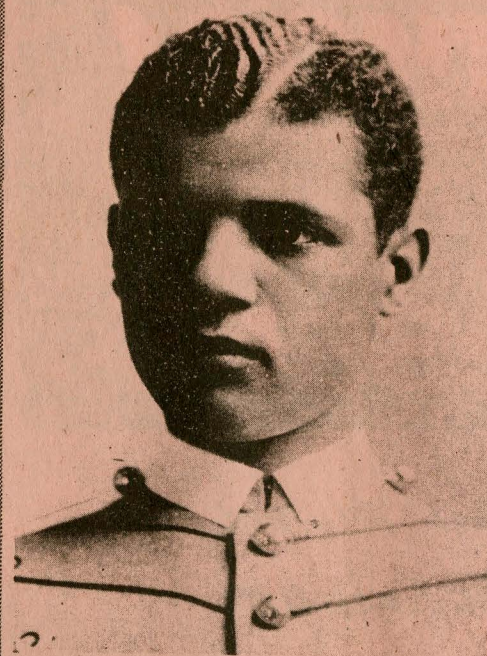


BLACKS IN AMERICAN HISTORY

They Had A Dream --We Have A Future



Charles Young



John H. Alexander

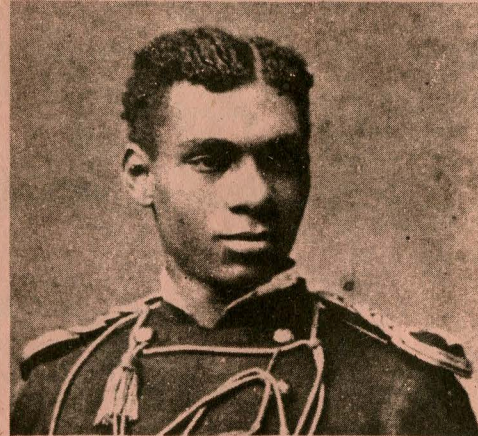
Henry O. Flipper was the first Black man to graduate from the United States Military Academy. Flipper was assigned as a second lieutenant to the Cavalry, where he encountered hostility from his white colleagues. Flipper's career in the military came to a somewhat questionable end in 1881, when he was relieved of his commission for conduct unbecoming an officer. Although Flipper was later exonerated of the charges, he never returned to the Army.

John H. Alexander, the second Black West Point graduate, served with distinction as a Cavalry commander in the American West. He and his men policed the open plains in order to ensure peace between the Indians and the newly arrived settlers. So highly regarded was Alexander that shortly after his death the Army named a camp in Virginia for him.

Charles Young was the third Black to graduate from West Point. Prior to his death in 1922, Colonel Young was the highest-ranking Black in the Armed Forces. He served in Cuba during the Spanish-American War. He had also served in the American West. Young was sent to Liberia as military envoy. He died in Nigeria of a tropical illness.

The Ninth Cavalry, a Black unit, fought sixty battles with the Indians between 1868 and 1890. They also served in Cuba during the Spanish-American War.

Blacks of the Ninth and Tenth Cavalries saw action in Cuba with Theodore Roosevelt and his Rough Riders. An Associated Press eyewitness credited them with saving Lieutenant Colonel Roosevelt and his men from extermination by the Spanish forces at San Juan Hill.



Henry O. Flipper

Frederick McKinley Jones

Refrigerated trucks and railway cars daily criss-cross the nation, hauling all manner of fresh foods for the American dinner table.

Few people know this was made possible by a Negro named Frederick McKinley Jones.

Before Jones put his wizardry to work, perishable foods were shipped packed in ice or in vehicles cooled by ice. On long hauls, any delay meant spoiled merchandise.

The invention eliminated the problem of spoilage. It revolutionized the eating habits of America.

Taken in by a kindly priest in Covington, Ky., Jones remained with him until he was 16, earning his keep by cooking and doing odd jobs around the rectory.

IN 1908, THE YOUTH took a job setting pins in a bowling alley and from that switched to a job as mechanic's helper in a Cincinnati garage.

He became garage foreman, then quit to work as chief mechanic on a 30,000-acre Minnesota farm.

Jones served in France in the First World War and after the war returned to the Minnesota farm. As a hobby he designed racing cars which he raced on the dirt track circuit.

In the late 1920's, his mechanical fame spread when he invented a series of devices to adapt silent movie projectors to talkies. His first device cost \$100 and was superior to the \$3,000 commercial model.

Jones was hired by a movie-supply firm in Minneapolis. A boast by his employer during a golf game with some friends led to Jones' invention of the refrigeration system for trucks.

One of the men in the game was a trucker who had just had a truckload of poultry spoil. Jones' employer said his firm could develop a refrigeration system to avoid that kind of problem. His friend took him up on the offer.

JONES PUT TOGETHER a refrigeration unit from junk parts and mounted it on the truck cab. It did the job. He and his employer then formed a company to manufacture the device. Jones became vice president.

The unit was later used in the transportation of rocket fuel and frozen foods. Later Jones developed an air-conditioning unit for military field hospitals, a portable X-ray machine and a refrigerator for military field kitchens.

When he died in 1961, some 60 patents had been issued in his name.

A SALUTE TO BLACK HISTORY

In 1787 Richard Allen and Absalom Jones, two free Black men of Philadelphia, established the Free African Society. This was the first known organization to be founded by Blacks for the improvement of the economic and social conditions of Blacks in the United States. Earlier that year, while Jones and Allen were worshipping at St. George's Methodist Church in Philadelphia, they had been forcibly removed from the church by white members for refusing to sit in the "colored section." Following this ouster from the white church, Jones left the Methodist denomination and became the first Black Protestant Episcopal clergyman in the nation. Allen, realizing that worship could not be confined to benches reserved for "Black and White," organized the African Methodist Episcopal Church and became its first bishop.

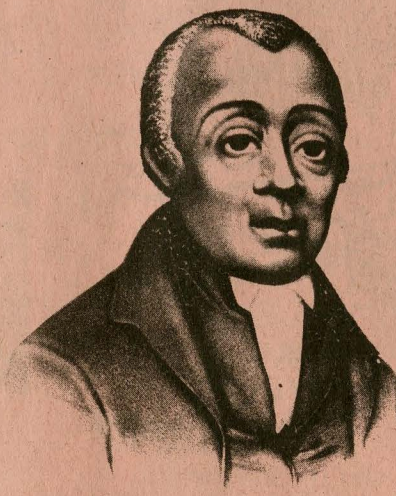
Benjamin Banneker (1731-1806), noted astronomer and inventor, was among the planners of the Federal City, now Washington, D.C., in the 1790's.

Phillis Wheatley (c. 1753-1784), an African slave belonging to the Wheatley family in Boston, wrote and published widely acclaimed poetry. During the American Revolution she wrote a poem dedicated to General George Washington; for this, the general sent her a note expressing his appreciation of her considerable talents.

Crispus Attucks, a seaman in Boston, was the first of five men shot and killed by the British during the "Boston Massacre" in March 1770. During the Revolutionary War

Blacks served in integrated units. Many of these Black soldiers, among them Peter Salem, a hero of Bunker Hill, were noted for their valor in battle.

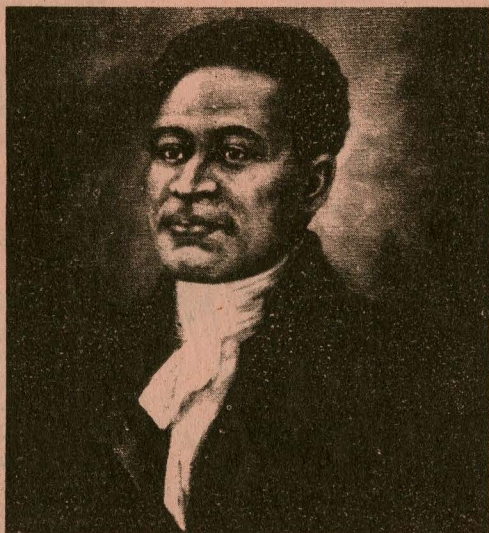
Prince Hall, a free Black of Boston, founded the first Negro Masonic lodge in 1787. Obtaining the charter for his lodge from the grand lodge in England because of discrimination by the white American Masonic orders, Hall organized the group which is now called the Prince Hall Grand Lodge. Today this lodge has a membership of over 100,000.



Richard Allen



Benjamin Banneker



Crispus Attucks

The first half of the twentieth century, particularly the period from the end of World War I to the Depression, witnessed a "Negro Renaissance" in the arts—especially in literature. The roots of this awakening lay in part in a growing awareness among writers and other creative people of their Black heritage and pride in that heritage—ideas which were furthered by new leaders such as Du Bois, and which could find expression in Du Bois' magazine *The Crisis*.

In the early twentieth century, however, serious Negro actors still found it almost impossible to establish a career. Richard B. Harrison (1864-1935), a distinguished Shakespearean actor, made his living giving programs of readings and found fame only in 1930 when he played the role of De Lawd in *The Green Pastures*.

Scholar and philosopher Alain Locke (1886-1954) documented the Black Renaissance in his anthology *The New Negro: An Interpretation* (1925). Outstanding writers of this period were the novelist and poet Jean Toomer (1894-1967), author of the novel *Cane*, and the poets Claude McKay (1890-1948) and Countee Cullen (1903-1946).

Later writers whose poems were published during the Negro Renaissance were Sterling A. Brown, poet, critic and scholar, Arna Bontemps, poet, novelist and scholar, and Langston Hughes.

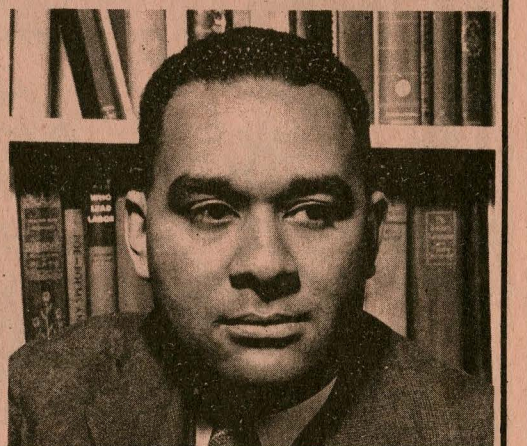
The outstanding Black writer of the 1930's and 1940's was Richard Wright (1902-1960), author of *Uncle Tom's Children* (1938), a collection of stories, and the novel *Native Son* (1940).

Leading musicians of this period included the singers Marian Anderson and Roland

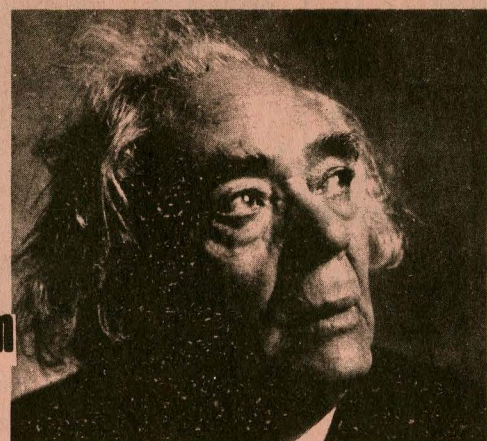
Hayes and conductor Hall Johnson, whose choir was well known to movie audiences and radio listeners.



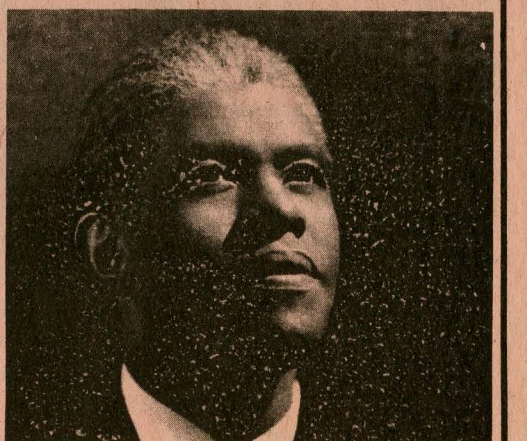
Alain Locke



Richard Wright



Richard B. Harrison



Roland Hayes

The Navy's first black aviator, Jesse L. Brown, was born in Hattiesburg, Mississippi. He grew up there, attended public school and then went on to study at Ohio State University.

He enlisted in the U.S. Naval Reserve in 1946. When his enlistment terminated in April 1947, he accepted an appointment as midshipman in the U.S. Navy. Brown attended the Navy Pre-flight School at Ottumwa, Iowa. He completed flight training at Pensacola and Jacksonville, Florida. On October 24, 1948 he was designated a Naval Aviator and received his "Wings of Gold."

Midshipman Brown joined Fighter Squadron 32 on board the light aircraft carrier USS Wright in the winter of 1949. He was commissioned an Ensign on April 15, that same year. He transferred to the U.S. Naval Reserve as an Ensign in 1950. In the fall of 1950 his squadron embarked on the aircraft carrier USS Leyte, which sailed from Virginia to Sasebo, Japan, to join the Fast Carrier Task Force 77 in support of United Nations Forces in Korea.

Assigned to Fighter Squadron 32, Ensign Brown, pilot of an F-8F Bearcat Fighter Aircraft, flew 20 missions from October to December 1950. He became a section leader and earned the Air Medal for daring attacks against enemy lines of communication, transportation facilities, military installations and troop concentrations. He courageously led his section in the face of hostile anti-aircraft fire, and launched attacks that

inflicted serious losses on the enemy and provided effective support for friendly ground troops.

Ensign Brown became the first black naval officer to lose his life in combat during the Korean conflict on December 4, 1950, while giving close air support to the Marines fighting near the Chosin Reservoir. Undeterred by heavy anti-aircraft fire, Brown repeatedly attacked hostile troops and continued aggressive strafing runs until his plane was struck by enemy fire and crashed. He was awarded the Distinguished Flying Cross posthumously for his exceptional courage, airmanship and devotion to duty in the face of great danger.

In 1971 the Navy announced that a destroyer escort ship was to be named after Ensign Brown. The USS Jesse L. Brown (DE-1089) is the first ship of the U.S. Navy to bear the name of a black naval officer. It was built in Westwego, Louisiana and launched in March 1972 by Ensign Brown's widow. Designed to locate and destroy enemy submarines, the ship was built to accommodate 17 officers and 227 enlisted personnel.

The USS Jesse L. Brown was commissioned on February 17, 1973 at Pier 1 of the Boston Naval Shipyard, Charlestown, Massachusetts. She will join the Cruiser-Destroyer Force, U.S. Atlantic Fleet and will be assigned to Destroyer Squadron Ten, Newport, Rhode Island. The ship's insignia symbolizes strength, courage and valor—qualities which characterized Ensign Brown, who gallantly gave his life for his country.



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