as upon these grounds renege and the Yellow Dog Contract rest. While a contract involves the principle of the meeting of minds, it also implies that these minds must be free agents, untrammelled and uncontrolled. Such is not the case with employees in a Company Union. Actually, only one mind is functioning and that is the mind of the Company. The mind of the Pullman porters or any other group under a company union is passive. It is passive out of fear and fear arises as a result of interference, coercion and intimidation by the management. Threats of the loss of jobs are ever held before the porters. Even though no effort was made to induce a porter to vote for the Employee Plan through the method of asking him to vote or presenting him a ballot, the existence of the Plan would still constitute a violation of the law, for in the mind of the porter the Plan represents the desire and will of the management for him to support it and vote for it, which is an implied threat that if it is not done, he is disloyal to the Company. From the very beginning of the Plan, it has been connected with all sort of methods of intimidations of porters. Even the P. P. B. A. is one of the wings of the Company Union bird. Therefore, no sudden change of attitude on the part of the Company with the existence of the Plan could be disassociated with the idea of coercion, which is a violation of the law. The position of the Brotherhood of Sleeping Car Porters is that the Supreme Court decision is not fully observed unless the Plan is dissolved.

COLONEL RUPPERT DONATES THE STADIUM

No finer manifestation of genuine interest in a great social movement has been indicated than that of Colonel Jacob Ruppert who has most generously donated the Yankee Stadium to the Brotherhood for a benefit baseball game. It is the first time that colored people have ever had the privilege of holding forth in this magnificent arena of athletics. The Black Sox and Lincoln Giants constitute the main attraction with added interests in special features by Phil Edwards celebrated athlete and Bill (Bo) Jangles famous tap dancer and novelty runner. This will probably be one of the biggest social and athletic demonstrations ever made in New York by peoples of color. It ought to be a source of great gratification to the porters in particular and the race in general that so outstanding a personality as Mr. Ruppert has recognized the worth and merit of the cause of the porter's union and given so bounteously to help it. Mr. Ruppert is probably the King of Baseball-dom and his moral backing alone is of immeasurable value, to say nothing about the donation of the Stadium to the union. In this connection too, we wish to commend the splendid work of General Secretary Treasurer Roy Lancaster who secured the gift from Colonel Ruppert and has handled the baseball benefit with remarkable ability.

AM I MY BROTHER'S KEEPER

Oscar Walters

With aching arms and toil-worn hands,
With work-bowed back and heavy tread,
Deformed and dulled he midway stands
Between the living and the dead.

Through long, dark years of drudgery
And hopelessness and ridicule,
So comes my brother unto me
From out the ages of misrule.

And I who heedless saw them steal
The light from out his eye, and take
His boyhood dreams, his faith, his zeal,
What recompense is mine to make?

Am I my brother's keeper? I
Who spurned this cod and mocked
his pain?

And from my heart comes the reply:
The keeper of your kin—or Cain.

And so to-morrow, when the fight
Is joined, I ask the careless throng
To give their aid to help me right,
My brother's and their brothers' wrong.

WASHINGTON (FP)—Nearly all industrialized countries show the effects of the business depression in a heavy decline in the volume of production; the Federal Reserve Board weekly review quotes the London Economist as saying: It adds that stocks of raw materials have piled up, and that while the trade recession in North America has slowed down, the depression is still deepening in Europe.

Membership Meeting every Friday
Night in New York.

DIVISION NOTES

(Continued from Page 2)

26th. The affair was well attended and everyone says it was a huge success. A Tea and musical will be given by them in the near future.

OAKLAND

The Oakland Division of the Brotherhood opened its new Home on June 1st. The week of June 15th will be HOME OPENING WEEK. A series of meetings will be held with special speakers each night. A special feature will be Ladies Night. A Special program is being prepared by the auxiliary.

The Brotherhood Home in Oakland shows the progress of the Organization and should convince the Doubting Thomases that we are here to stay.

Union porters can now get beds at the Brotherhood for 75c per night and be in a real Brotherhood atmosphere. We have the best place in Oakland to play whist. Tournaments will soon be going and all union men can take part.

All foreign union porters are invited to make the Home their headquarters while there. We are located at 1160 8th Street, right on the only car line in West Oakland. Just get off at Adeline St. and you can't miss seeing the sign.

The Wilkins Defense fund is growing daily and the Brotherhood held its first mass meeting in Beth Eden Baptist Church for this fund.

Seventh Vice President C. L. Delums has done a splendid piece of work in his visit to Los Angeles, a part of his zone. A new spirit is manifest among the porters in Los Angeles.

ST. PAUL

Fifth Vice President Paul L. Caldwell is steadily developing new strength for the Brotherhood in his zone.

A BIG HOUSE NEGRO

During slavery, slaves who wore the cast-off clothes, ate the leavings from the master's table and slept on the pallet in the Big House, were known as "Big House Negroes." Their business was to snoop around and eavesdrop on the "field hands" to find out if any plots were being planned to run away, and to run back to their master and report what they had heard. Immediately, the slaves reported were beaten to death with a cow-hide; and if they attempted to run away, blood-hounds were loosed to bring them back, dead or alive. Such a type is one Reed, a welfare worker of the Pullman Company who has done his darndest to stop the baseball game in the Yankee Stadium by agitating propaganda that the porters' union does not represent the porters. He even signed a letter which, of course, the "Big Boss" wrote, and sent it to Mr. Ruppert and also attempted to get it in a Negro paper, which sought to misrepresent the Brotherhood. Certainly the newspaper understood. But what did Colonel Ruppert think of such a traitor to his own people?

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Why the Interracial Youth March for Integrated Schools?

By A. PHILIP RANDOLPH

The nature of the problem we seek to resolve is largely emotional, with roots deep in a morass of fears, frustrations, desperation and guilt complex, born of a long history of conflict, contradiction and confusion over the irreconcilability of moral and religious precepts and practice on the part of some southern politicians in the field of human and racial relations.

Therefore, not only are Federal law and court decisions needed, but Federal power is indispensable to back and enforce the law and court decisions to avoid social chaos, troubles, tensions and turmoil.

CONDITIONS BACK OF THE MARCH

The Youth March for Integrated Schools in Washington, D. C. was planned because it is apparent that, despite the notable, monumental victories in the United States Supreme Court and lower courts by the NAACP for the desegregation and integration of public schools, the civil rights revolution is heading for a grave crisis of roadblocks. Negroes are passing through an hour of trial of faith by fire. The hot winds of persecution are rising. Only the tried, true to the cause of human dignity, will stand.

It is clear to him who runs and reads that the Supreme Court decisions of 1954, 1955 and 1958, striking down segregated schools, has precipitated a raging controversy. The country has been virtually split wide open into two major camps. One camp stands for, and the other against, the public school policy of desegregation and integration.

Though the South accepted the U. S. Supreme Court decision of *Plessy v. Ferguson* of 1896, which handed down the notorious concept of "separate but equal", the doctrinal foundation of the system of segregation, it not only rejects the aforementioned decisions of the Federal courts but recklessly denounces them as communist-influenced and brands them as unconstitutional and illegal. Thus, Governor Faubus of Arkansas and Governor Almond of Virginia, slapped down by decision after decision by the Supreme Court and the district and circuit federal courts, in utter frustration and desperation, have projected a massive resistance movement of state power against federal power. Schools have closed down. Demagogic and inflammatory appeals by southern state officials, press and pulpit, to the passions and prejudices of illiterate southern masses have provoked explosive outbursts of violence in the form of bombings of schools, churches and synagogues, and homes of Negro civil rights leaders. A veritable reign of terror, in the form of mob rule, shootings and killings of Negroes, is sweeping the South.

Not only Federal court decisions, but the moderate and firm injunctions of our great President Eisenhower to the South, in obey and submit to the decisions of the Federal courts as the law of the land, have been arrogantly flouted.

It has been estimated that 196 laws have been enacted by southern state legislatures since the Supreme Court decisions, for evasion, if not nullification, of the court orders for desegregation and integration.

We must remember that the Supreme Court has reversed itself on great social issues before. Why? Because of the change and pressure of public opinion. Note the strange, amazing and incredible spectacle of a governor of a state appealing through a nationwide letter-writing campaign for public sympathy and money to establish and maintain segregated private schools for white children.

Thus, it is obvious that while the court decisions for civil rights are clear and forthright, they may not be final. Southern white supremacy leaders will not readily let us in their plots and conspiracies to subvert and evade decisions of the courts favorable to the abolition of segregation.

In the light of this fact, the country needs to be alerted to the fact that not only is integration of schools at stake, but our whole democratic governmental order, which rests upon the Constitution and the principles of the Declaration of Independence. If the court decisions for integration can be discounted, ignored and repudiated by any group in the national community, then a court order concerning any other social, economic or political issue can be ignored and disregarded. So it is evident that the attitude of the South toward court decisions on civil rights may lead to inevitable chaos and confusion and, perhaps, even civil strife.

But the only way to mobilize public opinion back of the great decisions on civil rights is to dramatize the question of integrated schools. This requires action. It must be action in the form of putting people into motion. No events in human history more deeply stir and capture the imagination of men and women than the marching of men. The marching of men is the basis of the grip of war upon man. Abolish the tread of the soldier down the streets of a city or village and the romance in war will pass.

Just as marches of citizens may be utilized sometimes for anti-social purposes, they may also be employed to advance constructive ideas. The basic ideal of our March for Integrated Schools is the unity of Negro and white youth in participation in this common enterprise for a great moral goal; namely, democracy in education through integration.

PURPOSE OF THE MARCH

First of all, because of some disquiet in the nation's capital concerning the purpose of the March, by intimating its partisan character to embarrass President Eisenhower, let me state definitely and positively that this Youth March is wholly non-partisan and is absolutely free from any form of control or influence from communists or communism. It is to our interest not to weaken but to strengthen the hands of the President since we wish him to uphold the school decisions as the law of the land. Moreover, efforts to embarrass the President would only mar the moral grandeur of our noble cause and brand us unworthy of its advocacy. Our Youth March is designed neither to help or harm Republicans or Democrats in the campaign.

As to communists, the leadership completely rejects and unequivocally condemns communism and communism and their support, organizationally and financially, since we fully realize that democracy and freedom, which communists openly set aside and denounce as bourgeois prejudices, are the only

framework within which the Negro and other minorities, including labor, can achieve their rights.

What then is its purpose?

The central and dominant purposes of the Interracial Youth March for Integrated Schools in Washington, D. C. are as follows:

1. To give dramatization to the God-given right of every child, regardless of race or color, religion or national origin or ancestry, to receive an education in the public schools, free from the insult of segregation and discrimination.

2. To build and demonstrate the unity of Negro and white youth in this historic struggle for the great moral issue of democracy in education through integration.

3. To help awaken, inform, arouse and mobilize the people to the realization of the patriotic duty of every American citizen to support the Supreme Court decisions for the desegregation and integration of public schools as the law of the land.

4. To point out and highlight the American way of life through democracy and Christianity, which seek to give every boy and girl an equal chance to build character and manhood.

5. To alert public opinion to the grave danger of the poison of Little Rock Faubusism infecting the bloodstream of American life.

6. To warn the American people of the peril of a growing trend, symbolized by Virginia's massive resistance to undermining, if not destroy the confidence of the public in the role and integrity of the United States Supreme Court in our system of government.

7. To indicate that the disease germs of Little Rock Faubusism, like the disease germs of tuberculosis, know no color line. Little Rock Faubusism must be curbed and cured lest it infect the entire nation with its sinister germ of human hate, violence, anarchy and terrorism.

8. To meet the cold war of half-truths, whole lies, incitement to violence and racial hate of Little Rock Faubusism, which is attempting to brainwash the American people into rejecting and nullifying the Supreme Court decisions for the desegregation and integration of public schools, with the cold war of truth, righteousness, non-violence, goodwill, love and Americanism.

9. To point out and emphasize that children are not born with, nor do they inherit racial or religious hatreds—but learn and acquire them in some homes, schools, churches, and from some books, newspapers, magazines, radio and television.

10. To indicate that children can learn to unlearn to hate other children and adults, solely because of race, religion, national origin or ancestry, by contact in the schools, by sound science, education and Christian teachings, for contact between children of different races will help children to know the truth; namely, that all human beings are created by God and are children of God and are, therefore, fundamentally alike, which will help to make them free from, and immune to, the sickness of human hate.

11. To emphasize that the so-called massive resistance movement of Virginia and Little Rock Faubusism against the Supreme Court decisions is the last stand of the dying order of the old slave-plantation Bourbon South.

The reign of terror, violence and hatred now sweeping over the South, in the form of bombings of public schools, churches and homes, police brutality against Reverend Martin Luther King and the outrageous killings of Negro civil rights leaders, is the flush of death, not life, of the old Bourbon Confederate South of white supremacy. In the grip of death throes, it is fighting hard not to die though it is impossible to live.

These violent outbursts of savage physical attacks of the bomb and gun and poisonous racial propaganda, together with judicial and legislative illegality against Negroes and labor unions and their organizers, is but a pathological manifestation of fears, frustration and desperation of the old South before the onward march of urbanization, industrialization, widening education, labor unionization of the workers, white and black, and the conflict and contradiction between the American creed and American dream of equality of opportunity with empty rationalizations of the southern social system of segregation.

WHY WASHINGTON?

Washington has been selected as the locale for this interracial demonstration of youth, against segregation in Little Rock and the policy of closing down public schools in some southern cities for the preservation of segregation, because it is the seat of the most sensitive system of public communication and circulation of events and happenings for the information of peoples in the U.S.A. and the world.

COMPETITION FOR PUBLIC ATTENTION

Because of the multitude of issues and events, such as wars, Sputniks, revolutions, strikes, world series and political elections, clamoring for attention from the people and government leaders, any human cause, though great and imperative, must be given sharp pictorialization to secure attention even by those who will benefit directly from it.

No one can gainsay the fact that the world gives little attention to the run-of-the-mill event, though immensely worthy. Thus, it is historically and psychologically obvious and true that the propaganda of the deed is more powerful than the propaganda of the word. But the wisdom of the oppressed is to employ both the propaganda of the non-violent word and the propaganda of the non-violent deed against their oppressors.

Thus, the decisions of the courts for the desegregation and integration of public schools, in order to become a living force, must win allies such as

(Continued on Page 5)

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ST. PAUL — Frank Boyd, Secretary-Treasurer, 443 Mackubin Street.

JACKSONVILLE — John W. Darby, Secretary - Treasurer, 2029 Davis Street.

FT. WORTH — Lonnie Hampton, Secretary - Treasurer, 1115 East Humboldt Street.

NEW ORLEANS — W. E. Campbell, Secretary-Treasurer, 1014 Dumaine Street.

Brotherhood
Boat Ride

Steamer Ontario

UP THE HUDSON TO
HOOK MOUNTAINThursday,
August 22, 1935Leaves W. 132nd St. Pier
at 10:30 a. m.Tickets now on sale at
BROTHERHOOD HOME
105 West 136th StreetAdmission, Adults \$1.00
Children 55cHARLEM'S ECONOMIC
RIOT

No, it was not a race riot. It was an economic riot. It was a revolt of the empty stomachs of people for bread and meat, and for milk for the babies. It was a protest against rags. It was a demand for clothes. It was an uprising against a heartless and cruel landlordism. It was an outburst against employment discrimination. It was a demand for adequate relief. Yes, it was an outcry against stark, flagrant and indescribable economic wrongs. What is the remedy? The remedy is not starting a "Red" scare by making the Communists the goats. Negroes don't have to be told by Communists, or anybody else, when they are hungry, naked and homeless. They don't have to be told to fight for bread, raiment and shelter. In the 18th Century, in the depths of slavery, a black woman, Harriet Tubman, a slave, defied the slave power in the South, and in the face of the lash of the monster and fierce bloodhounds, built the Underground Railroad for the escape of slaves into the north and Canada. Denmark Vesey and Nat Turner were black slaves who rebelled against the wicked, cruel and corrupt system of human bondage and struck a blow for freedom in the heart of the South, where even few abolitionists dared to go. The remedy lies in more jobs and more pay for Negro workers, more and better houses, lower rents, more schools and fairer political representation.

FURLOUGHING PORTERS

Every now and then the Pullman Company furloughs a batch of porters, apparently for no good reason at all. It simply tends to keep the porters on the anxious seat. Why should the Company furlough porters they don't pay anyhow unless they work? If the lines were unlooped and unchainganged, there wouldn't be much need of furloughing porters. Think of a porter operating between New York and Massachusetts being on the road six nights a week and only sleeping in his bed one. There was a time when a porter, operating between New York and Buffalo and Montreal had a lay-over after every round trip, now he only gets a lay-over after two round trips. The Pullman Company, instead of doing its bit to lighten unemployment in the railway industry, has deliberately increased it by the chainganging of runs. Of course the only basic remedy for this is a shorter work month organized on an hourage-mileage basis. The fight for this improvement can not be made by the Pullman

Editorials

Porters and Maids Protective Association, which is the tool and "dummy" outfit for the benefit of the Pullman Company. Only the Brotherhood can and will remedy this condition.

RAIL MEDIATION BOARD
MAY ORDER ELECTION

In harmony with the general policy of the National Mediation Board in settling disputes involving a large number of workers, the Board indicated, at a hearing March 29th, to A. Philip Randolph, National President, and M. P. Webster, Chairman of the General Executive Board, that a nationwide election may be ordered in which the Pullman porters and maids will have the opportunity to vote for either the Brotherhood of Sleeping Car Porters or the Pullman Porters and Maids Protective Association, the Company union.

Brothers Webster and Randolph had been called down to Washington to appear before the Board to discuss methods and procedure for the final determination of representation. The Board was informed that the Brotherhood of Sleeping Car Porters is not afraid of an election and that we are confident of sweeping the Company union off the earth.

If an election is held, Brotherhood representatives will stand by and check the vote in each polling place, while a Mediator will conduct the election, and hold it off Pullman property where the porters will be free to express their choice as to which organization they wish, free from intimidation, coercion or interference.

SUPREME COURT HALTS
LYNCH VERDICT

In a memorable decision, the U. S. Supreme Court, through Chief Justice Charles Evans Hughes, reversed the wicked sentence of the nine Scottsboro boys to death by the Southern Bourbon Alabama Courts. The action of the Supreme Court upset the death sentences against Haywood Patterson and Clarence Morris, on the grounds, skillfully presented by Attorney Samuel Liebowitz, that Negroes are systematically excluded from Grand and Petty Juries in Alabama. Without a doubt, the world-wide mass protests and demonstrations by the militant workers in behalf of the Scottsboro boys caused the Supreme Court, despite its alleged aloofness from current trends of public sentiment, to realize that the Scottsboro boys had become an issue of major importance and fundamental social significance. But the fight is not over. Already Solicitor H. G. Bailey of Jackson County, Alabama, is moving to have Negroes added to the Jackson

County jury rolls, preparatory to re-indicting the defendants. This is a challenge to the Negro and white workers everywhere. Funds must be raised for the defense. Send contributions to either the American Scottsboro Committee, 105 East 22nd St., New York City; or International Labor Defense, 790 Broadway, New York City.

PULLMAN TERRORISM

Pullman porters are warned to watch out for Pullman terrorism, especially since the long struggle of the porters and maids for the right of self organization, the selection and designation of representatives of their own choosing is rapidly approaching a showdown. Inspectors and spotters will be unleashed upon the men, seeking to break the spirit of bona fide unionism among the porters and maids. Already superintendents in some districts are becoming abusive, and stool pigeons, that lower species of humanity, like a swarming pest, will begin to ply their notorious, nefarious and treacherous trade in betraying his fellow brother for a promised "mess of pottage" and the proverbial "thirty pieces of silver." But no amount of terrorism, intimidation, coercion or interference will stay the onward march of the militant, iron-battalion of Brotherhood men to victory. And wherever the hydra-headed monster of Pullman terrorism against the right of porters to exercise their privileges under the Railway Labor Act to join, organize and assist in organizing a union of their own choice, shows itself, the Brotherhood will invoke the law against it and demand the appropriate penalty against the officials and the Company.

CAMP STOOLS

Porters are again complaining about Pullman orders to ride the "camp stools." If this order has gone abroad, it is a manifestation of Pullman persecution of their porters, as well as a lack of industrial wisdom in securing maximum efficiency from their porter personnel. Such a rule can only engender and foster a spirit of resentment among the porters. Besides, it is so indefensible from the point of view of humanity and downright decency that when once it is officially proclaimed, it will meet with the prompt condemnation by the public and government health agencies, for such an occupational practice can only result in undermining the health of the porter and making him a fit subject for pneumonia. The draft playing upon the porter through the aisles, while on the camp stool will kill a horse, to say nothing of a man.

PARADE REGISTRATION OPENS

Local and foreign porters who desire to take part in the mammoth Negro Labor Parade on Wednesday, August 21st, are requested to register at the National office, 105 West 136th Street, New York City.

It is expected that some 5,000 or more persons will be in line. Dining Car Employees and Red Caps are also invited to join in the line of march.

All other organized Negro labor groups are also asked to register at the above address.

SEND NOTES TO BLACK
WORKER

The various Brotherhood districts are earnestly requested to send in their notes to the Black Worker every week so we may get them assembled for publication. Have the notes cover all local matters of interest, including the activities of the Ladies' Auxiliaries.

—EDITOR.

INVICTUS

Out of the night that covers me,
Black as the pit from pole to pole,
I thank whatever Gods may be
For my unconquerable soul.

In the fell clutch of circumstance
I'll not wince nor cry aloud;
Under the bludgeonings of chance
My head is bloody but unbowed.

Beyond this place of wrath and tears
Looms but the dread horror of the shade,
And yet in spite of the menace of years
I stand and still stand unafraid

It matters not how straight the gate,
How charred with punishments,
The scroll;

I am the master of my fate;
I am the captain of my soul.

—Hemley.

REGIONAL LABOR
CONFERENCES

The Brotherhood plans to hold a number of regional labor conferences in strategic industrial centers during the summer months. This program of workers' education was begun in the early days of the movement. The first national Negro labor conference was held in Chicago, under the direction of M. P. Webster, 1st Vice-President.

The purpose of the regional labor conferences is to bring to the Pullman porters and the Negro workers in general, the facts and philosophy that concern the struggle of the workers to achieve standards of living commensurate with decency, comfort and health and the establishment of democracy in industry.

To this end economists, labor leaders and a host of workers have come to these conferences and brought their doctrines and told their stories about the existing battle of the workers to work and to live. Analyses of the bases of unemployment have been made by experts in the field of industrial engineering and labor. Representatives in the domain of education, social service, religion, law, medicine and business have discussed the whole system of modern industry in relation to the worker.

Last summer the Brotherhood held a Labor Institute in New York in the 136th Street Library for three days. Doctor Guslav Peck, head of the Technical Department of the National Recovery Administration, spoke and he was challenged by the workers attending as to the value of the whole New Deal set-up to the workers in general and the Negro in particular. He was particularly questioned relative to the racial differential wage and he replied that if he was convinced that a racial differential wage was unsound as a result of the discussions in the Institute, he would return to Washington and fight against it.

John W. Davis, Executive Secretary of the Joint Committee on National Recovery; Suzanne LaFollette, sister of Senator Robert F. LaFollette; Aaron Douglas, artist; George S. Schuyler, writer; James H. Hubert, social service worker; Lieutenant Lawrence Oxley, chief of the Negro Division of the Department of Labor; Spencer Miller, Jr., Director of the Workers' Education Bureau; Dr. William Lloyd Ives, of the St. James Presbyterian Church; and other eminent men and women, as well as workers generally, addressed the Conference. This Institute was held under the joint control of the Workers' Education Bureau and the Brotherhood of Sleeping Car Porters. President William Green, of the American Federation of Labor, sent a telegram of congratulations to the Institute.

VICTORY COMMITTEE

In all of the Brotherhood's divisions, victory committees are being formed. They will constitute the militant, driving, crusading spearhead of the movement, to batter down all opposition and convert the doubting Thomases, weak-kneed, vacillating porters into upstanding, courageous, unswerving union men.

Already the sneaking, spineless, corrupt and contemptible stool pigeons, who are ever ready to serve their master for a bread-crust promise, are on the run.

The chief weapon of the Pullman Porters and Maids "Detective" Association is the spreading of rumors about what the Pullman Company will or will not do, as though the Company is bigger and more powerful than the Government and the porters in one united movement.

WANTED

200 PULLMAN UNIFORMS
For Anniversary Parade

A. L. Totten

THE BLACK WORKER

Published at 36-38 W. 135th St.
New York City

by the

BROTHERHOOD OF
SLEEPING CAR PORTERS

A. PHILIP RANDOLPH
Editor

Vol. 2 June No. 5

WOMEN'S ECONOMIC
COUNCILS

Chicago

The Women's Economic Council of Chicago held its regular social evening on April 16 at the headquarters, 4231 S. Michigan Avenue. Bingo and whist were featured, with Mrs. Kate Garner, Alice Martin, Ruby Haynes, Ethel Claridge, Almada Grady and Helena Wilson winning the respective prizes. Hostesses for the evening were Mesdames Hallie Davis, chairman; Inez Joplin, Kate Garner, M. J. Covington, Mattie Jackson and Lena Jones assisting.

We have been rehearsing for a few months for our Amateur Minstrel and Dance to be held some time in June. The Council pledged its full support to Clean-up Week, April 26th to May 8th.

The Annual Spring Dance given by the Chicago Division of the Brotherhood on April 30 was a tremendous success. The music was by Tiny Parham and Orchestra. The ladies were gorgeously gowned for this affair. Among those present were Mesdames Helena Wilson, President, lovely in green crepe with canary; Katie Garner, Vice-President, in pink flowered chiffon; Agnes Thornton in navy blue, Lena Hall in black chiffon with gold; M. J. Covington in lovely pink crepe; Cora Harvey in dusty pink with black satin, Mattie Jackson in navy blue crepe with white, Hallie Davis in black crepe with taffeta, Edna Gibson in printed brown chiffon, Ruby Haynes in lilac crepe; Arleen Robinson in lilac satin, Ethel Clardy in black crepe with white, Almada Johnson in dark green, Edith Hadley in black chiffon and lace, Lena Jones lovely in gray, Ola Roberts in black and white printed crepe, Helen Lowery in black crepe and chiffon, Lillian Sills in blue and white printed crepe; Inez Joplin in canary crinkled crepe, Mamie Malette in gray, Lucille Henderson in blue with maroon, and others looking their best and proud of each other.

We are still adding to our membership and really getting a number of new members. Mrs. Helena Wilson, President; 5725 Michigan Ave. Mrs. Inez Joplin, Reporter. 457 East 40th St. Salt Lake City

The Brotherhood of Sleeping Car Porters held a meeting at the home of Bro. H. Means on Monday afternoon, May 11. At this meeting the ladies completed their organization. Officers were elected as follows: Mrs. Nettie Gregory, president; Mrs. Walter Turrentine, vice-president; Mrs. Thelma Berden, secretary; Mrs. Lenetta Duncan, assistant secretary; and Mrs. Martha Davis, treasurer.

Los Angeles

The meeting at the home of the President, Mrs. Mattie Mae Stafford, opened with a splendid attendance of members and visiting brothers. There was a noticeable increase in membership and enthusiasm.

Plans were made for a picnic to be held in June in the Santa Monica Canyon. Mrs. Virginia Walker is the Chairman of the Entertainment Committee and everyone pledged her support. The

sale of five hundred tickets is her goal.

The president asked for suggestions regarding the betterment of the work. The responses were novel and helpful, something to attain. After the routine of business an hour was spent in feasting and happy fellowship. The meeting was adjourned to meet at the residence of Mrs. Virginia Walker.

Frederick Clark of London Speaks to Los Angeles Council

At one of the most successful meetings in the history of the Los Angeles Council, Mr. Frederick Clark of London, England, spoke to the Council on Unity and Womanhood as well as prevailing conditions in the labor field of England. He was roundly applauded at the end of his discourse.

Mr. Carl Echols, chairman of the local Scottsboro Defense Committee, gave an interesting talk on the history of the case.

Other speakers included Brother W. B. Holland, secretary-treasurer of the Brotherhood of Sleeping Car Porters and Charles L. Upton, President of the Los Angeles Division.

Refreshments were served by the host and hostess, Mr. and Mrs. C. Fletcher, and the meeting adjourned to meet at the residence of the President, Mrs. J. E. Stafford.

WASHINGTON

In February, 1935, Mrs. Rosina C. Tucker, at the request of the National Office, invited Mrs. Corlene V. Austine to her home to make plans for the reorganization of the Women's Economic Council. Cards were sent to several of the porters' wives asking them to meet next week. There were six wives present and some of the offices were filled.

From that time, the Council has steadily increased in numbers, in devotion and enthusiasm. Of course, there had to be put on a campaign of education because of fear and because our group had little interest and no experience in the labor movement. But now we have a large enthusiastic group of devoted women completely sold to union labor.

Besides entertaining for the purpose of raising money to carry on the work, we have been liberal towards other councils and have helped domestic workers of our city in their organization work.

The Washington Council held a mass meeting on April 12 for the purpose of informing the public of the general program. At the meeting, the presiding officer and two principal speakers were members and officers of the Women's Trade Union League of the District of Columbia. We have attended meetings of the Trade Union League and have been inspired by such contacts.

When we were first organized there were just two churches that opened their doors to us for meetings; but now churches are asking us to have meetings in them. Also there were no newspapers willing to give space for our announcements, now newspapers are employing us to give them news, and one newspaper sent a representative our president's home to obtain data concerning our work.

Ed. Note.—The group picture of the Washington Council will appear in an early issue of the Black Worker.

C. L. DELLUMS

WAGES EDUCATION-
AL CAMPAIGN

To the end of building a solid and effective Union, Bro. Dellums is carrying on consistent and steady educational campaign to make the porters Brotherhood and labor conscious. The strong Pacific Coast Locals show the high value of the campaign.

SECOND THEATRE

PARTY PLANNED

Tickets are now on sale at the New York headquarters for June 10 to see "Battle Hymn," the portrayal of John Brown at Harper's Ferry, at the Experimental Theatre, a Federal Theatre unit.

Those desiring to join the Brotherhood at this Theatre Party should secure their tickets early in advance.

THE UNITED STATES
HOUSING BILL

1. It recognizes housing as a national public responsibility, and establishes the fact that public assistance must be given where ordinary private enterprise cannot do the job.

2. It sets up an independent, permanent United States Housing Authority, with the power to issue bonds. We do, however, ask that one member of the Board of five shall represent Labor.

3. All moneys appropriated or borrowed under this Bill will go directly into the construction of needed low-rent housing of high standard, and will draw additional private funds at low interest rates into this vast untouchable field.

4. Federal subsidies will bring rents down to about \$15 to \$30 a month, a field which has never been touched by speculative private enterprise, but which is nevertheless all the rent which the majority of American families can afford to pay.

5. Labor standards are adequately guaranteed.

6. There is no exclusive emphasis on "slum clearance," which is the most expensive and difficult branch of the housing problem.

7. Local initiative is encouraged. We particularly commend the recognition of "public housing societies," or responsible groups of low-income families who may sponsor and lease projects constructed by the Authority. This will provide a great opportunity for democratic, local initiative and be a safeguard against bureaucratic or paternalistic management.

By HARRY C. BATES,
President Bricklayers, Masons,
Plasterers International Union.
In the May, 1936 American Federationist.

HOUSES FOR
WORKMEN

All of us who want to see the growth of a healthier, stronger and greater America in the years to come, will join me in my plea for the low-cost housing program embodied in this bill as a most effective means of stamping out the existing over-crowded and slum housing together with crime, vice and other social evils that such living conditions breed.

The "housing problem" is infinitely larger than the mere removal of a few ancient slum areas. That might be accomplished by the judicial use of a little dynamite. But the real housing problems cut across our entire industrial-economic and social framework. Even the first steps towards its solution require close study of whole series of complicated statistical facts.

One thing is clear: the new dwellings cannot be just for the top income group. The fact that we have built only for the top in the past few decades is one of the primary reasons for the existence of the "housing problem." Again, if we expect to begin to replace obsolete and slum dwellings, a very substantial share of the new homes must be within reach of the middle- and lower-income groups. The "trickling up" theory is a failure. We must, above all, extend the housing

Presents International Charter



WILLIAM GREEN
President, American Federation
of Labor

market to include the average industrial worker. This is a condition not only of the welfare of low-income families, not only of employment in the building industry, but of the general well-being of the American people.

Hitherto the residential building business has been a speculative luxury trade. Only some such machinery as the Housing Bill here under consideration will broaden its producing and consuming capacity to meet the needs of average citizens.

I am deeply convinced that a low cost housing program envisaged in this act is essential if we are to come anywhere near the solution of our housing problem. Not only do we know that private enterprise cannot even approach the solution of the problem without government aid, but we have the bitter experience of the speculative post-war decade to point to the need of a well-rounded out program of government assistance and regulation of the low-cost housing activity. Nor is it possible to solve the problem by such emergency measures as we have attempted in the past 3 years. The Federal Housing Administration has done splendid work in making available funds for home building and modernization, but it could hardly do more than release a portion of the frozen capital and regulate mortgage practices. In the same way, the Home Owners' Loan Corporation has stimulated the repair of many dwellings and has saved many homes from foreclosure, but its primary function is limited to that of a refinancing agency. The Resettlement Administration and P. W. A. are primarily emergency relief agencies and are not designed to inaugurate a housing program or any substantial consequence.

WM. GREEN,
President of the American Federation of Labor in the May, 1936, American Federationist.

That is why I believe that the Wagner Housing Bill is the only measure now before Congress and nation that would fill this vital need. It will not only bring together the several phases of housing activity now carried on by the Federal Government, but will make it possible to undertake a coordinated and effective housing plan designed along modest lines, yet nation-wide in scope. For this reason alone it will be most practicable and effective to place the administration of the program into the hands of an independent corporate agency such as the U. S. Housing Authority contemplated by Section 3 of the Act.

In further considering the provisions of this bill, it is indeed gratifying to find that Section 16 includes a set of safeguards which experience has shown are essential to protect the standards of labor in construction work. The minimum wage and hours standards included in this section and the anti-kick-back provision are well designed to protect the worker who will be employed on low-rent housing and slum clearance projects under this legislation. I am also gratified to see that the bill provides for "Public Housing Societies," which are to be organized to promote and administer low-rent housing, whose members will be composed of the beneficiaries of the program in a given locality. I believe that this provision will make it possible to develop low-rent housing on a community basis, where recreational activities and other community functions could be developed by joint effort of the members of the community in a most economical and yet a most effective way.

In considering the proposed legislation as a whole, I must point out that it is a measure that is founded on the realistic premise that there exists an acute housing shortage and that this housing shortage will be double aggravated unless the situation is remedied immediately. The bill also recognizes the fact that private enterprise cannot do alone the job that must be done.

At the same time, the measure provides every possible safeguard against competition with private industry. The simple plan of subsidies for housing by making available public funds at low interest rates is at once a simple and a statesmanlike approach to the problem. The bill recognizes that by having adequate public control of standards in subsidized housing is the only way to insure the benefits from subsidies in the form of low rentals and better living conditions.

WM. GREEN,
President of the American Federation of Labor in the May, 1936, American Federationist.

SCIENTIFIC SAFETY EFF

Watching The work is a gener among scabs and st Since they are lool vork for informing fellow workers, the velped the psychol getting by, feeling boss owes them son ation for their dirty

A good union p ever, does not nee the boss, except t that the boss doe advantage of him l his rights as a woker who is always see if the boss is co doing his job we knows it.

As a matter of specter should be b cause a porter to b passengers, even be discourteous to the last analysis, c gets courtesy. It i ways be immediate, work.

The fact is Broth ters don't need ins potters. Inspector ters who run a chicken with his h framing up porters make good their jo Company, are more ace than a help to Moreover, the ins potters represent i which the Compan eliminate, since at part of the Brothe gram is high servie

Inspectors and not make a bad po one by writing him think they hear sleeping; and a works by watching will for ever be in bad work, for "out."

Watch F
ELEVEN
ANNIVERS
EDITIO

of the

BLACK W

August, 1936

INTERNATI
CHARTER

(Continued from pa Steamship Clerks, Express Handlers argument and point carried on to resol isdictional difficult Brotherhood was show by the Execu or Convention or stability and finan tence to maintain tional structure.

This was done Brotherhood takes the A. F. of L. on equality with all o This is a source o This is a source o Pullman Porters their grounds—anc lines, but to the c race. It will serve any other single th have yet done, to black and white woi together for the cau ing class solidarity.

But the task of does not end with t of an internation they must maintain highest standard o ous, vision, coura elligence, and strug Advancement of cause of labor.

All of Harlem Within Easy Reach of

Harlem Branch Y. M. C. A.

The Y Buildings are within two blocks of:

LENOX AND EIGHTH AVENUE SUBWAYS

SIXTH AND NINTH AVENUE ELEVATED

LENOX, SEVENTH AND EIGHTH AVENUE BUS LINES

Fifteen Minutes from the Principal Railroad Stations

TWO BUILDINGS

Main Building
180 WEST 135th ST.

Annex Building
181 WEST 135th ST.

New York City

BROTHERHOOD NOTES

C. L. Dellums, Fourth Vice-President and Zone Supervisor of the Pacific Coast is now in Chicago working with the General Agreement Committee of the Brotherhood on a contract with the Pullman Company.

Ashley L. Totten, National Secretary-Treasurer, led a Committee, assisted by Brother S. McClellan, Organizer of the Washington District, to take up the case of Brother Philpott with Superintendent Stewart of Washington. More about this case will be reported in the future as it proceeds through various stages.

Bennie Smith, Second Vice-President, has successfully settled a grievance for a porter over the telephone. He is now just finishing a trip over his zone.

Brother B. F. McLaurin, National Field Organizer, made a quick trip to Boston and supervised the development of plans for the Labor Institute, which will be a part of the Tenth Anniversary of the Boston Division.

LADIES' AUXILIARIES

Chicago

The Ladies' Auxiliary of the Brotherhood of Sleeping Car Porters held a special Women's meeting, Tuesday, August 27, 1935, 8:30 p. m., at the Brotherhood headquarters, 4231 S. Michigan Avenue, during the tenth anniversary and victory celebration of the Brotherhood. The program was as follows:

Mrs. Helena Wilson, President of the Chicago Ladies' Auxiliary, acted as mistress of ceremonies; prayer by the Chaplain, Mrs. Esther Hill; history of the Colored Women's Economic Council by Mrs. Helena Wilson; a very impressive talk by Miss Lillian Gaskins, special organizer of the International Ladies' Garment Workers' Union of New York City, who distributed books among the women present. The next speaker was Miss Lillian Herstein of the Women's Trade Union League of Chicago. Miss Myrtle Jamison of Kansas City sang two beautiful numbers. Mrs. Ferdie Wilson, accompanied by Miss Johnnie Robinson, sang two numbers. Mr. Levi Collier sang two numbers accompanied by Miss Robinson.

Mr. Milton P. Webster introduced the National President of the Brotherhood, Mr. A. Philip Randolph, who made a short address complimenting the Auxiliary on the progress it has made and the cooperation it has given the Brotherhood.

On Wednesday afternoon, August 28th, 1935 from 2:30 to 5:30 p. m., a reception was given by the Auxiliary to visiting members and delegates. Lillian Barnes played music during the afternoon. Bridge and whist were featured. Mr. Ben Wilson won 1st bridge prize, Mrs. Agnes Thornton 2nd bridge prize. Mr. Rutledge, 1st whist prize, Mr. Madison of Kansas City, 2nd whist prize. Mr. Seales, 3rd whist prize. Miss Myrtle Jamison of Kansas City did several musical numbers during the afternoon.

Among the visiting members and friends were: Mr. A. Philip Randolph, Mr. Madison, Miss Myrtle Jamison, Mrs. Elnora Ransberg, Miss Emma Henry, Mrs. Lucille Williams, Mrs. Mary Young and Mrs. Alice Turner. Mrs. Nannie Hunt and Mrs. Cora Harvey were hostesses of the evening. Those assisting were Mrs. Kate Garner, Mrs. Agnes Thornton and Mrs. Helena Wilson.

The climax of the celebration was the Tenth Anniversary and Victory Celebration Ball at the Savoy Ballroom with music by Tiny Parham. It was well

attended by the members of the Brotherhood and the Ladies' Auxiliary. Mr. Milton P. Webster, president of the Chicago Division, was master of ceremonies. Our National President, Mr. A. Philip Randolph, as well as the other officers as follows were present:

Mrs. Helena Wilson, President of the Ladies' Auxiliary; Mrs. Agnes Thornton, Secretary; Mrs. Alma Johnson, Treasurer; Mrs. Esther Hill, Chaplain; Mrs. Kate Garner, Sick Committee and Mrs. Inez Joplin, Reporter.

Cleveland

The Cleveland Colored Women's Economic Council of America met to reorganize Friday night, August 16th at 8:00 p. m. at 2182 E. 81st Street, the home of Brother A. H. Marshall. After having the promise of about forty women to come out for the first meeting to reorganize, we were able to count ten, and the second meeting, Friday, August 23rd, at 3:30 p. m., at the Y. M. C. A., the count was eleven, one more than at the first, but we are hoping to have many more out on Thursday evening at 8:00 p. m., than we have had. If every Negro woman knew how important it is to have an organization of this kind among our group, I am sure they would be more anxious to come out and join than they seem to be at present.

The purpose of the Council, summed up in a nutshell, means justice for the Negro in all walks of life. The Brotherhood of Sleeping Car Porters needs the support of the women, and to get the proper support it must be incorporated into one body. Among the groups of other races, the women have hundreds of organizations and many of their organizations are going to the front this very day, trying to do something for the Negro. And why? All because the Negro is the most downtrodden race of people on earth and especially in the United States, where they seem to like to be the under dog. They seem to like to work for scant wages and to live in filth. They seem to like to go ragged and hungry. They seem to want to be ignorant. Sometimes I wonder what would become of us if we didn't have a few good, clean thinking, smart Negroes in our race to help the better thinking whites to care for that group of us that doesn't care even for themselves.

Now, wives of Pullman Porters of the Brotherhood have made a great stride in the direction of better working conditions for the Negro, and we owe all that we have done to our great and honorable president, Mr. A. Philip Randolph, for he has certainly done a wonderful job with a group of stubborn and unthinking men. So now that we have gone this far, we need the help of our women and their women friends and relatives. Come one, come all. Join this Council.

C. B. CARTER

Visitors

Mrs. A. H. Marshall and her four kiddies piled in her sedan and drove to Ravenna, Ohio, for a four day visit with relatives.

Mrs. Clarence B. Carter, the wife of Brother C. B. Carter, is planning a trip to Granville, Ohio, to spend a few days with Mr. and Mrs. Pete Johnson.

Brother C. B. Carter, on one of his wild trips to St. Louis, had the pleasure of meeting Brother L. Gibson of Kansas City, Mo., District, who has been on a wild goose chase all over West. Brother Gibson was very disappointed on Sunday, August 25th. He was passing through his home town bound for St. Louis and stepped into a telephone booth to call up his wife. After chatting a few minutes, she made the mistake of telling him that she had

stewed a big chicken for dinner, thinking that he would be home to eat it — and was he sick. The poor fellow almost fainted.

Brother Gibson also made mention of being on a D. H. Special out West with ten other porters, and all Brotherhood members but one. And how they boycotted him! They wouldn't play cards with him or even talk to him. Brother Gibson also said that the local in Kansas City was doing fine.

Brother C. S. Wells has returned home from a visit to New York, where he spent several days visiting relatives.

Portland

The Colored Women's Economic Council of the Brotherhood of Sleeping Car Porters met August 16th at the residence of Mrs. O. C. Cage, 1453 N. Benton Street, with the president, Mrs. Bessie Davis, presiding. We held a very interesting meeting.

The Auxiliary gave a whist party on August 11th at the home of Mrs. Liza Collins, 1718 Victoria Avenue. Mr. Clyde Lamb won first prize for the men, Mrs. Marion Ray first prize for the women. Mrs. Ollivine Cage won the booby prize. The Council is planning a bazaar to be given in the Fall.

We are having a call for new members. The drive is led by the vice-president, Mrs. Minnie Mae Smith.

The Council entertained the zone supervisor, Mr. C. I. Dellums, August 28th at the residence of our secretary, Mrs. Engliiss Johns, 743 N. Knott Street. Mr. Dellums brought news of the meeting on the 29th of August with the Brotherhood and the Pullman Company. The women were asked to encourage those men who owe back dues to pay up and those who haven't paid their dues to do so as soon as possible. Much good was done by his presence. Refreshments were served by the ladies.

MRS. BESSIE DAVIS,
President.
MRS. ENGLISS JOHN,
Secretary,
743 N. Knott St.

Kansas City, Kansas

The Kansas City, Kansas, Council has held successful and regular meetings throughout the summer with an attendance of 15 to 45 members present at each meeting. At present a special effort to get new and more members in the Auxiliary is being put forth by the members. Plans are being made for the October election and the celebrating of the tenth birthday of the Auxiliary. The Council has entered a popularity contest with the Missouri Council, which is a financial effort to help the Brotherhood. The date for this contest will be announced later. This Council has been headed by

Mrs. Lou Della Coleman for the past ten years. Much praise and credit for her splendid efforts is given Mrs. Coleman, who was in from the beginning of the organization and is still pushing forward.

MRS. LOU D. COLEMAN,
President.

MISS BETTIE M. ALBERT,
Acting Reporter,
1212 N. 3rd Street.

New York

The Ladies' Auxiliary held its nomination of officers on Thursday evening, September 19th, and its election on the following Thursday, September 26th. The following officers were unanimously elected:

Mrs. Katherine Lassiter, President; Mrs. Lolla Hughes, 1st Vice-President; Mrs. Jennie Toogood, 2nd Vice-President; Mrs. Tessie McCann, Recording Secretary; Mrs. Asalee McBride, Financial Secretary; Sara D. Harper, Treasurer; (Continued on page 4, col. 1)

BOSTON MASS MEETING

(Continued from page 1, col. 1)

Among the speakers will be Robert J. Wall, President of the Massachusetts State Federation of Labor; George W. Goodman, Executive Secretary of the Urban League of Boston; Frank R. Crosswaith, General Organizer of the I. L. G. W. U.; Michael Flaherty, Painters and Decorators' Union No. 11; J. D. Steele, of the Robert Gould Shaw House; Prof. Albert Sprague Coolidge, Harvard Law School; A. Philip Randolph, National President of the Brotherhood; Mrs. Minnie T. Wright, outstanding in the fraternal world; Mrs. Maud Van Vaerenwyck and Mrs. Mary Thompson, of the Women's Trade Union League. Mrs. M. C. Oglesby, President of the Women's Economic Council of the Boston Brotherhood; Rev. George L. Paine, Attorney George W. Rowser, Miss Margaret Wiseman, of the Consumers' League; Max Hamlin, I. L. G. W. U.; Mrs. F. Allen, Organizer of the I. L. G. W. U., and others.

The sessions of the Institute will be in the Ritz Plaza on Huntington Avenue. The last session will be under the auspices of the Women's Economic Council. The president, Mrs. M. C. Oglesby, of the Citizens' Committee, is doing a fine job to make these meetings historical in the march of important events in Boston.

To close the celebration there will be a dance on Wednesday, where all the social elites will dance to the tune of one of the country's outstanding orchestras.

THE TRUTH ABOUT CANADIAN NATIONAL

A firm of accountants employed by the Canadian government last week suggested to Parliament that the capital structure of the Canadian National Railway should be reduced by more than \$1,000,000. They pointed out that the publicly-owned system is carrying a "deadweight of worthless assets inherited from bankrupt privately-owned railways."

For example, the National is charged with \$100,000,000 of the stock of the old Canadian Northern, for which the Dominion paid only \$10,800,000 and with \$225,000,000 of so-called "assets" of the original Canadian National which did not cost the government a penny.

If the accountants' recommendations are accepted, the new capital set-up will show that the gigantic system owes the government \$765,306,362,000, instead of \$1,817,000,000 and that the debt held by the public amounts to \$1,246,000,000.

With this change and the return of anything like normal traffic, the National should soon be in a position to take care of its "fixed charges," and eventually begin paying dividends to its owners, the people of Canada.

For a long time the champions of private enterprise have been exhibiting the Canadian National as a "horrible example" of what happens under public ownership. Now, it is revealed that more than \$1,000,000,000 of the road's losses were incurred under private ownership.

—From "Labor"

PORTERS' SAFETY THOUGHT

"B" Careful.
"B" Safe.
"B" Thoughtful.

and
Think B-4 Acting

THE CHICAGO CELEBRATION

The celebration in Chicago began August 26th with a big mass meeting at the Bethesda Baptist Church. Speakers on that occasion were A. Philip Randolph, M. P. Webster, and Attorney C. Francis Stradford. Some beautiful musical numbers were rendered by the Federal Glee Club.

Monday, August 26th, was Brotherhood Night. The principal address was given by Brother Ernest Smith and members of the local. The general subject was "The Pullman Porters' Contribution to the Brotherhood's Victory."

Tuesday night was the Women's Meeting. Speakers were Miss Lillian Herstein, of the Women's Trade Union League, and Miss Lillian Gaskins, Special Organizer, International Ladies' Garment Workers' Union. A delightful musical program was rendered. Mrs. Helena Wilson, President of the Chicago Women's Economic Council, presided, and gave an interesting history of the Council, stressing its purposes and aims.

On Wednesday afternoon a reception was given by the Ladies' Auxiliary, for the visiting members and delegates.

Wednesday evening, August 28th, A. Philip Randolph spoke on "The Negro Workers and the Organized Labor Movement."

The celebration closed with a Tenth Anniversary and Victory Celebration Ball at the Savoy Ballroom. It attracted a huge crowd and was an overwhelming success.

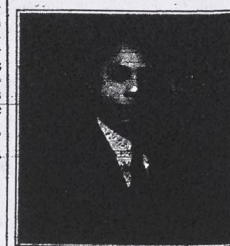
THE BEASLEY CASE

The Brotherhood was recently notified that the National Railroad Board of Adjustment had granted a hearing on the Beasley case. More about this case will be reported in the next issue of the Black Worker.

NEW PENSION LAW

The Congress has received a new Railroad Pension Bill. It is substantially the same as the previous measure from the point of view of the benefits to rail employees. It has been so framed, however, so as to avoid constitutional snags that were revealed in the 5 to 4 decision by the U. S. Supreme Court, declaring the first law unconstitutional. A revenue measure has been offered to raise the necessary funds. It is expected to pass this session of the Congress and if not this one, certainly the next, since it has received the support of the administration, although Joseph B. Eastman, Co-ordinator of Railroad Transportation, has opposed it. The Brotherhood and other Railroad unions are anxious to see the measure passed.

The company unions have fought against it. It will be a godsend to the Pullman porters because it will increase their pension practically a hundred percent.



O. W. BYNUM

Outstanding Organizer of the Brotherhood in the Penn Terminal District and staunch upholder of Brotherhood aims and ideals.

ST. LOUIS CELEBRATION

The celebration of the Brotherhood of Sleeping Car Porters in St. Louis began on the third of September and extended through the fifth. It was virtually a miracle. For the first time in the history of the organization there, porters in uniform openly rode on top of a truck with a band in a parade for the Brotherhood. It was a sight to behold and was good for the soul. It was truly indicative of the fact that a new porter has been born in St. Louis as a result of the baptism of the Brotherhood.

The parade was staged with automobiles donated by porters and citizen friends of the Brotherhood. It was something new to St. Louis and introduced an initiative in enterprise which may serve to stimulate a new spirit of industry and aggressive struggle, not only among the Pullman porters, but the Negroes generally.

The mass meeting, September 3rd, was addressed by A. Philip Randolph, National President; and M. P. Webster, First Vice-President, with Dr. W. C. Bridges, presiding. Brother E. J. Bradley, Third Vice-President, also made a few remarks.

The Women's Day, which was under the supervision of the Women's Economic Council of St. Louis, was a remarkable success. The principal speaker was Miss Mary Ryden, a member of the Central Trades and Labor Council of St. Louis, and prominent trade union affairs. Brother Randolph, Webster and Bradley also spoke. Mrs. Lee, Vice President of the Council, presided, and first introduced Mr. Curby, the President, who made an interesting talk on "Purposes and Aims of the Council."

The celebration ended with a dance, which was one of the largest St. Louis has ever seen.

This whole affair was a great tribute to Brother E. Bradley who, under great tribulations and sacrifice with a half a dozen other porters, maintained the organization in St. Louis. The planning and execution of the celebration was the job of Brother McNeal, the capable assistant to Brother Bradley.

(Continued from page 1, col. 2)

cerned about the misery of suffering of the people. Business says scrap all social legislation. It interferes with business. Business must be free, and when free it will restore prosperity. Labor retorts that this is a mere promise. What about 1929 when business was free? Production even then was below the capacity of the producing machinery. Millions of workers were unemployed. According to the findings of the National Survey, Potential Product Capacity even in 1929 we fell short of the production and living standards we might have achieved. Our production in the United States amounted to \$69,911,000,000 worth of goods and services, while our industrial mechanism, if operated to capacity, could have turned out \$135,000,000,000 worth of goods and services. The average income per family in 1929 was \$2,184; with capacity production, it could have been \$4.37 an addition of nearly \$1,200 per family.

The scarcity doctrine of business with respect to production of goods and services is designed to raise prices and pile up higher profits. If the government, it is argued in the ranks of the workers, can commandeer the life of workers in a war crisis, why can it not commandeer the dollars and cents of workers in a social and economic crisis, such as the depression. This is far better than the spurious doctrine of inflation, which can only compound and deepen the misery of the worker.

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and himself. He
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serve the rules of
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The Brotherhood
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interest on the part
in this important

UTION OF SPECT

from
d Women's Eco-
nomic Club, Ill.
Ill., Nov. 25, 1932
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th his fellow men
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co-worker for all
are up-lifting, for all
and Organized La-

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cannot soothe heart-
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that we shall meet
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he would say, "Fight
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n.
A. Wilson, President
Thornton, Fin Sec'y
ly E. Glass, Reporter

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New York City
e 4-1123

CHRISTMAS

(Continued from page 1, col. 5)

"What profiteth a man to gain
this world and lose his soul?"
Now, clearly more than
ever before, workers must fight
to be free. The enemies of
civil and political liberty grow
in fury and force. Fascism, now
reigning in Italy, and Nazism,
the crowning cruelty of Hitler
in Germany, are leaping their
national frontiers into the land
of America. Without eternal
vigilance, Fascism will soon
come if, indeed, in menacing
and forbidding men, it is not
already here. If it prospers,
labor will perish. Minority
movements to abolish race hate,
to express religious convictions
and promote the common weal
against the foes of freedom
and justice, will be crushed in
blood and buried in a sea of
oblivion. Thus the workers' gift
to the world must be war
upon war and the hydra-headed
monster of Fascist terror.

C. L. DELLUMS RETURNS FROM ZONE TRIP

C. L. Dellums, 4th Vice-
President, has recently return-
ed from visits to the various
districts of his zone. He plans
to return to Los Angeles in the
next month, and conduct an in-
tensive organization and educa-
tion campaign.



MERRY CHRISTMAS

and

HAPPY NEW YEAR

to Our Readers

from "The Black Worker"

and the

Brotherhood of Sleeping Car Porters

The Black Worker plans to
bring out larger editions in an-
other year. New features will
be added. It proposes to serve
not only as a spokesman of the
Pullman porters, but of the
black workers throughout Amer-
ica and the world, as well as
to reflect the opinion and think-
ing of the enlightened, class-
conscious workers of the world.

The Black Worker will also
institute a cultural departmen
including criticisms of the
drama and art in general from
the point of view of the worker.

— "The Black Worker"

MARCH of BROTHERHOOD

(Continued from page 1, col. 2)

Seemingly this point has now,
to an appreciable extent, been
reached and theory and prac-
tice are reacting from a com-
bined platform in a phase of
understanding and decided by
greater stability.

To replace, in the minds of
a group, who through educa-
tion and environment was
steeped in individualism, the
ideals attendant on mass action,
has not been an easy task. This
condition was aggravated be-
cause the entire combination in
the past was intended to de-
velop in them the inferiority
complex, glorified as a con-
dition of excellence to be attain-
ed, for that group, in order to
gain greater preferment and
compensation from their em-
ployers.

It was quite an important
question with a large number
of men to decide whether or
the practical thing to do was to
remain faithful to what was
known, even if unsatisfactory,
rather than to risk something
which, so far as they were con-
cerned, was untried.

However, the persistent ef-
forts of President Randolph,
Secretary - Treasurer Totten,
Vice-President Webster of
Chicago, Bradley of St. Louis,
Bennie Smith of Detroit and
Dellums of Oakland, and a fine
group of porters who having
caught the spirit of the move-
ment delivered the gospel where-
ever they went, much progress
has been made.

A great deal of assurance
was offered the men when the
Amended Railway Labor Act
was passed granting protection
to those who desired to
choose their own representa-
tives. This not only pointed
out that some porters desired to
work under the system of col-
lective bargaining and with
leaders of their own choice;
but that through long experi-
ence, the government knew and
agreed that it was the just and
most progressive method of
procedure by employers and
their employees in dealing with
questions arising and of their
necessary relations. They fur-
ther agreed that the best inter-
est of the country at large,
would be served by guarantee-
ing to the workers this right,
which at the same time would
in no way rob employers of
their just dues.

If through years of experi-
ence it becomes a proven fact
that labor unions are the in-
struments most valuable to
workers in securing for them
better wages and better work-
ing conditions and since por-
ters are workers, it is a logical
sequence to assume that no
other instrument will serve the
greatest number in the best
way as a well developed union.
Even after granting that
there are problems confronting
Negro union members which
are not met with among union
members of the white race, our
economic condition cannot be
improved by remaining unorga-
nized, or becoming members
of near-company unions qual-
ified with anything, hence
benefit of the most vital prin-
ciple upon which the perma-
nence of jobs depend.

Reference is made to the
shortsighted, prejudiced, nar-
row and unscientific policy of
certain white unions which de-
stroy labor solidarity with
color bars; thereby creating the
popular reason among groups
of Negroes for remaining un-
organized.

The principle of condemning
an instrument because those
who control it show inefficiency
is unsound. The cure is to
improve the technique of the
controllers. This, in the case
of the unions cannot be at-
tained by remaining away, but
by organizing independently
and becoming a part of an es-
tablished labor body which will
give the chance and right to
present protests against exist-
ing conditions.

(Continued bottom of col. 5)

THE INTERNATIONAL CHARTER

The Executive Council of the
A. F. of L., in session in At-
lantic City, prior to the Con-
vention which was held there
in October, granted an interna-
tional charter to the Brother-
hood of Sleeping Car Porters.
The scope of the charter, or the
class of workers that will come
under its jurisdiction, is yet to
be finally settled upon. Were
the Brotherhood willing to ac-
cept the charter for Pullman
porters and maids alone, there
would be no hold-up on getting
physical possession of it. But
the Brotherhood is claiming
jurisdiction over the Red Caps
and train porters, as well as
porters on the buses and in the
bus terminals. The claim of
the Brotherhood of jurisdic-
tion over these classes of workers
is based upon a desire to organize
these workers so that they may
receive the protection of the
Railway Labor Act as amended
by the 78th Congress, as well
as to secure for them decent
wages, hours and working con-
ditions.

The jurisdictional claim of
the Brotherhood over the Red
Caps, however, is contested by
the Brotherhood of Railway
Clerks on the grounds that the
Clerks' organization has juris-
diction over all workers in and
around the terminals, although
the Brotherhood of Railway
Clerks admits it has not organ-
ized the Red Caps, and that it
does not accept colored work-
ers in its organization be-
cause of the color clause in its
constitution. The Pullman
conductors continue to raise the
contention that the "porters-in-
charge" are conductors and
should come under the jurisdic-
tion of the Order of Sleeping
Car Conductors.

The Brotherhood dissents
from the position of the Pull-
man conductors and contends
that there is no special group
of in-charge porters, but that a
porter may run in-charge today
and not run in-charge tomor-
row, that he may run in-charge
a part of a run and run as a
regular porter the other part.
However, the Brotherhood does
not seek to invade the jurisdic-
tional claims of any sister or-
ganization. It is only interest-
ed in the improvement of the
conditions and the protection
of the rights of the porters. It
does not want to see conduc-
tors lose their jobs and to that
end the Brotherhood will fight
to secure conductors' pay for
conductors' work for a porter.
This is the only practical way
by which the problem of the
relation between the conductor
and the porter may be properly
solved.

Porters and conductors have
got to be careful that they
don't permit themselves to be
used against each other's inter-
ests. They are only incidentally
of different races. This
really doesn't count so far as
the Pullman Company is con-
cerned, for the Company is on-
ly concerned about making pro-
fits out of the labor of both the
conductor and the porter. The
Company wouldn't have either
a conductor or a porter if it
could invent some "robot" to
do the job. The conductors
and the porters ought to be
able to understand this by now.

Instead of having anything
in opposition, conductors and
porters have everything in com-
mon that is, fundamentally.

The matter of the interna-
tional charter is only a ques-
tion of detail which will be
worked out in the near future.
The Brotherhood is not dis-
turbed about it because the
securing of the charter will not
change the present operation
of the Brotherhood in the least.
The Brotherhood is now and
has been from its very founda-
tion functioning as an interna-
tional union, although it was
affiliated with the A. F. of L.
through federal charters.

(Continued on page 4, col. 5)

NEGRO LABOR TO DEDICATE NEW HOME

Announcement was made to-
day that on Sunday afternoon,
December 15th, the Negro La-
bor Committee will dedicate its
New Home, The Harlem Labor
Center, 312 West 125th Street,
to the labor movement with ap-
propriate exercises, according
to Morris Feinstein, Secretary
of the United Hebrew Trades
and chairman of the Dedicatory
Committee and Frank R. Cross-
waith, chairman of the Negro
Labor Committee.

An imposing list of outstand-
ing Negro and white labor lead-
ers will speak. Among them
are: William Collins, represent-
ing President William Green
of the American Federation of
Labor; A. Philip Randolph,
President of the Brotherhood
of Sleeping Car Porters; Julius
Hochman, General Manager of
the Joint Board of Dress &
Waistmakers Union, ILGWU;
James Bambrick, President,
Greater New York Council
Building Service Employees
Union, 32B; Luigi Antonini,
General Secretary, Italian
Dressmakers Union; Norman
Thomas, Executive Director,
League for Industrial Democ-
racy; Joseph Schlossberg, Gen-
eral Secretary-Treasurer, Amal-
gamated Clothing Workers of
America; Charles Zimmerman,
Secretary-Manager, Dressmak-
ers Union, L. No. 22 ILGWU;
B. Chaney Vladek, Chairman,
Jewish Labor Committee and
David Dubinsky, President, In-
ternational Ladies' Garment
Workers Union and Vice-Pres-
ident, A. F. of L.; Rev. Frazier Mil-
ler, outstanding progressive Ne-
gro clergyman, will deliver the
invocation.

The Center will house many
of the legitimate labor unions
doing active work among Ne-
gro workers in the Harlem
area. In addition to union of-
ficials, the educational depart-
ments of the Dressmakers
Union, L. No. 22 ILGWU and
the International Ladies' Gar-
ment Workers Union will con-
duct classes in Trade Unionism,
Public Speaking, Social Sci-
ences and other subjects. A
Workers' Library will also be
established in the Center.

GEORGE CLARK

(Continued from page 1, col. 3)
rendered by Miss Ferdie Wil-
son.

Telegrams of condolence and
sympathy were received from
A. Philip Randolph, National
President of the Brotherhood
of New York; E. J. Bradley,
Third Vice-President, of St.
Louis; Bennie Smith, Second
Vice-President, of Detroit, and
from a host of individual mem-
bers of the Brotherhood from
different parts of the country.

The Headquarters of the
Brotherhood was crowded to
overflowing with its members
and their families in this last
tribute to the work of a man
whose loyalty and sacrifice had
made one of the major contribu-
tions to the success of this
workers' organization.

The pall-bearers were all of-
ficials of the Brotherhood and
men closely associated with Mr.
Clark in his work, including
William Puckett, William Ad-
miral, Thomas Jackson, Ben-
jamin Wilson, Serie McDougal,
Karl Clark and J. W. Beasley.
— Mr. Clark is survived by his
wife, Mae Clark, three children,
Georgette, age seven; Robert
Fayle, age four and Gwendolyn
Anita, age two; also by a
brother, Marshall Clark, and
three sisters, Fannie Eddy, Eu-
genia Ballard and Rosa Wright.
Interment was at Lincoln
Cemetery.

SIDE LIGHTS

Senator Borah rebuffs the
N. A. A. C. P. and insults
15,000,000 Negroes by boast-
ing that he would veto Fed-
eral legislation against the
crime of lynching.

Norman Thomas, leader of
the Socialist Party, and Earl
Browder, Secretary of the Com-
munist Party, held a memorable
debate in Madison Square Gar-
den, around the middle of No-
vember on "Which Way Out
for the American Workers."

The upraising in Brazil, la-
beled by the capitalist press as
Communist, has been crushed
by the iron hand of the Vargas
government.

Ethiopia, under the stimu-
lating personality of Haile Sel-
assie, holds its own against the
legions of Fascist Italy.

The League of Nations' sanc-
tions, backed by 51 nations,
are beginning to give Il Duce
cause for worry. He blows up
in rage at the suggestion that
oil be put on the sanction list.
Oil in this instance, instead of
being poured on the troubled
waters, may cause a world to
burst into the flames of an-
other world war.

In the courts from every cor-
ner of the country, big business
is shooting legal suits at Pres-
ident Roosevelt's New Deal. It
seems that what the people of
the country win in Congress
through their representatives, is
nullified in the courts, through
old men elected judges for life.

The Liberty League, Hearst,
Hoover and Father Coughlin,
are berating the New Deal leg-
islation as Communist. What
on earth would they put into
law to meet the ills of the
people in this hour of stress if
the New Deal is too radical?



JAMES EDWARD SMITH

"Crack" Field Organizer of the
N. Y. Central District, who
can be found at the yards at
any time, faithfully pushing
the work of the Brotherhood.

(Continued from col. 2)

ing conditions where its effect
will be best felt.

Education, well diffused
among organized workers,
against those principles and po-
licies which are detrimental to
their solidarity, hence strength,
will have its effect in time in
eliminating the unpalatable.

To those who are unorga-
nized and cling to the belief
that they can receive more by
bargaining for themselves, than by
building with their fellow work-
ers a place through organiza-
tion, education and disillusion-
ment will in time effect a cure.

Thus from stage to stage we
will march on to a better day
by education and agitation and
through organization.

The Black Worker

(OFFICIAL ORGAN OF THE BROTHERHOOD OF SLEEPING CAR PORTERS)

Affiliated with the American Federation of Labor

"Know Ye the Truth and the Truth Shall Make You Free"

Vol. II. No. 3

NEW YORK CITY, APRIL, 1936

Price 5c

THE BROTHERHOOD AND THE AGREEMENT

By A. Philip Randolph

Writing an agreement by the Brotherhood with The Pullman Company naturally follows the certification of the Brotherhood by the National Mediation Board and the consequent recognition by The Pullman Company. The question for the porters is not the writing of an agreement. This is certain to be done. The main problem of a body of organized workers is to win the right to write an agreement. This entails long, hard and difficult struggle. It is recognized that when once the workers, through organized action, win recognition from their employer, the making of agreements follows as a matter of course.

From the point of view of The Pullman Company and all employers, the main and central fight is waged against the workers securing recognition. So determined was The Pullman Company against giving the Brotherhood recognition that it did not, before the election was won by the Brotherhood under the supervision of the National Mediation Board, even answer a letter from the Brotherhood, fearing lest that be construed as a form of recognition. This is not only true of The Pullman Company, but with all employers in attempting to prevent their employees from developing a bona fide organization.

In the efforts of The Pullman Company to forestall organization on the part of the porters in a bona fide form, the Plan of Employee Representation was set up and maintained at considerable cost. All sorts of devices were employed to maintain the Plan, or company union, which was simply the Company's method of keeping from giving recognition to its employees when organized in a union of their own, financially maintained by them and subject to their own control and direction.

In addition to the Plan of Employee Representation, there were various welfare efforts Company for the purpose of attaching and fixing a porter and its employees generally to the Company-dominated union.

The basic reason for The Pullman Company's efforts to avoid giving recognition to the Brotherhood is that recognition signifies equality of bargaining status. With recognition goes the right of representatives selected by the employees in the manner and method they adopt to meet with the Company around the conference table and adjust and settle various problems that may arise between the employees and the management and also to make agreements relating to rates of pay and rules governing working conditions. Without this equality of status, which grows out of and flows from recognition of the Brotherhood by The Pullman Company, collective bargaining would be absolutely meaningless, futile and ineffective. Because equality of bargaining relationships between the employees and the carriers is so fundamental, important and significant, the Antiquated Railway Labor Act of 1934 sets up certain definite provisions safeguarding the rights of both parties, the employees and

(Continued on page 2, col. 4)



From left to right, sitting: Miss Alberta Luckett, Vice-President; Mrs. Nannie Curby, Organizer; Miss Mattie Bowens, President. Standing: Miss Frankie Bowens, Reporter; Miss Leora Woods, Chairman of Program Committee; Miss Evelyn Curby, Treasurer; Miss Elrena White, Secretary — Junior Economic Council, St. Louis.

BROTHERHOOD FIGHTS FOR LYNCHING INVESTIGATION

New York. — According to Walter White, Secretary of the National Association for the Advancement of Colored People, Congressman James F. Byrnes of the Audit and Control Committee is trying to kill the resolution to investigate lynchings since the filibuster in Congress last year, which shelved the Wagner-Costigan anti-lynch bill. The resolution has been approved and reported favorably by the Judiciary Committee.

The Brotherhood, noting this impasse, secured the support of the American Federation of Labor as the following telegram attests:

President William Green American Federation of Labor Building Massachusetts Avenue, Washington, D. C.

Kindly demand Senate audit and Control Committee headed by Senator James F. Byrnes to take favorable action on Senator Frederick Vannoy's of Indiana resolution for Senate investigation of lynchings occurring in 1935 following filibuster against Costigan-Wagner bill which A. F. of L. convention endorsed. Resolution was favorably reported by Senate Judiciary Committee. Lynchings increasing. Twenty-five occurred in 1935. Cordially, A. Philip Randolph

In reply thereto, President Green sent Mr. Randolph the following message:

A. Philip Randolph 105 West 136th Street, New York, New York

We will contact Audit and Control Committee and urge favorable action on Senator Vannoy's resolution.

Wm. Green

WAGNER LABOR DISPUTES ACT CONTESTED

Chicago, Illinois. — Despite the declaration of the Wagner Labor Disputes Act, officially known as the National Labor Relations Act, as unconstitutional by Judge John P. Barnes in the Federal District Court of Chicago, the National Labor Relations Board continues to function and is pressing the case for final decision before the United States Supreme Court. This law concerns all workers although it does not affect or deal with the problems of railway workers.

GREEN CONDEMNS MUTINY CHARGE AGAINST SAILORS

Washington, D. C. — Declaring that the charge of mutiny against the striking seamen of the Steamship California as absurd, despite the efforts of Secretary of Commerce Daniel C. Roper to condemn and prosecute these workers, William Green, President of the American Federation of Labor pointed out that such a charge should be ignored by the Attorney General and Secretary of Labor Frances Perkins.

When interviewed on the matter, President Green stated that "if what the crew did was mutiny, how and when can sailors strike?"

BROTHERHOOD PLANS PARTY FOR NEGRO THEATRE

Plans are afoot to work up a party of Brotherhood members and members of the Ladies' Auxiliary to attend a show staged by the Negro theatre workers in the W. P. A. at the Lafayette Theatre. This theatrical project gives employment to unemployed Negro actors.

BROTHERHOOD JOINS SCOTTSBORO DEFENSE COMMITTEE

At the invitation of the national organizations comprising the new Scottsboro Defense Committee, the Brotherhood has become an official member in compliance with the resolution adopted in the last convention of the Brotherhood in Kansas City, Missouri, to support the historic fight of the Scottsboro boys for freedom.

C. L. DELLUMS TO CONDUCT CAMPAIGN

Waging a vigorous campaign on the Pacific Coast, Brother C. L. Dellums, 4th vice-president, is conducting an intensive organization and educational campaign. He just visited Los Angeles and participated in a big affair which was staged under the direction of Brother Charles L. Upton, President, and W. H. Holland, Secretary-Treasurer. He has reported that the affair was a social and financial success. He plans to visit other districts in his zone in the near future.

M. P. WEBSTER VISITS TWIN CITIES

Tuesday, March 23, Brother M. P. Webster, first vice-president, left Chicago for a visit of a week to the Twin Cities to conduct a series of organizational meetings and to plan a large Brotherhood affair.

Upon returning from Twin Cities, he will go to Cincinnati to confer with some of the officials of the Brotherhood of Railway Clerks on matters relating to the Brotherhood's fight. He will also visit Kansas City and Omaha.

BENNIE SMITH TO COVER ZONE

Brother Bennie Smith, 2nd vice-president, is planning to make another trip over his zone, which has been hard hit by the flood. It is his purpose to plan some big public meetings for Cincinnati and Pittsburgh. According to recent reports his zone is making rapid, remarkable progress.

E. J. BRADLEY EXTENDS ZONE WORK

Brother E. J. Bradley, 3rd vice-president, who recently returned from a trip covering his zone, which embraces the southwest, is now co-ordinating all the activities in his field to the end of having the various districts proceed with their local self-development.

B. F. McLAURIN RETURNS EAST

After a long and extended tour throughout the Southern seaboard Pullman districts, Brother B. F. McLauren, Secretary-Treasurer, returns to New York City.

Holland
Upton

June, 1936

DISCIPLINE

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THIRD FLOOR

THE BLACK WORKER

(OFFICIAL ORGAN OF THE BROTHERHOOD OF SLEEPING CAR PORTERS)
(Affiliated with the American Federation of Labor)

"Know Ye the Truth and the Truth Shall Make You Free"

VOL. 11 - No. 6

NEW YORK CITY, AUGUST, 1936

Price 10c

BROTHERHOOD CELEBRATES 11th ANNIVERSARY AND A. F. OF L. INTERNATIONAL CHARTER

WILLIAM GREEN
President, American Federation
of Labor



WILLIAM GREEN'S MESSAGE TO THE PULLMAN PORTERS

To the Pullman Porters:
The presentation of a charter to the Brotherhood of Sleeping Car Porters on June 7, 1936, was an historic event to Labor in the United States, the implications of which will be increasingly significant as the years go by. The Pullman Porters are the first group of Negro workers to battle their way to organization for the advancement of their interests and the assurance of their rights. Organized in an effective union, the Pullman Porters can have a hand in controlling their destinies instead of being the victims of destiny.

Those who follow your calling are in the employ of a corporation whose name is a reminder of one of the most terrific labor contests in American history. Unions before your day struggled to establish collective bargaining in The Pullman Company. You from a group of especially underprivileged in our work group have suffered from racial handicaps which increased your difficulties in establishing your unions and in securing equal opportunity under the law.

In spite of your difficulties you have kept on with the help and inspiration of your competent and far-sighted chief executive—a man who honors office by his work and devotion. The assistance and guidance of the American Federation of Labor and especially of those internationals united in our Railway Employees Department, has also been an essential factor in your success. They have co-operated with you as you have co-operated with them.

Now that you are an integral and self-governing member of the American Federation of Labor—the pioneer group of the Negro workers to join with the American Labor

(Continued on page 21, col. 5)

PRESIDENT ROOSEVELT GREET'S PULLMAN PORTERS

THE WHITE HOUSE
WASHINGTON

June 23, 1936

My dear Mr. Randolph:

I send cordial good wishes to the Brotherhood of Sleeping Car Porters and congratulate them upon the approaching eleventh anniversary of their union. I trust that the members of your organization who contribute so much to the comfort of the traveling public will always themselves find happiness and prosperity in their work.

Very sincerely yours,

Mr. A. Philip Randolph,
National President,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue,
Chicago, Illinois.

HOUSE OF COMMONS

Dear Mr. Randolph:

I have much pleasure in congratulating the Brotherhood of Sleeping Car Porters on its Eleventh Anniversary, and send my best wishes for its continued success.

I have the most pleasant memories of the very kind attention and friendliness which I received from the sleeping car porters during my recent visit to America. I trust the organization will grow in strength as the days pass by, and that it will become part of the world wide international of labor.

Again with every good wish, I am,

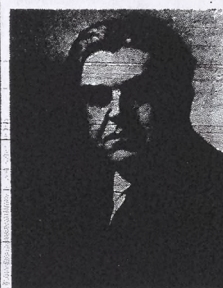
Yours fraternally,
George Lansbury.

MESSAGE FROM SIR WALTER CITRINE GENERAL SECRETARY, BRITISH TRADES UNION CONGRESS

It is with genuine pleasure that I join, on behalf of the British Trade Union Movement, in the anniversary celebration of the first International Negro Trade Union in America. Like many other travellers in the United States I retain pleasant memories of the courtesy, good humour, and helpfulness of the coloured porters and trainmen on the American railways, and I was pleased during my last visit to find so many of them were members of the Brotherhood of Sleeping Car Porters. The granting of the Charter by the American Federation of Labour to the organization of Pullman porters marked an important stage in the development of American Trade Unionism as a movement which exists for the promotion of the economic welfare of the workers without regard to the race, language or creed. In the name of the British Trade Union Movement, I send you the most cordial good wishes for the success of your organization as an integral part of our great Trade Union Movement and an affiliated society in the American Federation of Labour.

WALTER CITRINE

JOHN L. LEWIS
President
United Mine Workers of
America



JOHN LEWIS SALUTES PULLMAN PORTERS' BROTHERHOOD

The members of the United Mine Workers of America rejoice that sleeping car porters have attained at least to all the rights and privileges of other industrial workers—to equality in economic opportunity regardless of race or color. In our organization from the beginning, there has been no discrimination against the Negro worker. Within the industry he also enjoys the same conditions of work and the same rates of pay as his white fellow-worker.

It is for this reason that we have been happy to see your organization grow in strength and finally, under the provisions of the amended Railway Labor Act, to win recognition from The Pullman Company. On this account, we, therefore, rejoice with you on the occasion of your Eleventh Anniversary as an organization. We also congratulate you on the character of your leadership and the notable accomplishments of your chief executive.

Your organization has indeed made a most gallant and inspiring record under the most adverse conditions. Not only my reading but the extensive travelling which my duties require, has brought me into direct contact with the long, upward struggle of sleeping car porters for more adequate wages and a larger measure of industrial democracy. During the past year I have been especially impressed with the gains which you have made through your organization and the solid hope which you now have for further advancement.

In this connection, I recall the report of the Commission on Industrial Relations of 1915. Through this famous document the deplorable condition of Pullman porters was first vividly brought to national attention. The Commission pointed out the inexcusable extent to which porters were exploited by The Pullman Company, being paid wages of only \$27.50 per

(Continued on page 6, col. 4)

BROTHERHOOD OF SLEEPING CAR PORTERS

INTERNATIONAL OFFICERS

ORGANIZATION AMONG PULLMAN PORTERS

By M. P. Webster, Chairman
National Executive Board

The organization of the Sleeping Car Porters of America into the Brotherhood of Sleeping Car Porters is by no means the first effort of the Pullman car porters to organize themselves, but is rather the crystallization of many previous efforts. As early as 1910 and 1912 the talk of organizing porters was prevalent among many of them in this part of the country. It was told to me by old porters that as far back as 1900 efforts were put forth to organize porters into a union, and the conversation prevalent in the sign-out rooms and particularly in the sign-out room in the Chicago Western District known as the "Hole" dwelt upon the disadvantages and hardships, low wages and

raising their wages to \$45.00 per month. This increase, however, was not a gratuitous consideration from the Company but due to the fact that industry was working at top speed on account of orders for war material from the foreign countries, and later the army took most of the young men off the jobs and there being keen competition in industry for workers of all kinds and classes, the economic necessity of the times forced this extra consideration for Pullman porters. Shortly thereafter the Pullman Car Lines became part of the United States Railroad Administration under the direction of Director-General William G. McAdoo. The porters were receiving the lowest classification of pay that was obtained in the Railroad Administration at that time and were paid \$47.50 per month, the rate that was paid to office boys.

One of the first proclamations issued by the Railroad Administration was that employees of the Administration seeking consideration with respect to wages and working conditions, must come through organized groups, and that the Railroad Administration would not deal with individuals, and the Lane Wage Commission was set up by the Railroad Administration at that time to hear, determine and recommend to the Railroad Administration on all matters concerning wages and working conditions.

Following the edict of the Railroad Administration on organization, a number of organizations sprung up among the Pullman porters, namely the Brotherhood of Sleeping Car Porters Protective Union, several local organizations in the American Federation of Labor organized under the Hotel Workers Alliance and the International Railroad Men's Benevolent Industrial Association, of which the writer was an official for several years.

Most of the activities of the various porters' organizations of that period were taken up in each telling what the other could not do for the porters, however, as a result of action taken by the International Railroad Men's Benevolent Industrial Association, a hearing on the wages and working conditions of Pullman porters and maids was held in Washington in 1918 at which these vital matters were discussed, but incidentally there was no unanimity of opinion at the presentation. Some of the individuals who were active at this hearing were later found to be in the employ of the company in semi-official positions, and even at that time were loud in their pronouncement that the porters were satisfied.

However, during the period of the United States Railroad Administration the Pullman porters were raised from \$47.50 a month to \$60.00 per month and placed on the eleven thousand mile basic month and also given some five or six months' back pay.

At this rate the porters' wages remained until the year of 1924. At the conclusion of the United States Railroad Administration and the passage of the Transportation Act of 1920, the Employee Plan of Representation of The Pullman Company was set up and presented to the porters in the various districts throughout the United States. Many porters, because of the chaos and confusion that existed among the several organizations at that time, accepted the Pullman Plan of Employee Representation and among the early members were such men as Frank Boyd of St. Paul; A. Briggs of Denver, Colorado; A. L. Totten of New

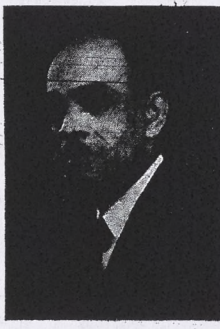


A. PHILIP RANDOLPH
President

York City; John C. Mills of Chicago, and others.

During the year of 1924 another effort was made to organize the porters into a bona fide labor union, and shortly thereafter there was called by the company the first so-called joint conference under the Pullman Plan of Employee Representation. Pullman porters throughout the country made an effort to select the best possible men to represent them and there were included among those in the first conference such good Brotherhood men as John C. Mills, C. S. Wells of Cleveland; M. C. Oglesby of Boston, Mass., and A. L. Totten, and a number of others. There grew out of that conference an increase of pay of \$7.50 per month, raising the porters' pay to \$67.50.

Many of the men who were interested in the bona fide union felt satisfied that the effort had brought material result, and therefore the organization was abandoned; however, within less than another



EDWARD J. BRADLEY
Third Vice-President

year it dawned upon our faithful Brothers who were part of this conference of 1924, that this Pullman Plan only operated when and as the company wanted it to operate, and the determination was born at that time in the minds of those men to set up a bona fide organization. This was the beginning of the Brotherhood of Sleeping Car Porters, and among the original organizers of the Brotherhood of Sleeping Car Porters will be found the names of many Pullman car porters who had been members of the Pullman Plan Committee.

When the work of the Brotherhood developed to the place where it was getting some substantial support from porters throughout the country, the company again called the porters into conference in 1926. At this conference Brother Bennie Smith,

who had led his superintendent to believe that he was going along with the company, was a member. During the session of this conference, Brother Smith kept in close touch with the Brotherhood and was constantly followed by a Negro, who openly admitted that he was on the pay roll of the company as a stool pigeon. Brother Smith was one of two men who refused to sign the so-called agreement of 1926, and his time in the service was very short lived. At this conference they were given a raise of \$5.00, increasing their salary to \$72.50.

The Brotherhood, however, during the years following, had its ups and downs. The opposition was drastic and of course felt by members of the organization, large numbers of whom have lost their jobs on petty charges, but largely due to the fact that they were active in the organization.

In 1929 the Brotherhood became part of the American Federation of Labor and started another intensive drive. Then, presto—change, another conference was called, out of which grew an increase in pay of \$5.00 per month which brought the porters' wage up to the present rate of \$77.50 per month. All during this time the Pullman Plan ostensibly functioned, but after the passage of the Amended Railway Labor Act, and its regulations that railway carriers could no way finance these company unions, the Pullman Plan flopped almost over night.

The Brotherhood of Sleeping Car Porters which for a number of years had in its membership the majority of the porters asked for a conference with the Company, and the reply came from its Industrial Relations Department, the supreme court of the Pullman Plan, that they did not believe that the Brotherhood represented a majority of the men. This brought the case to the attention of the National Board of Mediation. In the mean time, however, there had suddenly sprung up an organization styled as the Pullman Porters and Maids Protective Association headed at that time by one, J. M. Morris, an old-time porter out of the Chicago Eastern District, and officered largely by those men who had been instrumental in developing the Pullman Plan elections and putting a little red check after a porters' name who did not vote. They petitioned the board to be heard before any decision was rendered relative to our right to represent the men, and produced some two thousand authorization cards which they reported as having been signed by Pullman porters.

The Board in order to settle the controversy definitely, ordered an election under the Board's jurisdiction in which the Pullman car porters of America by their secret ballot, under the supervision of the National Mediation Board, overwhelmingly and in no uncertain terms, let the world know that they did not wish to be represented by an organization officered by former members of the Pullman Plan. Since that time the organization has developed very rapidly, the current history of which is a matter of common knowledge to every Pullman porter in America.

In concluding, I wish to state that if you will trace the history of pay increases that have been granted to Pullman porters, you will find that in each instance when a raise was granted, there was a strenuous effort being put forth by the porters to organize a bona fide organization.

THE DISTRICTS

The districts that are organized by the Brotherhood are divided into five zones. Brother Randolph controls the Eastern Zone; M. P. Webster, the Chicago Zone; Brother Bennie Smith, Detroit-Pittsburgh Zone; E. J. Bradley, the St. Louis Zone; and C. L. Dellums, the Pacific Coast Zone. The international officers, together with seven porters, comprise the General Executive Board.



MILTON P. WEBSTER
First Vice-President

VISION

I came to the mountains for beauty,
And I find here the toiling folk;
On sparse little farms in the valleys
Wearing their days like a yoke.

White clouds fill the valleys at morning,
They are round as great billows at sea;
And roll themselves up to the hill-tops,
Still round as great billows can be.

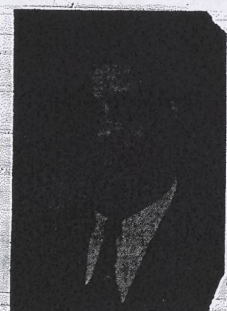
The mists fill the valleys at evening,
They are blue as the smoke in the fall;
And spread all the hills with a tenuous scarf
That touches the hills not at all.

These lone folk have looked on them daily,
Yet I see in their faces no light.
Oh, how can I show them the mountains
That are round them by day and by night?

—Jessie B. Rittenhouse



C. L. DELLUMS
Fourth Vice-President



ASHLEY L. TOTTON
Secretary-Treasurer

lack of tips of Pullman porters. The first concrete effort toward collective action of porters was manifested along about 1912. This effort took the form of petitions which were circulated among the porters throughout the country, virtually begging the Company for some consideration and relief from the very meagre wage, which at that time was \$25.00 per month. We found that there were many porters at that time too timid to sign even a begging petition. However, as a result of this first petition, an increase in pay was given to the porters of \$2.50 per month, making their salary \$27.50 per month, which was not a big salary in 1912. Several years later another petition was submitted to the company which, it is believed, brought forth an additional increase of \$2.50 per month, raising the porters' wages up to \$30.00 per month. At this rate the porters' wages remained until the year 1917 when a 50% increase in pay was granted to the porters,



BENNIE SMITH
Second Vice-President

PACIFIC COAST ZONE



EXECUTIVE BOARD, OAKLAND DIVISION

Left to right: Bottom Row—E. Brown, R. Inman, C. L. Dellums, Pacific Coast Supervisor; L. U. Broussard. Second Row—J. D. Stovall, J. Robinson, A. T. Moore. Back Row—J. D. Akins, C. D. Williams, C. E. Young.

PACIFIC COAST HDQTS. BROTHERHOOD OF SLEEPING CAR PORTERS

1716 7th Street, Oakland, Calif.
Dear Brother Randolph:

I am enclosing a copy of resolutions which was adopted by the Central Labor Council of Alameda County of June 1st. I might say that a sandwich manufacturing shop here employing six Negro workers was attacked by Local 31 of the Culinary Workers International Union; in their efforts to organize the shop, they attempted to force these people to dismiss the six Negroes. The Negro workers came to us for support and when we took up the matter in their behalf, the Culinary Workers agreed to leave them alone. That is, they didn't take them into their local, but didn't fight the plant that employed them. That saved the jobs for the Negroes but still wasn't satisfactory to us, so we went to the Central Labor Council and exposed the tactics of this particular organization.

After denouncing them, we were, with the assistance of the Dining Car Cooks and Waiters' delegate, successful in pushing through the enclosed resolution, by a unanimous vote. There are two significant things in this resolution, namely, that the Central Labor Council of this county went on record that it will refuse to sanction or approve a fight on a business establishment here which em-

plays non-white workers and the union refuses to organize the non-white workers.

I think that is an advanced step and will have a far reaching effect. The next important thing is the educational committee, created for the purpose of supplying liberal and militant speakers to go before the various locals, to speak upon the subject of discrimination in the trade union movement. We are already assured that many locals here are going to adopt resolutions demanding that their internationals remove the color bar and will further instruct their delegates to the next convention to work for the removal of the color bar in their constitutions and discriminations in their practices.

As I see this, it is the only way that the color bar will be effectively broken down. It must come through the various locals throughout the nation.

This accomplishment has been published in the local labor paper in a very good spot and in good type. We are getting results already, as has been reported to the Council; a few locals have adopted resolutions calling upon their internationals to correct this unfortunate condition, and I have just been informed that the Culinary Workers' delegate to their convention will be instructed to work for the ratification of this. You will note from the resolution that an educational committee was created.

I was placed on this committee and will, evidently, have to do nearly all the work. Several locals are going to take this matter up and will have me appear before their locals to discuss it.

Fraternally yours,

C. L. Dellums,
Fourth Vice-President

Compliments of

Walter A. Gordon

BERKELEY, CALIF.



S. T. L. WATERS
President, Seattle Division

RESOLUTION

Discrimination Among Workers

WHEREAS, The recent industrial upheaval in America shows the desire of Negro workers to be organized and to fight side by side with their white brothers, and also the disposition and desire of the employing class to utilize Negro workers as a reserve force to hold back the rising tide of a militant labor movement, seeking to establish industrial democracy as we now have political democracy; and

WHEREAS, Many international unions have found it indispensable to seek the support and co-operation of Negro workers to help them develop solidarity to hold their lines and advance their lines in the interest of securing day to day improvements in working conditions, wage increase and shorter hours; and

WHEREAS, Race discrimination and Jim-Crowism are means of dividing workers and weakening their forces; and

WHEREAS, In all struggles, the Negro workers, when treated justly fight shoulder to shoulder with white workers as for example, in the West Coast Marine strike, the Alabama Metal Mines strike, and the great general strike of the Textile workers; and

WHEREAS, It has long since been recognized by organized labor in America that the freedom of the white worker can not be won without the freedom of the black worker; and

WHEREAS, Some organizations affiliated with this Council have refused to organize certain businesses because they employ Negro workers, although their constitutions permit them to organize Negro workers; and

WHEREAS, Business establishments have been advised to take advantage of this situation, by employing mixed crews so as to keep the places from being organized; and

WHEREAS, The fifty-fifth convention of the A. F. of L. assembled in Atlantic City, New Jersey, realizing the danger of forcing Negroes into a dual organization, adopted resolutions calling upon all affiliated organizations to carry on a campaign of education of white workers to bring to them the necessity of solidarity in the ranks of the workers;

THEREFORE, BE IT RESOLVED, That the Central Labor Council of Alameda County call upon its affiliated locals that bar Negroes from membership in any way or discriminate against them, to take up the Negro question in their locals for the purpose of harmonizing constitutions, rules and practices to conform with the oft-repeated declarations of the A. F. of L. conventions on equality of treatment of all races within the Trade Union Movement;

BE IT FURTHER RESOLVED, That the Central Labor Council refuse to place establishments that have non-white workers on the unfair list, where the organizations concerned have the power to organize all the workers, but refuse to do so;



KELLY FOSTER
Organizer, Portland Division

BE IT FURTHER RESOLVED, That an Educational Committee be created for the purpose of studying the color question and being available for any local which desires speakers on the subject;

BE IT FURTHER RESOLVED, That this resolution be published in the East Bay Labor Journal, and copies be sent to the Executive Council of the A. F. of L., the American Federationist, the A. F. of L. Weekly News Service, the national headquarters of all organizations that discriminate against workers because of their color, California State Federation of Labor, Building Trades Council, and the Workers' Education Bureau.

Fraternally yours,

C. L. DELLUMS
4th Vice Pres. Brotherhood
ISHMAEL P. FLORY
Dining Car Cooks & Waiters' Union

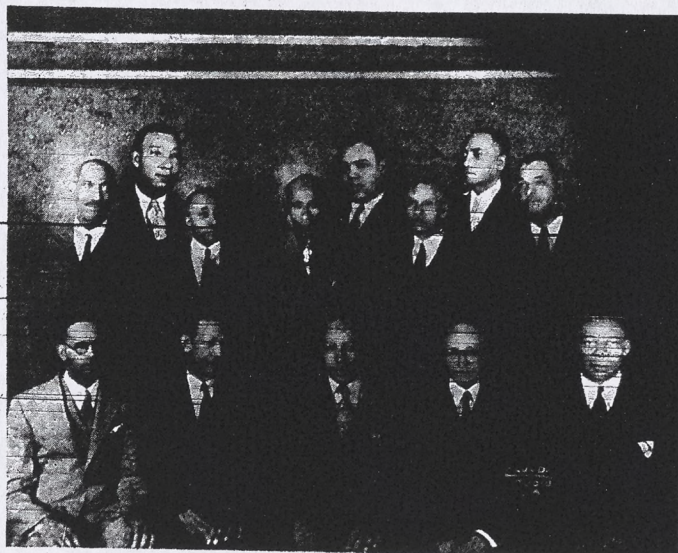
Compliments of

LOCAL 767

American Federation of Musicians

1312 EAST 38TH STREET
Los Angeles, California

Spencer Johnson, President
Paul L. Howard, Secretary



OFFICIALS AND EXECUTIVE BOARD, LOS ANGELES DIVISION

Left to right: Bottom Row—Vice-President, R. J. Murray; Secretary-Treasurer, W. B. Holland; President, C. L. Upton; J. Bell, Sr. (Member National Executive Board); F. W. Richardson (Chairman, Executive Board); Second Row—J. W. Stafford and Wm. Thelford (Executive Committee); F. C. Campbell (Chairman, Victory Committee); H. I. Armstrong, and L. Lee (No. 1 Executive Committee); Top Row—E. Hammond (Executive Committee); Clarence R. Johnson (Spokesman, Grievance Committee) and A. W. Starks (Executive Committee).



B. E. F.
National F.

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