

FILIPINO WORKERS PROFIT BY NEW PULLMAN CARS

INDIAN NATION EMANCIPATED NEGRO SLAVES

CHEROKEE RECORDS SHOW PROCLAMATION DRAWN IN 1863

RALEIGH, N. C., Feb. 23—President Lincoln's Emancipation Proclamation, important as it was to the progress of free government in the western world, was not the only edict of its kind that has been issued in the United States, an examination of the records of the Cherokee Nation discloses. In the archives of that once powerful Indian tribe is found a proclamation, drawn up in 1863, by which all Negro held as slaves by Cherokees were given their freedom.

The story of the finding of this interesting bit of information comes from Bryson City, N. C., once in the midst of the territory inhabited by Indians of the Cherokee Nation and where there still resides many of their descendants.

The act referred to was passed by the Cherokee Council at Cowasick Prairie, in 1863. Spring Frog was the speaker for the council. The act decreed that "all Negro and other slaves within the lands of the Cherokee Nation be and are hereby emancipated from slavery." A heavy fine was provided that the Indians be readmitted to the protection of the United States but be obliged to liberate all their Negro slaves and admit them to equal citizenship.

The Cherokee Nation was an independent government within the United States, and its red citizens were beyond the pale of American law. However, their government was fashioned after that of the United States. Some Indians held slaves but their loyalty was divided during the War Between the States. Those sympathetic with the idea of holding slaves were organized into what was known as "Knights of the Golden Circle", in 1855, and the chief object of this organization was to help preserve slavery as an institution.

Abolitionist Indians were organized into a group known as "Keetowah." An interesting fact is that approximately 8500 Cherokee Indians joined the conflict of the 'sixties, while 13,000 sided with the Union. In 1861, the "nation" met in convention and decided to sign a treaty with the Southern Confederacy, but when the tide turned against the South, it was deemed expedient to make no such treaty, and those who had sided with the Confederacy were made ineligible to hold office in the tribe. Such were regarded as having "succeeded" from the Cherokee Nation.

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INDEPENDENT TOBACCO GROWERS ASSOCIATION
207 - 208 McClure Building
FRANKFORT, KENTUCKY

Introduce Cast Negro STARS OF "GREEN PASTURES" APPEAR IN PROGRAM AT HOWARD UNIVERSITY

N.A.A.C.P. ATTORNEY ASKS TO BE DISMISSED FROM JORDAN CASE

Continued from page one

delimit; that its purposes were to aid and not hinder the country in which we live. I make this blank statement to you in order that you may be advised.

Now, let me speak to you personally. Young fellow, you are suffering from a terrible disease; you are suffering from a diarrhoea of words and a constipation of ideas. That disease has caused your conviction and placed you on the scaffold. You are too smart for your own good and too ignorant for anyone else's good as well. You are curse and not a help to your own people. Your own statements on the witness stand put you on the scaffold, and you will talk yourself into the noose.

Now, I say this to you, with all charity, and you can get yourself a couple of dictionaries and three more encyclopedias, and you won't know what it's all about then. As far as I am concerned, I am through with you and your case. I will have nothing to do with you or your case from now on. My reason for that is based upon my investigation of you and your record and what happened in Klamath Falls, and it is based upon another reason as well.

There is nothing in the world as terrible as ingratitude. That is in my mind a cardinal sin, and your handling of the N.A.A.C.P. who saved your neck on the 3rd day of February, is the most contemptible thing that I have ever seen.

Now, sir, that is my personal opinion and I am forwarding a copy of this letter to Mr. Myers. I want Mr. Myers to know that in my judgement everything that has been done in your behalf has been wasted effort—the casting of pearls before swine. I want him to know that I appreciate the work that he has done, and I want him to appreciate that I, as a lawyer, would bank on the record he has made but that I will not be a party or parcel to a money-raising scheme, of which you, sir, are to be the recipient by the saving of a life which so far has never benefitted Society.

Trusting that with the aid of dictionaries and encyclopedias you can understand what I mean, I beg leave to remain,

Your most obedient servant,
(Signed) C. W. Robinson
CWR:Y

STARS OF "GREEN PASTURES" APPEAR IN PROGRAM AT HOWARD UNIVERSITY

WASHINGTON, D. C., Feb. 23—Richard H. Harrison and 35 members of "The Green Pastures" cast appeared before an interracial audience of students and friends at Howard University last Friday afternoon.

On the program with Mr. Harrison was Dainel Haynes, star of "Halleluiah," who sang "Aat the End of the Road," dedicating the first rendition to President Johnson, and having students and friends join the second chorus.

In his address, Mr. Harrison, popularly known as "The Lord," gave experiences of the company during the three year existence during which time 1207 performances had been given. Members of the cast were introduced to the audience as examples of people who worked with an objective. Students were urged to be conscientious, honest, and unafraid of difficulties in their pursuit of success.

The Whispering Trio—Misses Wright, Burwell, and Nickens, sang a Negro spiritual and a popular number. George Randall, baritone, who plays the role, "King Pharoah," sang two selections, as did the Over-Jordan Singers, a sextette.

In introducing Mr. Harrison, President Johnson recalled the privilege which Howard University had in conferring the honorary degree of master of arts on Mr. Harrison for distinguishing himself in the American drama. He further called attention to the achievement of Mr. Harrison, after he had reached his sixty-sixth year, and said that all things are possible to us in this country.

Dr. Albert Bushnell Hart, professor emeritus of history at Harvard University; Dr. Jesse E. Mooreland, of New York City; and John R. Hawkins, Washington, D. C., members of the Executive Committee of the Board of Trustees of the University attended the performance.

PERMISSION TO APPLY FOR ENTRY TO U.S. GRANT-ED KID CHOCOLATE

NEW YORK, Feb. 23—Kid Chocolate and his manager, Luis Guitierrez, have been granted permission by the U. S. department of labor last week to reapply for admission to this country, on the recent barring of Chocolate from this country.

BOOK REVIEW

(Reviewed by Clifford Mitchell)

"TECHNIQUE OF THE MASTER"

By Raymond Andrus, F.R.C. (Rosicrucian Brotherhood—Rosicrucian Park, San Jose, Calif.)

"Technique of the Master" is volume thirteen of the Rosicrucian Library, and is particularly suitable for the student of Rosicrucian Principles, clearly defining the spiritual reaction of the soul in its work for the Master.

According to the principles established in this book the voice of the Master is the constant inspiration to all souls, in their earthly incarnation, who are carrying on the good work of the Master, regardless of one's vocation, beliefs or aspirations.

The author places emphasis upon the requirements, sacrifices and obligations that must be conformed to in order for the adept to recognize and take advantage of these spiritual inspirations which, apparently, are easily understood if the adept's mental attitude is kept tuned to receive the messages that are constantly being intercepted by those who dwell on the higher spiritual plane.

We learn from this book that those who are experiencing much trouble and constant difficulties, in this incarnation, are possessed with a virtue that is thoroughly tested, enabling the possessor to seek and put into practice the Technique of the Master, all of which not only strengthens but adds a greater power to the work of all such inspired souls.

NEGROES MOURN PRIEST

New York Monsignor Who Ministered To Colored People for 45 yrs., Dies

NEW YORK, Feb. 24—The Right Rev. Msgr. Thomas M. O'Keefe, pastor of St. Charles Borromeo church, here, 45 of whose 69 years of life were devoted to ministering to colored Catholics, died Sunday night in the rectory after a short illness.

Monsignor O'Keefe, who served as assistant in the Church of St. Benedict the Moor all of his priestly career, with exception of the past three years, was beloved by all the colored people in general and colored Catholics in particular. He followed the colored population in its movement for lower to upper New York when 30 years ago the Church of St. Benedict the Moor was moved to 53rd st. And following the further transfer of the city's colored population to Harlem, he was assigned in 1929 to St. Charles. He was made a domestic prelate in May, 1924.

The Oldest Negro Business In Portland Is
The Advocate Publishing Co.
Publishers of "The Advocate"
Published Every Saturday For The Past 29 Years
BEATRICE CANNADY-FRANKLIN, Editor

PRISONS and PRISONERS

(By CLIFFORD C. MITCHELL)

It is significant that prisoners should pay tribute to that great man who liberated more prisoners than any other executive in the history of our country. And the esteem that an executive is held in by prisoners is based almost wholly on the executive's record of giving freedom.

Of course, we are referring to the great emancipator, Abraham Lincoln, the sixteenth president of these United States. Without entering into any controversy on the indirect causes of his acts we know that he was the instrument through which approximately 4 millions prisoners were liberated at one stroke of his pen.

The prisoners in question differed even greatly from those all around us. They were prisoners at birth and grew up under a system that did not even permit them the freedom of thought. At no time did they enjoy the benefits of a school-room, and they knew not the meaning of clemency.

Many executives had served in high office, knowing well the conditions under which millions of human beings were existing, but it remained for Lincoln, the great commoner, who acquired his early education under adverse circumstances, to rise and fight for and proclaim the unity of the states through freedom for all.

Of these millions that were freed, history tells us that a great many were not prepared for freedom, although they desired it, but we do not condemn Lincoln's act because some, caught unprepared, did not make a very good showing with the opportunity of freedom. No, we all praise Lincoln's act because it was the human thing to do, and the excellent record that millions of the freedmen have made, will ever attest to the wisdom of that great emancipator.

Even as prisoners we are today more fortunately situated than were those millions of prisoners that Lincoln emancipated.

Local News Events

Mr. L. D. Mahone, prominent Portland attorney and writer who has occupied offices in the Panama building for some time, announces his removal to 514 Dekum Bldg., where he will be glad to see his clients and friends.

Mrs. A. Ballard of Norfolk, Va., formerly of Portland, sends her renewal to the Advocate in a recent letter in which she asks to be remembered to friends.

Federal prohibition agents, recently arrested Frederick T. Douglass and charged him with possession and sale of two gallons of moonshine.

Arthur Oliver of 931 North Russell Street was recently jailed on charge of larceny of several chickens from the coops of Arthur Robinson, whites.

FOR SALE OR RENT
Illamette Heights—Fine secluded 6-room, view home—hot water, heat, lovely trees, on car line. 1169 Thurman street. For information call: Be. 2656—Rent \$30 or sell on rental terms. Adv.

DIED—John Wesley Goren, the 22 month old child of Mr. and Mrs. John Goren, on February 22nd at the home of his parents, 530 E. Sherman Street of tubercular bone from which the infant had suffered for more than a year. Funeral services were conducted by Rev. Daniel G. Hill on Friday morning at 11 o'clock from the Miller and Tracey Mortuary, with Mrs. Beatrice attending. The deceased leaves besides his parents, a sister, Donna Jo and cousin, Doris Anderson. John Wesley Goren was the grandson of the late Rev. and Mrs. J. W. Anderson. Interment was held at Multnomah Park Cemetery.

DIED—W. G. Lewis, 73, at the state hospital in Salem, Oregon on February 18th. Funeral services were conducted by Miller & Tracey Mortuary at 3:30 p.m. on last Thursday. Rev. D. G. Hill, Jr., pastor of Bethel church of which the deceased was a member, officiated at the last sad rites in the presence of a group of immediate friends. He read the passage of scripture requested by the deceased before his death: "Let not your heart be troubled", etc., and also by his request, Mrs. Grayson sang his favorite hymn, "Nearer My God to Thee". In compliance with the request of the deceased, his body was cremated on Friday morning at Portland Crematorium.

Mr. Lewis was born in Richmond, Va., seventy-three years ago. He lived in Portland for the past quarter of a century where he and the late Mrs. Lewis entered into the various activities of the community and made many friends. Mr. Lewis was a quiet, sincere man and dearly loved his church and intimate friends. His passing is mourned by many who knew and loved him. There are no known surviving relatives. His friend, Mr. George Bunch looked after him and his interests during his declining years and made him as comfortable and as content as he could.

At the funeral parlors, Mrs. Beatrice Reed was in attendance.

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Perfect Funeral Service
MRS. BEATRICE REED
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MILLER & TRACEY MORTUARY
May be reached by calling the Funeral Parlor or her home, Selwood 5475. She will be pleased to serve you, relieving you of much anxiety and worry in your hour of bereavement.

MRS. REED has proven such a help, not only to her employers, but to the Colored Patrons in general, that during the past two years MILLER & TRACEY have handled 90 per cent of the Colored Funerals.

WASHINGTON STREET
Between 20th and 21st

DENIES PLAN FOR DISPLACEMENT OF COLORED PORTERS

CHICAGO, Ill., Feb. 23—Railroad circles here have been watching with intense interest the new development in feeding passengers which has been inaugurated upon a number of railroads recently. Regular dining cars have been supplanted on several carriers and in their places "restaurant cars" operated by the Pullman company have been put into service. A recent announcement from the headquarters of the Pullman Company here disclosed that 64 of these new cars were in service upon 19 railroads. The chief concern over the new innovation insofar as Negro railroad workers are concerned, has been the fact that Pullman cooks and waiters have chosen to man them, thereby displacing the American Negro employes formerly used in this particular service.

Fears expressed that the Pullman company was planning to displace with a number of its Negro workers were, however, refuted by President D. A. Crawford of that organization.

The new restaurant cars are usually a combination affair, half the space being given over either to compartments, sleeping sections, or used as a parlor or lounge when they are equipped with chairs, sofas and in some instances radio service. They are said to have proven a success in most instances, having the effect at least of relieving the heavily burdened railroads, of the difficulty of maintaining their expensive and many cases profitless dining departments. They operate with a cook and one or two waiters which in most cases have been Filipinos with a sleeping car porter usually running in charge.

For several years the Pullman company has been experimenting with Filipino attendants on the club cars of such such trains as the 24th Century, the Broadway Limited, and Liberty, and the Commodore Vanderbilt and other limited and extra fare flyers. The presence recently of numerous new Filipinos in one or two railroad yards in Chicago where they are undergoing intensive training for the new service caused reports to spread like wild-fire among Pullman Car Porters and other employes that grave changes affecting their positions were imminent. Well posted porters are authorities for the statement that the effort at unionization among porters, which has been strenuously and effectively resisted by the company, has led to reprisals by the latter and that the employment of Filipinos on the club cars was a warning to porters that their monopoly on the job formerly held exclusively by Negroes was not necessarily permanent.

Railroads cooks and waiters have been the sufferers thus far. 25 men were retired from the Great Western R. R. alone, which with the Erie and Pere Marquette comprise the principle roads which thus far have completely discarded their own dining departments for the new Pullman plan.

A group of 25 men from the Great Western, all of whom had seen service of 5 to 30 years, called upon the Chicago Urban League seeking intercession in the matter of retaining their positions. It was learned that some roads, particularly those using the new service in a limited way on a few runs, have stipulated in their contracts with the Pullman company that their old employes be used. Neither the Great Western, the Erie or the Pere Marquette roads, however, arranged for such protection for their regular workers.

President D. A. Crawford of the Pullman company when asked by the Associated Negro Press whether the new policy meant the displacement of Negro Pullman employes said:

"I think the instances you refer to are those where railroad dining car service and the railroad employes formerly engaged in operating them, have both been displaced by entirely changed types of Pullman-owned and operated cars, which are manned by employes of the Pullman company, either hired thereto from the list of those already employed. The displaced railroad employes were for the most part not eligible for employment in Pullman service under the age limitations in effect in connection with our insurance, pension, and other benefit plans. In addition these railroad dining car employes do not have the training that we consider requisite for the particular service that we have installed in the place of the discontinued railroad service."

"We are quite willing to say there is no plan for displacement of colored workers as a class in the various services in which they are employed by this company. These various services include not only Pullman car crews, in which colored workers have long been employed in large numbers, but also many colored employes in yard and shop mechanical positions not generally open in railroad service to such workers. The company's long-established friendly attitude toward the colored worker is well known.

To the People of Portland:
The Experimental street car and bus fares became effective January 15, 1933. We present below a statement of the Income and Expenditures of the Company covering the last 16 days of January:

Result of Experimental Fares for the Last Sixteen Days of January, 1933:

STREET RAILWAY AND BUS FARES	\$126,011.81
MISCELLANEOUS RECEIPTS: Receipts from miscellaneous sources such as advertising in cars and busses, etc.	1,073.41
Total Income January 16 to 31, Inc.	\$127,085.22
EXPENDITURES	
OPERATING PAYROLLS More than 63 cents of each dollar collected in fares was turned back to Portlanders in the form of pay and kept circulating in Portland.	\$ 80,761.57
MATERIALS, SUPPLIES AND POWER As far as possible, all materials and supplies are purchased in Portland, and helps to keep up Portland pay-rolls other than our own.	42,720.71
TAXES The taxes paid by this company amount to more than \$15.00 an hour.	5,810.28
BRIDGE RENTALS For the privilege of crossing bridges the tolls amount to \$165.00 a day. Nobody but street car riders have to pay a toll to cross bridges.	5,636.70
PERSONAL INJURY AND PROPERTY DAMAGES We are doing all in our power to minimize accidents, not only those involving street cars and busses but all classes of accidents throughout Portland. Will you help make this a safer community in which to live?	7,560.71
INSTALLMENT AND INTEREST ON STREET PAVING BONDS	1,969.15
INSTALLMENT AND INTEREST ON NEW STREET CARS	2,327.98
TOTAL EXPENDITURES	\$143,727.10
EXCESS OF EXPENDITURES OVER INCOME	\$ 16,641.88

As will be noted, the Experimental Fares produced Income amounting to \$127,085.22 during the first 16 days of the trial period, while Outgo for the same period amounting to \$143,727.10. This left a deficit of \$16,641.88, an average of \$1,041.11 per day.

Obviously, under these Experimental Fares, the Income is not sufficient to permit the Company to meet its payrolls, bills and other obligations as they become due each month. Nor can the Company provide for any renewal or replacement of property as it becomes worn out.

No depreciation charge is included in the above, but in our records we are required to make such charge which, for the 16-day period, amounts to \$7,620.98, being 6 percent of the Income.

The Income for the first three weeks of the Experimental Fares averaged \$7,781.64 per day This was a decrease of \$41,416.20 per day by comparison with the corresponding periods of the three previous months. Riding remained the same—an average of 119,000 passengers being carried per day during each period.

These results of the Experimental Fares are submitted for your information.

PORTLAND TRACTION COMPANY