

The Great Migration

In New York City, boycotts were aimed at companies that did not hire Afro-Americans. Protests against the city's power company included paying bills with pennies and using candles in place of electric lights on "Black Tuesdays." Crew describes these actions as "the seedbed for the Civil Rights Movement of the 1950s."

Although they were the last hired and first fired, black migrants found some solace in the fact that their salaries amounted to two and three times wages paid Southern blacks. Setting a unique example, the Ford Motor Company's River Rouge plant in Michigan hired Afro-Americans for assembly line work and other positions. But even at Ford, most black employees worked in janitorial or unskilled foundry positions.

"The new kinds of work they found were different from anything blacks had known before," Crew points out. "Their routines as industrial laborers were more regimented than as agricultural workers—factory work could be up to 12 hours a day, six days a week. It was very different from the seasonal variations of the farm."

Believing firmly that education would be the key to their economic advancement, migrants and their children took advantage of the available schooling in the North. Although the schools were frequently segregated—and black schools received less funding than white schools—almost twice as many black students completed high school in the North than in the South, and many adults returned to school to complete their education.

As always, the church was a refuge. "In the North, where religious services were more reserved, the migrants founded their own churches so that services could be more like those services back home," according to Crew. They also coped by drawing heavily on the traditions of rural cooperation. And as the Afro-American neighborhoods grew, they were able to support more black-owned businesses. Funeral homes, beauty-culture establishments, savings and loan associations and newspapers flourished. Was it worth the journey? Were things that much better in the North

for Afro-Americans? "It was as much a matter of perception as circumstance," Crew says. Some found the changes significant while others did



The Ford Motor Company's River Rouge plant, Dearborn, Mich., employed more black workers before 1935 than any other automobile manufacturer. The plant then was the only one to hire blacks for assembly line work.

not. Afro-Americans felt better about having a job and not having to worry about being lynched. Economics was not always the major factor when there were other elements to be considered.

"There is a matter of nuances about the migration," Crew concludes. "There is no absolute answer as to whether the era was good or bad for black people. Whether or not the move North was beneficial depended on individual perceptions."



In 1937, this Gee Bend, Ala., church, like many others in the South, also served as a school and meeting place for fraternal organizations.

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Think And Remember
MALCOLM X

Born Malcolm Little on May 1925, in Omaha, Nebraska, and assassinated on February 21, 1965, in New York City.

1) MALCOLM, while with The Black Muslims, provided the single forceful alternative to Reverend Martin Luther King, Jr.'s non-violent ideology during the Negro civil rights movement (1955 to approx. 1965). An ironic coincidence is — both of these intelligent Black men were assassinated at the tender age of 39 — Each of their first names, and last names (before MALCOLM changed his slave name) began with the same letters — M.L., and their goals for our people were the SAME — each traveled a different road. What else might these two great Black men have had in common? Only those who SEEK will FIND the answers that hold the key to "real" progress in our struggle.

2) MALCOLM was the most effective exponent of the black nationalist strategy.

In essence, MALCOLM X was a "restorer" of our heritage, race pride, and pride in ourselves.

To forget MALCOLM X would be to forget SELF — an awareness just emerging for us (Blacks) as a people in the past few decades.

MALCOLM X, as many other revolutionaries, has long been misunder-

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For further information, please contact: Timothy Hahn or Creston principal Greg Wollack, 280-6340; or James M. Voigt, public information specialist, 249-3304, Portland Public Schools.

Blood Pressure Clinic

A public Hypertension (blood pressure) Screening clinic is scheduled Thursday, March 19, 1987, from 1:30-3 p.m. at Meridian Park Hospital, Tualatin. The clinic, staffed by hospital nurses and auxiliary volunteers, will be held in the first floor cafeteria conference rooms. There is no charge, and no appointment is necessary. For more information, call 692-2656.

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Louis W. Roberts, 1913-

Louis W. Roberts, physicist, mathematician and electronics specialist, is Director of Energy and Environment at the Transportation System Center in Cambridge, Mass. The center, part of the U.S. Department of Transportation, develops energy conservation practices for the transportation industry. Currently, the industry uses about half of this country's total petroleum demand, but is required by the Energy Conservation Policy Act to reduce fuel use in all vehicles.

Roberts' productive career has included an assignment as chief of the Optics and Microwave Laboratory in the Electronics Research Center of the National Aeronautics and Space Administration. Earlier, he founded, and was president of, his own microwave concern. In addition to his industrial and government research experience, Roberts has served as a professor of physics at Howard University and professor of math and physics at St. Augustine's College.

Educated at Fisk University and the University of Michigan, Roberts holds 11 patents, all in electronic devices, and has written many papers on electromagnetism, optics and microwaves.

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