

THE NORTHWEST ORGANIZER

Official Organ of the Minneapolis Teamsters Joint Council

MINNEAPOLIS OFFICE:
257 PLYMOUTH AVENUE NORTH

As from this hour
You use your power,
The world must fol-
low you.

Stand all as one
Till right is done!
Believe and dare
and do!

VOL. 2, NO. 18

MINNEAPOLIS, MINNESOTA, WEDNESDAY, AUGUST 19, 1936

PRICE 5 CENTS

NEWSPAPER DRIVERS WILL DRAW 83 CENTS PER HOUR

MAYFLOWER CO. FEELS WEIGHT OF LOCAL 544

Huge Indianapolis Truck
Concern Attempts
to Scab

Two Units, Manned by Non-
Union Drivers, Are
Stopped

Last week saw General Drivers Union Local 544 engaged victoriously in a struggle with one of the largest trucking operators in the United States. The Mayflower Transit Co., who operate a fleet of more than 250 units out of their headquarters in Indianapolis, Indiana, attempted to leave the Boyd docks with two loads of furniture consigned to Detroit, Michigan. Both units were operated by non-union men.

Union organizers who spied the Mayflower units in south Minneapolis immediately discovered that the Mayflower Co. operated non-union throughout the whole United States. Both trucks were tied up and the drivers were advised that it would be necessary for them to join General Drivers Union before the equipment would be allowed to proceed.

In company with Union officials the drivers called their headquarters in Indianapolis by long distance phone and asked that money for initiation fees be wired to them immediately. When the day had passed with no reply from the Mayflower Co. the trucks were impounded until such time as the men became Union members.

The second day following, Mr. Smith, Vice-President of the Mayflower Co., arrived in the city from Indianapolis. He immediately contacted the Union and indicated that he wished a conference that would lead to the ironing out of the difficulty. Murphy and Dunne met Mr. Smith at the Boyd company's office and in a brief

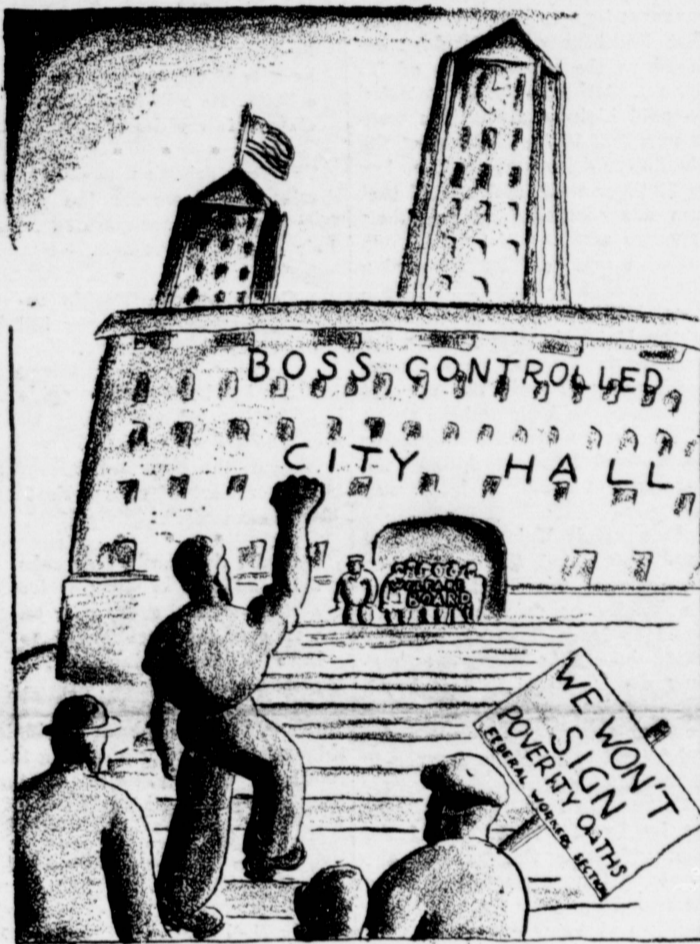
(Continued on page 2)

Brother Elmer Piatt Is Buried Monday

Elmer Piatt, member of the Independent Truck Owners Section, suffered an accident in his home Monday, August 10, which resulted in his death. Brother Piatt slipped on the top stairs of his residence and suffered a fall which caused his death Friday. He was buried Monday afternoon from the Swanson mortuary.

Interment was at the Crystal Lake cemetery. Brother Piatt is survived by a wife and two small children.

We Will Not Sign



Midway Meeting Proves to Be Rallying Point for Men

Hundreds Attend Meeting;
Many Join Drivers
Union

The midway mass meeting on Thursday, August 13, at the German House in St. Paul attracted a huge turnout of drivers, helpers and platform men from the midway district.

When the meeting was called to order at 8:30 by Chairman Wm. Brown the large assembly room on the third floor of the Rice Street meeting place was filled to overflowing. Preparations for the

meeting had been made with great care and no trouble had been spared to see that every driver and helper employed in that section of the city was notified of the meeting.

Prior to the opening of the meeting two tables had been set up in the lobby where applications were received. Between 7 and 8:30 a constant stream of applicants filed up to the table and joined the Union.

After a short introductory talk by Wm. Brown, President of Local 544, Jack Smith, Vice-President of the same Union, was introduced. Smith outlined the work that had been carried on in the two cities by the joint action of 120 and 544. He pointed out that organizational work was going forward in a better manner in both cities than it ever had before. Smith spoke of the necessity for even closer cooperation between the various local unions of the driving crafts in the two cities and urged the setting up of a Twin City Teamsters Joint Council.

Robert Flemming, Business Representative of St. Paul Drivers Union, spoke in glowing terms of

(Continued on page 3)

Kohler Strikers Thank Local 160

August 13, 1936
Electrical Workers Local
Union No. 160
Mr. H. A. Schultz,
Business Mgr.
257 Plymouth Ave. North
Minneapolis, Minn.
Dear Sir and Brother:
Acknowledging the receipt of twenty-five dollars (\$25.00) from your Local as a contribution to our strike fund, we thank you heartily for your generous support. Your liberal donation helps us to continue our struggle for Union recognition and better working conditions. With the fine and inspiring co-operation of your Local as well as other Unions we can't lose this strike.
Assuring you of our appreciation of your support and co-operation, we remain
Fraternally yours,
FEDERAL LABOR
UNION NO. 18545
Rudolph Renn, Rec. Sec.
1512 1/2 St. Clair Ave.
Sheboygan, Wis.

Park Transfer Halted in Non- Union Attempt

Monday, August 10, Park Transfer Co. attempted to move a power shovel from Anoka, where the Park Company recently completed a job, to the site of the new Municipal Market on Holden Street, with non-union drivers.

The Union, which had been notified of the projected non-union moving operation, met the shovel at the city limits with a couple of Union organizers. The driver hauling the equipment was notified to pull off the highway at 29th and Vincent where the tractor, trailer and shovel promptly proceeded to bog down in a soft spot.

The non-union crew employed by the Park Company to do the moving job deserted the ship and walked away with the Union representatives. Despite the fact that the employer called the police and secured the assistance of three squad cars, he found it impossible to move the shovel without men to drive the tractor.

In a short time he agreed to unionize the men on the job. As soon as this was done the caravan proceeded to its destination.

Pete Goes to Town

Elsewhere in this issue it is reported that Pete Harris, steward at the Western Grocer Co., secured 47 Union applications in one week. According to reports just received, Pete turned in 102 applications secured over a 15 day period.

That's really going to town.

UNION SIGNS NEW CONTRACT FOR NEWSMEN

Kelly Transfer Is Successful
Bidder on Minneapolis
Star

Drivers, Extra Men Will Get
Pay Raises at
Once

Monday, August 17, saw the final windup of the controversy over the Daily Star hauling. The Star, which has maintained its own fleet of trucks over a period of years, recently decided to let out its hauling to a trucking contractor.

The Star received bids on its hauling over two months ago. During the time when negotiations between Local 500 and Local 574 were underway the matter was at a standstill. Monday it was announced that the Kelly Transfer Co. was the successful bidder.

This necessitated the negotiating of a new contract with the successful bidder which would cover wages and working conditions for those drivers engaged in newspaper hauling. Under the terms of the contract George Date takes over the hauling equipment formerly owned by the Daily Star and is compelled to re-employ drivers who had been employed at the Star.

Under the terms of the previous Union agreement between Drivers Union and the Daily Star, regular drivers received 83c per hour, helpers and extra men received 75c an hour.

Under the terms of the new Union contract signed Monday between Local 544 and the Kelly Transfer Co. covering the newspaper haulers there will be a considerable improvement in wages and working conditions for the former Star drivers. Extra drivers and helpers will be raised from 75c an hour to 83c, two more regular routes have been established which will employ two regular drivers and other reforms in working conditions have been effected. Two drivers engaged in hauling bulk paper to the newspaper have been raised from 60c to 83c per hour.

The signing of this agreement closes a controversy of over two months standing. Jack Smith, Vice-President of Local 544, conducted the negotiations for the Union.

Liquor, Tobacco

The Liquor Drivers and the Tobacco Drivers will meet on Saturday at 8 p. m.

Make Minneapolis a Union Town

Midway Meeting Proves to Be Rallying Point for Men

(Continued from page 1)

the work that was being accomplished. He showed that new agreements had been signed between the employers and the Union and that many workers had joined the organization in the campaign under the joint auspices of the two General Drivers Unions.

Pat Corcoran, Secretary-Treasurer of the Minneapolis Milk Drivers Union and Secretary of the Minneapolis Teamsters Joint Council, was the next speaker. Corcoran spoke of the work of the Minneapolis Teamsters Joint Council and urged the workers to see that their Unions became part of a Twin City organization.

Joseph Poirier, Personnel Director of the Minnesota State Highway Dept., was then introduced by Chairman Brown. Poirier who has many times demonstrated his friendship for Minneapolis General Drivers Union, spoke in glowing terms of the accomplishments of that organization in the Twin City trade union movement. He urged the workers to join unions of their respective crafts and to become militant, loyal Union men.

The next speaker of the evening was Miles Dunne. Dunne outlined the organizational campaign that was proposed for the two cities and stated that advancement of the wage scale in one city alone was an impossibility. He urged the present drive be continued until no non-union workers in the driving crafts existed in either city. Dunne closed with an appeal for all workers to join the Union and for the setting up of a Twin City Central Body for the teaming crafts.

On the whole the meeting was a splendid success and there can be no doubt that great results can be expected from the meeting itself and from the extensive work that was done in preparation for it. There is no longer an excuse for truckers in the midway district pleading that they are not aware of the work that the Union is doing in that particular part of the Twin Cities.

Similar meetings will be held in various localities in the near future.

On WPA Projects

LAY-OFFS AND TRANSFERS mark the week on WPA projects—losses of time and wages that cannot be made up—dismissals of workers having no Union to fight for them—speed-ups and provocation by chesty foremen looking for excuses to fire workers—more grievances! Why? Answer: The same POLITICS that caused WPA fund restriction. Republicans declared for "returning" relief to states and localities, so Roosevelt shows they can't do it—by PINCHING THE NEEDY and making a great cry of human misery go up for resumption of Federal financing of relief. Individuals or petty political groups can't do a thing about it. Only broad economic organizations which merit and hold the confidence of the workers because disciplined by the workers, will count from now on.

PURGES, BUDGET CUTS and SHARPLY RISING LIVING COSTS is the week's dole to direct relief clients. The Minneapolis Welfare Board is "neutral"—it doesn't care whom it hurts just so it isn't the Big Boys. Clients report browbeating, intimidation and misrepresentation by relief officials. What will it be when winter comes? Again, only the

solid force of the Union and a Federal Workers button get consideration.

WPA INEFFICIENCY! Thirty-three WPA workers were fired because they ignored the foreman's crazy order that they make up ten minutes spent in checking out tools. The proper WPA higher official said they had "quit" so nothing could be done. The 33 then joined Federal Workers in a body—on Thursday. By Monday morning they were back at work and a FWS steward was on the job. During the process the "proper official" begged for a change in the FWS representative dealing for the men, because "he so unreasonably insists that all 33 be put back to work." Imagine such officials! Yet workers and their families suffer for such official WPA inefficiency. The whole makeshift slipshod WPA local officialdom would collapse into a tangled heap if FWS didn't keep it straight.

Mayor Olson of Hopkins ALMOST put one over (on Bernhagen), didn't he? Is it true that Olson offered \$25 to anyone who would take his job?

The worker reported in last week's column as fired and having then joined the FWS, was REINSTATED THE NEXT DAY.

MILITANT? The Welfare Board has not dared to enforce its Paupers Oath re-registration order in a single case since the FWS mass meeting sent it a clear sharp ultimatum. A special meeting of the Board considers the matter Wednesday. Clients see great natural resources and modern processing methods which make them impatient with inexcusable "subsistence." Not even the surface of their militancy has been scratched as yet.

INSIDE TIPS ABOUT WPA: \$60.50 workers with large families can get supplemental relief. See your steward. Projects outside the County bring longer hours but no more pay. More projects will shut down. Bigger lay-offs are coming, contrary to Sassman's definite promise. (The bosses need cheap labor.) Best tip of all: GET INTO THE UNION.

PROJECT MEETINGS will continue. Watch for the Organization Committee on your project. If workers on your project want a meeting soon, call at the office.

GENERAL MEMBERSHIP BUSINESS MEETING of FWS is Friday, August 21, 8 p. m., at 257 Plymouth Ave. Every member should attend.

TENSER INTEREST AND DETERMINATION of workers is evident everywhere. They're seeing through petty superficial issues, to fundamental facts. They know WHAT should be done. Now they want to know HOW TO DO IT. They are realizing they must organize and unify FOR A DEFINITE PURPOSE, and as to statewide organization that representation must be in direct proportion to actual membership.

FEDERAL WORKERS ANNUAL PICNIC is Sunday, Aug. 30, beginning at 10 a. m. at Glenwood Park, Grounds No. 1. A full program of games, races, etc., for all ages, with plenty of valuable prizes, is all set. There'll be dancing, refreshments, lots of fun for all—and of course, speaking. Aug. 30 is Labor's picnic day in Minneapolis parks. The Federal Workers Picnic is at Glenwood.

All day Saturday the Union office was a mad house. A row of applicants stood in front of the window from early morning until late in the evening to join the Union. It looked like a run on a bank.

Notes to You by Kenn Harlan

CO-ACCIDENTS

One of Minneapolis most popular nite spots where beverages are served which test considerably more than 3.2% is called the 620 Club. It takes its name from its street address, 620 Hennepin. Nightly the intemperate stumble about the avenue and among other spots, visit the 620 Club. And here's the pay off—the street address of the Murray Liquor Cure establishment is 620 South Tenth. Rather a different 620 Club, what? * * * Ed Harlan, sire of your correspondent, paid his grocery bill last week. The credit and debt column each totaled 574.

SPEAKING—

Of 574 and its numerical successor, 544—the boys are loath to speak of General Drivers as 544. To them it is still 574. And why not?—that's the banner they fought and died under. Nothing will replace it. * * *

POST MORTEM:

Dancing proved quite popular at the picnic Sunday before last. We coyly admit that the music was good and blushing we remind you that the place was overrun by women. The band never before realized its sex appeal. I sit way back in the back row—ho hum! * * *

INFLUENCE—

America is very susceptible to crazes. Silly little things find their way among us and sweep the nation. There were crazes of crossword puzzles, jigsaw puzzles, Yo-Yo's, Handies and now the pun has come into its own. It's a game and played like this—

A. Do you know Butch and Jimmie?

B. Butch and Jimmie who?

A. Butch your arms around me and Jimmie a kiss.

Or we might add, Dunn up and see me sometime, or Elizabeth Independent in Your Style, or Hyram I Do in?

OTHER BUSINESS—

May we take this time to introduce the newest addition to our band. Some mention was made of him a few issues ago but the job was improperly done. His name is Jerry Snyder. He plays a trombone very fine. He's a nice boy and well liked. You have probably seen him. Next time pay your respects—if you don't mind.

ALSO:

Pete Snapco is not getting off as easily as he thinks. The mere fact that he hasn't had a mention in some time is no signal that we're letting up on him. We still think he's "tetched," yeah, and if he wants satisfaction he can meet us on the field of honor—and bring his own lunch.

Newspaper Workers Look for Agreement

Drivers employed by the Havstad Co., a concern which does the hauling for the Minneapolis Tribune and the Minneapolis Journal, and who have joined the Union in considerable numbers in the past few weeks, are anxiously awaiting the opening of negotiations between Harstad Co. and the Union.

In accordance with a contract recently signed with the Daily Star, wages of newspaper drivers have been set at a minimum of 83c per hour. Non-union drivers employed by this company are urged to immediately affiliate themselves with the Union in order that they may secure the benefits of higher wages and better working conditions.

Story of Al Peterson Should Be Inspiration for All Union Men

The story of the case of Al Peterson, long time employee of the Williams Hardware Co., is one that should teach every union man the value of a trade union and should make everyone be proud of the organization of which they are a member.

Prior to the 1934 drivers strike Peterson had been a faithful employee of the Williams Co. for 14 years. He went out on strike with the Drivers Union in July and August and at the termination of the struggle he was put back to work over the determined protest of the management who feared Peterson's militancy and loyalty to the Union.

During the period of the close of the strike in the spring of 1935 Peterson proved to be a tower of strength for the Union. He consistently continued to maintain the position of the Union at the Williams Company and fought hard for the interests of other members there.

During the winter of 1934-35

Independent Truck Chatter

The new WPA wage scale is \$1.50 an hour for hand loading and \$1.65 an hour for mechanically loaded equipment or its equivalent.

The question of the drivers is not quite settled.

Quite a number of the boys on the Belt Line have been transferred and are now working for the State Highway Department.

B. G. Ambrose is gaining weight.

Axel Soderberg said that he would not like to be in the shoes of the one who started circulating the petition against the strike.

The independents had their "day" on the end of the tug rope during the picnic at Bass Lake. It had to be done three times before Rudy was convinced who the victors were.

Curt Zander will offer to debate the question of birth control with anyone in the Union. He will take the losing side. (Editor's note: Which side is that?)

The committee handling the picnic affair is to be congratulated for its good work. It was one of the most orderly and best conducted affairs of the season.

It has been reported that many new applications have been received for membership into the Independent Truck Owners Section in the last two weeks. We are still growing.

The last meeting of the Independent was not very well attended. We want to impress upon members that they must attend at least one meeting a month.

Get your information at the Union meetings instead of asking the steward on the job what took place. He has enough work to do as it is.

Glenwood Drivers Are Joining Union

Glenwood - Inglewood drivers, who have been joining the Union at a rapid pace, will soon be covered by a Union agreement according to the latest advices.

When this company is brought under a Union contract it will complete the unionization of the bottled water companies in this city.

the pressure of the speed-up system at the Williams Co. and the continual struggle in behalf of the Union made Peterson a sick man. In the spring his illness was diagnosed as a preliminary stage of tuberculosis and he was advised to immediately seek hospitalization in a sanitarium. With the assistance of the Union he was able to secure admittance to Glen Lake.

Although the Williams Co. wrote him a letter, shortly after he was admitted to the hospital, saying they were sorry for his trouble and promising his job would be open to him when he was sufficiently recovered, they, no doubt, were glad to see what they thought would be the last of Peterson. He had been a thorn in their side. His never swerving loyalty to the Union and his unflinching courage in the face of intimidation and coercion was something the employer never learned to admire.

From April, 1935, until July, 1936, Al Peterson lay in a ward in the Glen Lake sanitarium gradually building up his health and strength and slowly but surely freeing himself from the grasp of the white plague. Finally in July he was discharged from the sanitarium completely cured.

Now, thought Peterson, to cash in on the promise of the job that he had been assured would be waiting for him on his recovery. He reported to the Williams Company in the middle of July, a picture of health and completely cured of his previous ailment. He told the management that he was ready to return to his former job.

The Williams Company told him that he no longer was connected with the company, had no rights there and under no circumstances was he to be returned to employment. This proved to be a severe blow to Peterson whose financial condition, during his long confinement in the hospital, was in a desperate plight.

But without hesitation he turned to the organization that he had fought for in 1934 and who had assisted him and his family during his long illness, the General Drivers and Helpers Union. While the Peterson case had been pending at the Williams Company another trouble had arisen at the same place. The platform workers employed there had never received their raise in accordance with the provisions of the June agreement.

Union representatives were sent to the Williams Company who were instructed to not only settle the withheld pay of the platform men but to compel the Williams Company to return Peterson to the job in accordance with the agreement made with him in 1935. The argument with the company was short lived. The platform workers are now being paid the Union scale. Back pay from June 1 has been granted them but most important of all, Albert Peterson is again an employee of the Williams Hardware Co., a better Union man than ever before.

Local 544 Meeting Schedule

- Thursday, Aug. 6—Independent Truck Owners.
- Friday, Aug. 7—544 Job Stewards; Federal Workers.
- Monday, Aug. 10—General Membership.
- Wednesday, Aug. 12—Market Workers.
- Thursday, Aug. 20—Independent Truck Owners.
- Friday, Aug. 21—544 Job Stewards; Federal Workers.
- Monday, Aug. 24—General Membership.
- Tuesday, Aug. 25—Taxi Drivers, 1 p. m.; day drivers, 7 p. m.
- NOTE: Federal Workers Job Stewards meet each Wednesday.

THE NORTHWEST ORGANIZER

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Entered as second class matter May 1st, 1935, at the Postoffice at Minneapolis, Minnesota, under act of March 3, 1879.

"When I ply my needle, trowel or pick,
I'm a decent Sheehey, Wop or Mick,
But when I strike, I'm a Bolshevik
I'm labor."

The "Pauper's Oath"

Actions of functionaries at branch relief stations, during the past week, indicate that the local relief administration, acting under instructions from the Board of Public Welfare, intends to carry out its brutal, vicious and inhuman policy of attempting to compel relief clients to sign the "pauper's oath" as a prerequisite to receiving relief. Numerous instances have been reported where relief clients, on applying for their food and rent orders, were told they must either sign this degrading and dangerous document or be cut off from all future aid. As a result of the determined opposition that is being shown by relief recipients to signing the so-called new registration blank, hundreds have already been refused relief and case after case is coming to the attention of relief organizations where families are without food and are in danger of being dispossessed from their homes.

This document, brain child of I. S. Joseph and other representatives of bankers and business interests on the Welfare Board, is without question the most open and dangerous attempt to intimidate and threaten relief clients that has ever been attempted in the city of Minneapolis. According to its provisions it places in the hands of the relief administration the weapon with which they can readily prosecute and imprison any relief recipient who may find himself in the possession of a penny for which he cannot account.

The "pauper's oath," sponsored and introduced by Joseph and McLaughren, is the final result of a campaign that has been carried on by Taxpayers Association representatives on the Welfare Board for over a year. All the publicity that the so-called "chiseling cases" received was part of that maneuver. The impression they intend to convey is that thousands of people are receiving relief aid that are not entitled to it. This is as false as the motives of those who urged the passage of this vicious document. The "pauper's oath" is a relic of barbarism. A determined stand against it is the need of the hour.

Mass Meeting Results

The Twin City teaming crafts mass meeting held at the German House, St. Paul, Thursday, August 13, was a vivid demonstration of what is possible to accomplish through joint action. Both Local 544 in Minneapolis and Local 120 of St. Paul co-operated 100 per cent in making this meeting a success. Casting all suspicion of ulterior motives aside and joining hands with each other in a spirit of real co-operation, the two Unions brought about a noteworthy accomplishment.

The success of the midway meeting cannot be judged solely by the number of applications that were received on that evening. The week's preparation for the meeting which included contacting hundreds of drivers, helpers and platform men will continue to show results long after the mass meeting has become a memory. Those who judge the results of a Union organizational campaign solely by the immediate results that such a campaign brings about are entirely under-estimating the significance of such work. Every driver who was talked to by a Union organizer during that period has received at least the beginning of an understanding of the value of a Union in his craft.

Every worker who attended the meeting, whether or not he joined the Union at that particular time, had the seeds of trade unionism planted in his mind. It is impossible to estimate the value of trade union propaganda imparted in this manner. As a result of this meeting hundreds of workers will voluntarily join the Drivers Union. Hundreds more will become more susceptible to future organizational efforts. The German House mass meeting was an unqualified success. Similar meetings should be held from time to time.

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Organization _____

Power Workers to Settle With N. S. P.

Local 160, Northern States Power Employees Union, after a long period of attempting to negotiate grievances directly with the Northern States Power Co., have been forced to resort to arbitration to settle the existing differences between the Union and the employer. Several meetings between the Union committee and Robert F. Pack, General Manager, have resulted in only a deadlock. Two weeks ago the Union submitted a list of 39 specific grievances.

At the last meeting with the management the Union committee was informed that these cases had

been settled as far as the company was concerned. While the Union conceded that a few cases had been adjusted, a great number of them, particularly those dealing with seniority, had been left unchanged.

Friday morning the Union notified the company that they desired a Board of Arbitration be set up in conformity with the existing Union agreement. The Union will select two, the company two, and a fifth neutral chairman will be chosen by the first four. Local 160 submitted a list of five names that would be agreeable to them as the neutral chairman.

Meeting of the Arbitration Board on the disputed points will take place as soon as the formation of the committee is completed.

Keeping Step With 544

By Mickey Dunne

Pete Harris, steward at the Western Grocery Company, set a real record for the boys to shoot at. He signed 47 new members in one week.

The German House meeting packed 'em in. And did they join the union!

Packing house drivers met Thursday with Bruce Vincent. Nine houses represented.

The Mayflower Transfer Line found out that playing horse with 544 doesn't pay.

Did you know that Skoglund tried to steal Murphy's glasses?

The trouble at the Daily Star was settled to the satisfaction of the Union after a Monday morning strike that lasted one hour. It's George Date's worry now.

B. G. Ambrose complains that he is also being used as a Federal steward. Well, he's big enough to hold down ten jobs.

L. A. Murphy laid down the law to the owner of the Mayflower line. He made it stick, too.

Packing house drivers continue to come into the Union at a rate that guarantees that this section of the market will soon be 100 per cent.

The big downtown department store, the last stronghold of the open shoppers, is beginning to crack under pressure from the General Drivers Union.

Milk Wagon Drivers Union is making it tough for non-union ice cream drivers. More power to them.

Brooks Fruit Co. drivers met in the Union hall Thursday night.

Local 131 Laundry Drivers Union will soon be accorded some substantial help from the Teamsters Joint Council. This should be done speedily. The plight of the Laundry Drivers is a bad one.

Elmer Piatt, member of the Independent Truck Owners Section, was buried Monday, August 17, from the Swanson mortuary.

The Laundry Workers Union held an open organizational meeting Wednesday, August 19. M. Dunne spoke.

The efficiency of the office system is something to marvel at. Friday a member came to the window to pay dues. The girl who looked up his card came back and reported that this member was dead. It turns out that the member had been reported desperately ill and the girl had made the fatal

ity notation just in case. The member, like Mark Twain, said the report had been grossly exaggerated.

The Independent Truck Owners failed to turn in their usual chatter column last week. Picnicitis.

We are glad to welcome the return of Ken Harlan and his notes. They are very readable.

The Minneapolis Sausage Co. recently became a 100 per cent Union concern. The drivers are all in the Union. The inside workers belong to the Meat Cutters and Butcher Workmen.

Notices of additional donors to the picnic continue to come in. We will publish them from time to time.

According to reports, that tall swamp grass slows Nick Wagner up.

Carl Grazer, Belt Line superintendent, made a nice stand for the independent truck owners who were transferred to PWA. He talked the Highway Department into giving them the \$1.65 scale. Thanks.

The Riverside sodding job, employing 11 truck owners, was tied up Friday while wages were adjusted to conform with the Union scale. All were 120 men. Casper of the St. Paul Union co-operated.

Local 160, Northern States Power Co. Employees Union, is going to arbitrate over 40 grievances. The Arbitration Board is being set up now.

Organizers report that many of the large docks are now 100 per cent Union.

The Relief Department is cutting hundreds off the relief rolls who refuse to sign the infamous "pauper's oath."

Paris news item: A strike in the American hospital ended tonight after American residents of Paris volunteered to scrub the floors and do orderly work.

Local 160 Meeting Schedule

- Tuesday, August 18—Stewards and Executive Board Meeting
- Wednesday, August 19—General Membership
- Tuesday, August 25—Executive Board Meeting
- Tuesday, September 1—Stewards and Executive Board Meeting
- Wednesday, September 2—General Membership

*Note the changes of Executive Board meetings and the new setup for stewards meetings.

Sacco, Vanzetti Honored by Meet

Sacco and Vanzetti, noble martyrs of labor, will be honored at a meeting to be held August 24th at the Central Labor Union, commemorating the ninth anniversary of their legal murder.

The history of the rawest frameup in history will be told by the speakers, Al Russell, Strutwear strike picket who was convicted of "contempt of court," and Carl Ross.

Sacco and Vanzetti died nine years ago because they were labor organizers, because they had offended the muck-a-mucks of "law and order," by organizing workers. Their trial was a farce but in the face of everything they bore themselves heroically. Everyone should attend the memorial meeting at the Central Labor Union, Monday night at 8 o'clock, August 24th. A puppet show, chalk talk and mass singing will also be on the program. The admission is 10c.

LABOR... Looks at the Press

From the National Republic: Waldo McNutt is . . . a Communist, a Socialist, a pacifist "united front," and is also a member of the Rocky Mountain YMCA.

Sort of a One-Man People's Front—I was beginning to wonder if he weren't all those things too.

New York news item: When the clerk of the Application Bureau announced he would hand out applications for watchmen, 2,000 men descended on his office. When the smoke of battle cleared, the clerk's desk was scattered in fragments over the lobby, and 23 police fought the job hunters.—N. Y. World-Telegram.

Ah, there is a certain nobility and dignity about life these days.

Miss Mary C. Duffy, supreme regent of the Catholic Daughters of America: Much misguided financial support is being given to communism and radicalism by certain rich American foundations.

Sure, sure—it is well known, for instance, that the Rockefeller Foundation is kicking in heavily to the campaign of Norman Thomas.

Cerbere, France: 200 French volunteers recruited from the Socialist party have passed through here on their way to Barcelona to serve in the Catalonian armies fighting against the fascists.—N. Y. Times.

Bravo—here are men who do not find life so dear but that they are glad to fight and die for a great cause.

Madrid, Spain: An aristocratic mansion here has been taken over by the toreros union as a home for aged bull-fighters. The golf caddies, organized in the Marxist Youth League, have taken over the fashionable Club Del Campo.

Italy, Germany, Austria, Spain today and tomorrow France. And do you think we in America will not have to fight Fascism with arms in hand?

Washington news item: Miss Frances Perkins is studying the law recently put into effect by the French government which provides for annual vacations with pay to all workers.

Here's hoping the Madame doesn't set up a labor board to see that we get those vacations.

Dr. Wendell C. Bennett, archaeologist and curator of the American Museum of Natural History: All Indians originated in Russia, moved across the Behring Sea, and drifted southward.

Goody—now the Indians can be sent back where they came from.