

BUILD A LABOR TEMPLE - A UNION RADIO STATION

THE NORTHWEST ORGANIZER

Official Organ of the Minneapolis Teamsters Joint Council
MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.

As from this hour you use your power, The World must follow You

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

VOL. 4, NO. 5

MINNEAPOLIS, MINNESOTA, THURSDAY, MAY 19, 1938

PRICE 5 CENTS

FWS Demands Congress Increase State WPA Jobs

On the National Picket Line

In view of all of the publicity given the United States Supreme Court's reversal of three decisions rendered by the National Labor Relations Board against the Ford Motor Company, the Inland and the Republic Steel Corporations, it seems advisable to explain the procedure of the ULRB in trying cases.

The NLRB did occasionally perform one function for labor, and only one function. It provided labor unions with a forum in which they could argue their cases and from which a certain amount of favorable publicity could be obtained. The fallacy of such a body has been clearly demonstrated by the Board's record—it has had absolutely no real power with which to force any big employer to live up to its decisions. Like any other agency so designed and so composed its real role was to instill in the minds of the workers confidence in the Roosevelt administration and to keep the workers in the country from realizing that the only real salvation for the workers is a fighting labor movement. Again and again we have reiterated this fact. It cannot be too strongly stressed.

The Supreme Court decisions now uphold the bosses' claim that they have not been given a fair hearing before the NLRB, that they were not allowed to present their cases, and that they were discriminated against. Here, briefly, was the procedure practiced by the NLRB.

The first step was the filing of charges, by the union against the employer. Then informal hearings, before a trial examiner appointed by the Labor Board at Washington, were held. The employer was not only allowed but was expected to be present to have the nature of the charges explained to him. These hearings were in the nature of conciliation meetings. Failure to effect a settlement of the differences at such meetings led to the filing of briefs and of the evidence upon which the charges were based with the Labor Board which then studied the evidence. Many times weeks elapsed between the first informal hearings and the issuance of formal charges against the company.

When the Labor Board finally issued the formal complaint it was served upon the employer together (Continued on page 6)



Who Killed Him?

Patrick J. Corcoran was murdered by unknown persons on the night of November 17, 1937. The Minneapolis Teamsters Joint Council offers a reward of TEN THOUSAND DOLLARS for information leading to the apprehension and conviction of the murderers.

FWS Gets Students Relief Gain

The Anoka County Welfare Board's practice of forcing high school students, getting State Student Aid, to contribute fifty percent of their earnings to the family budget, will be stopped, if a pledge made to the Federal Workers Section of Local 544 by G. M. Rowe, Director of Student Aid, is actually carried out.

A recent investigation into relief conditions in Columbia Heights revealed numerous vicious practices of the Anoka Welfare Board under the guiding hand of the now-notorious Marion De Voy, executive secretary of the board. Among these practices was that of depriving the students of fifty percent of their earnings, by deducting that amount from the family relief budget.

The FWS brought this to the attention of the State Department of Education and the Division of Public Assistance. In answer, the following letter was received last week:

"Federal Workers 544
257 Plymouth Ave. N.
Mpls., Minn.

Dear Sirs,
You will be interested to know that I have been assured through the State Public Assistance Division that it is not the intention of this Division that aid earned through the Special State High School Pupil Aid Program be considered when figuring family income for purposes of granting relief. Any such practice will, I am sure, be corrected.

Very truly yours,
G. M. ROWE,
Director."

Pulp Workers Vote Strike Vs. Waldorf

Following a series of negotiations with the Waldorf Paper company which brought forth only negative results, the Pulp and Sulphite Union Local 264 of St. Paul held a meeting of all Waldorf workers last Thursday. A ballot was taken on accepting or rejecting the company's counter-proposal. The vote was 83 per cent in favor of rejection.

Waldorf workers voted to place strike authority in the hands of Local 264's negotiating committee. About 450 workers are involved. Negotiations between Local 264 and other St. Paul paper firms continued during the past week.

Groff Opens Office in St. Paul

As the Groff strike entered its eighth week, no change was reported. The union continued to maintain daily picket lines around the plant, which has not yet been boarded up.

Early this week the union, Pulp and Sulphite Local 264, learned that the Groff company has opened up an office in the Pioneer building, St. Paul. This development scarcely jibes with the oft-repeated announcement of Groff that the company has now gone out of business.

With undiminished enthusiasm, strikers expressed themselves as determined to continue the struggle until their demands are met.

11-State Area Campaign OK'd By Internatioal

As we go to press, a wire from Indianapolis brings word that the Tuesday conference between officers of the Teamsters International and the 11-state North Central Over-the-Road Negotiating Committee resulted in the International's approving the work of the committee. Further steps in the committee's campaign to secure an area-wide uniform contract for all over-the-road drivers were agreed upon.

Retail Clerks Sign Pact With Bakery

Retail Clerks Local 1086 announced today the signing of a closed-shop contract with Bob Claussen's Bakery Department in the Nkyebust Market, 622 Hennepin Avenue.

A guaranteed minimum wage of \$24 a week, two weeks paid vacation, ten days sick leave, and furnishing of uniforms were features of the agreement.

Bob Claussen is one ex-worker who hasn't forgotten his union past. He still has his membership in Bakery Drivers Local 289.

Local 20316 Votes Strike Against J-S-H

After several unsuccessful attempts on the part of Warehouse Workers Union Local 20316 to get the Janney, Semple, Hill company to concede seniority, the union executive board called for a meeting of all workers concerned, which was held last night, Wednesday, to determine what action should be taken.

The meeting, attended by all employees of the company, 98 per cent of whom are union members, voted confidence in the committee selected to call a strike next Monday morning in the event the company maintains its stubborn attitude.

Employees of this hardware establishment are determined that the company shall not have the authority to lay off workers without giving consideration to their seniority standing, and that seniority shall prevail in the strictest manner when laying off and rehiring workers, filling vacancies and in the promotion of workers to various jobs.

Scott, Bastis Endorsed by Local Drivers

The Minneapolis Teamsters Joint Council at its last meeting Friday, May 13, voted unanimously to endorse the candidacies of I. G. Scott to succeed himself as county commissioner, and of Al Bastis, running for the post of sheriff.

The Teamsters Joint Council seldom endorses any political candidate, but because of the unusual pro-labor stand of these two men, the endorsement was forthcoming.

Both Scott and Bastis have long and honorable records on labor legislation. Both have shown over a period of years their friendly attitude towards the union movement. Because of their records, the council has taken this unprecedented action and given its endorsement to these two candidates.

More Pacts Ratified by Local 544

Building Materials, Sand and Gravel Agreements Unanimously Ratified Tuesday by Members - Cover About 500

By unanimous vote on Tuesday night the membership of the Building Material section of General Drivers Union Local 544 voted to accept terms of a proposed contract negotiated with the seven firms in this industry.

Instead of overtime after 48 hours weekly, as was the case in the old contract, the new agreement provides that overtime rates of time and one-half will be paid after nine hours daily from Monday to Friday and after 12:30 on Saturday.

Other terms of the contract are identical to those in effect last year.

The agreement will go into effect on June 1, 1938, and hold for one year.

Also ratified Tuesday night was the working agreement for the Sand and Gravel Section of Local 544. Drivers receive raises of 2½c hourly, bringing them up to the prevailing scale, 75c. No other changes were effected in last year's contract.

The two new contracts cover about five hundred members of Local 544.

Transfer Pact Signed by Local 544

On Monday afternoon the new transfer contract, covering about 800 Minneapolis drivers, helpers and inside workers was signed by the General Drivers Union Local 544 and the transfer employers.

This new pact follows other working agreements with the petroleum and coal industries, recently signed by Local 544.

Time and one-half, instead of time and one-third, is specified in the new transfer agreement, thus equalizing overtime provisions for drivers throughout the city. This is the only change, other clauses being identical to those in effect in last year's contract.

The pact was ratified at a large membership meeting of transfer drivers held last Thursday night. The full text of the new agreement is printed elsewhere in this issue.

To All Members of Local 292:

WHEREAS it was agreed and understood by the Arbitration Board in the recent John Williams case, "that the Officers of Local 292 will advise its membership that in any case of interference, due to labor difficulties or strikes of any other crafts or unions, with the regular duties of any member who is not working under the direct supervision of a foreman, such member will, after notifying his immediate supervisor, advise headquarters of Local 292 as soon as possible."

AND WHEREAS the General Executive Board of Local 292 wholeheartedly approves of the above decision of the Arbitration Board,

THEREFORE BE IT RESOLVED,

That the membership of Local 292 hereby approves the above quoted decision and instructs every member to report to the Union Office as soon as possible and practical every incident or occasion of any interference with their ordinary duties due to any picket lines or orders of any other unions, so that the officers and representatives of Local 292 may be fully informed thereon.

BE IT FURTHER RESOLVED,

That this resolution be published in the N. W. Organizer and the Minneapolis Labor Review and that a letter embodying this resolution be mailed to the members of Local 292 working in the Trouble, Meter Reading, Overhead, Kelvinator Departments of the N. S. P. Co.

GENERAL EXECUTIVE BOARD
Local 292, I. B. E. W.

Local 544 Nine Routs Nokomis 22 to Nothing

Local 544's nine turned its last practice game of the season Sunday into a rout by taking the Nokomis A. C. team over the hurdles to the score of 22 to 0. Wenell and Norris, sharing the mound for the winners, struck out 18 men and gave only two hits. In addition, Wenell was the leading hitter, lashing out a homer and two singles in three times at bat.

Ole Jensen and Dick DuBay were behind the plate for Local 544. Wickstrom banged out a pair of doubles. The most loyal rooter for the Drivers Union went home Sunday satisfied that his team will burn up the league when the regular season gets under way next week. Local 544 plays the Jefferson Bus aggregation Sunday, May 21, at the Parade. The Jefferson nine was the runner-up in the American division last season and the game promises to be a thriller from start to finish.

All friends of Local 544 are urged to turn out at the Parade Grounds on Sunday and support the home team.

Jewel Tea Still Unfair

No change has occurred in the attitude of the Jewel Tea company towards the union movement. This concern, selling its scab product from door to door, continues its policy of intimidating its employees from joining the union.

The Tea and Coffee Drivers Union, and the Teamsters Joint Council call upon all workers and friends of labor to take note of this fact when purchasing tea. No anti-union firm deserves the patronage of union men and their friends.

Butler Brothers Workers Meet Thursday Eve

A meeting of Butler Brothers employees, members of Local 20316, will be held Thursday night, May 19, at 257 Plymouth Avenue, to consider the counter-proposals made by this firm. A union contract was recently presented to the company following the expiration of last year's pact.

Taylor's "Central Labor Union"

ASSOCIATED INDEPENDENT UNIONS

320 Eighth Avenue South

Bridgeport 7122

This Is Your Union
Join Today

MINNEAPOLIS, MINN.

Above is a reproduction of a letter-head, chief stock-in-trade of F. L. Taylor's "Associated Independent Unions."

Are you a carpenter, plumber, bricklayer, decorator, mechanic, truck driver, helper, or laborer? If so, you will surely want to join the new streamlined Taylor-made union. Guaranteed to bring you

lower wages, longer hours, and the intense sympathy of certain bosses.

You'll have no ordinary man as a "fuehrer" either. Besides leading the "Associated Independent Unions," Taylor functions on the side as head-man for the "Minute-men," an organization dedicated to smashing the labor movement and winning lower relief for the unemployed.

Ice Cream Ordinance Up For Passage

Labor's interest in the passage of the proposed Ice Cream ordinance is concentrating on the meeting of the Minneapolis city council next Friday, May 27, when the council after some delay will finally make its decision on this much-discussed measure.

Organized labor expects the support of all labor aldermen for the ordinance. The measure has the endorsement of organized labor throughout the state.

While agreeing with those who favor the ordinance because its passage will protect the health of the public as regards ice cream, the union movement is particularly interested in the measure because it has found that the small manufacturers of ice cream cannot pay union wages.

So long as any penny-ante business man can start up his own ice cream business in a section of his store, it has been found that invariably those operating the counter-freezers are working at low non-union wages, tending to undermine the union scale established in the major section of the industry.

The passage of the Ice Cream ordinance would tend to abolish this condition, and create conditions whereby all ice cream workers will receive union wages.

It is the pica-yune ice cream manufacturers, together with the large out-of-town manufacturers ganged together in the Counter Freezer Association who constitute the only opposition to this badly-needed ordinance.

Omaha Drivers Subscribe for N. W. Organizer

Early this week came news from Omaha, Nebraska, that the fast-growing General Drivers Union Local 554 of that city had recently voted to subscribe to the Northwest Organizer for all members, thus adding another drivers union to the long list now utilizing the paper.

Arrangements are being completed to assure our readers of regular up-to-the-minute news of all important and interesting developments in the Omaha labor movement.

With subscriptions from union organizations coming in at a fast clip, and with important labor developments crowding on one another's heels, it was again imperative this week to bring out a six-page Organizer. Many requests are beginning to come in for last week's enlarged issue.

Band Secured For Local 544's Picnic

The Warehouse Union Band will give a special concert at the General Drivers Union picnic on June 12, it was announced by the Picnic Committee.

All union members are urged to get in touch with either their stewards or the union office to get tickets for the annual picnic. Picnic duets sell for only two bits. They are redeemable at the grounds for refreshments, and also entitle the holder to a chance on gate prizes.

The Picnic Committee will meet this Thursday evening, May 19, to draw up plans for a printed program which is to be issued.

Call on FLP Congressmen to Fight for Increase in WPA Jobs; Urge Backing of State Labor Movement

The Federal Workers Section of Local 544 Monday called upon the Minnesota Farmer Labor delegation in congress to fight for an increase in the state's quota of WPA jobs. In March of 1937 a similar demand was made. However, Minnesota was assigned only 60,000 jobs. Early this week the FWS was informed by Victor Christgau that the quota is filled, that there will be no more reinstatements or reassignments for WPA workers laid off for causes not of their own making. The following letter was immediately sent to the Minnesota delegation in Washington:

Dear Mr. Teigan:
We have been informed by the WPA office that the Minnesota WPA quota is filled, and that there will be no more reinstatements or reassignments for workers laid off from WPA for causes not of their own making.

In March of 1937 we made a demand upon congress that the Minnesota quota be at least 120,000. However, only 60,000 WPA jobs were assigned to this state. Now the situation is even more critical than it was at that time. The time has come for the Minnesota delegation in both the House and the Senate to get behind a program designed to raise the quota. We urge that this be done.

Trusting that you will take this matter under immediate advisement and that favorable results will be had, we remain,

Fraternally yours,
cc to H. Shipstead, Dewey Johnson, Ernest Lundeen.

ED PALMQUIST
Vice Chairman
GEORGE VIENS
Secretary Treasurer

Labor Must Fight
It is imperative that the entire labor movement throughout the state get behind this fight. We urge all local unions to immediately send their district representatives and senators letters demanding that an increase in the quota be made. Unemployment is increasing rapidly through the state. Unity between the employed and the unemployed is more essential than it has ever been. Write to your congressmen. Demand more WPA jobs. The Federal Workers Section intends to fight every WPA lay-off.

Max Eastman Sues Communists For Libel

Max Eastman, noted American author and friend of labor, filed a libel suit for \$250,000 last week against the Daily Worker, its editor Clarence Hathaway, and Earl Browder, head of the Communist Party. Eastman's suit was based on repetition by the American Stalinists of frameup slanders made against him in the recent Moscow Trials, in which Eastman, who translated Leon Trotsky's "History of the Russian Revolution" into English, was termed a spy for the British, German and Japanese governments.

In a statement to the press Eastman said: "Browder is trying to assassinate my character only because he cannot assassinate me. I want to discuss these lies with Earl Browder in a court of justice where people are tried before and not after they are condemned."

The suit was filed by attorney Maurice D. Forkosh, who recently secured a \$25,000 libel award against the Daily Worker on behalf of the widow of Walter Ligez, slandered after death by the Communist Party press. Another suit for libel against the same sheet, filed by officers of Local 544, is now pending in the New York courts.

Make Minneapolis a Union Town

New Pact Won by Transfer Section

Below is printed the full text of the transfer agreement in effect between the General Drivers Union Local 544 and the local transfer industry.

On Monday afternoon the following agreement was signed between Local 544 and the Minneapolis Transfer Men's Association, Inc.:

"The Compliance Agreement in effect from June 1, 1937, to June 1, 1938, between Minneapolis Transfer Men's Association, Inc., and the General Drivers and Helpers Union, Local No. 544, A. F. of L., is hereby extended for one year from June 1st, 1938, to June 1st, 1939, with the following exception:

"Overtime is to be paid for on the basis of time and one-half instead of at the rate of time and one-third."

Below is the text of the Compliance Agreement:

The MINNEAPOLIS TRANSFERMEN'S ASSOCIATION, hereinafter referred to as the Employer, and the General Drivers and Helpers Union, Local No. 44, A. F. of L., hereinafter referred to as the Union, agree to be bound by the following terms and provisions covering wages and working conditions:

1. The Union shall be the sole representative of those classifications of employees covered by this agreement in collective bargaining with the Employer. There shall be no discrimination against any employee because of Union affiliation.

2. The Employer recognizes the right of a job steward, or job committee, to handle such Union business as may from time to time be delegated to the job steward, or job committee, by the Union Executive Board at the company where they are employed.

3. The Employer agrees to grant the necessary time off without discrimination to any employee designated by the Union to attend a labor convention or to serve in any capacity on other official business.

4. The employer agrees not to enter into any agreement or contract with his employees, individually or collectively, which in any way conflicts with the terms and provisions of this agreement.

5. The Employer agrees that all conditions of employment relating to wages, hours of work, overtime differentials, including vacations, now granted shall be maintained at not less than the highest minimum standards in effect at the time of the signing of this agreement, and the conditions of employment shall be improved whenever specific provisions for improvement are made elsewhere in this agreement.

6. In the event that the Employer deliberately violates the provisions of the foregoing Articles or deliberately violates any other provisions elsewhere in this agreement relating to seniority rights, wages, hours of work, overtime differentials and vacations, any back pay owed to the employee because of such violation shall be paid by the Employer at the rate of two times the normal straight time and overtime rate, if so ordered as a result of negotiations as provided for in Article 7 hereof.

7. Any controversy arising over the interpretation of or adherence to the terms and provisions of this agreement shall be settled by negotiations between the Union and the Employer. Any controversy, which cannot be so settled promptly shall be referred to the Compliance Committee of the Minneapolis Transfermen's Association and the Union. If the controversy still cannot be settled, same shall be referred to a Board of Arbitration composed of two representatives of the Union, two representatives of the Employer, and a fifth neutral member selected by a majority vote of the first four. The majority of this Board shall be final and binding on both the Union and the Employer in any controversy settled.

8. The Union and the Employer agree that there shall be no strike, stoppage of work, or lockout without first using all possible means of peaceful settlement of any controversy which might arise.

8A. The Employer shall not request or instruct any employee to go through a picket line of a striking Union. However, the Union agrees that in the event the Employer becomes involved in a controversy with any other union, the Union will do all in its power to help effect a fair settlement.

9. The term "Individual Truck Owner" shall be construed to mean the owner-driver of a truck, motorcycle, passenger vehicle, two or four wheel trailer, taxicab, horse-drawn vehicle, or any other vehicle used for transportation purposes for hire or compensation.

10. Unless otherwise indicated within the Articles of this agreement the rates of pay, hours of work, overtime differentials, and general working conditions for individual truck owners shall conform to the schedules which shall from time to time be agreed to by the Union and the Employer.

11. The individual truck owner shall have seniority standing only as a driver. The vehicle shall have no seniority standing.

12. The Employer agrees that if any employees are required to wear any kind of uniform, same shall be furnished and maintained by the Employer free of charge, and shall bear the Union label.

transfer to the company receiving the contract, and if employed they shall be placed at the bottom of the seniority list and shall have no preference in hauling other than that provided by their seniority standing at the time of the transfer.

25. Employees shall receive full pay for all time spent in the service of the employer. There shall be no established split shifts. When called to work employees shall be guaranteed a minimum of four hours' pay. This does not apply to Household Goods Moving, same to be adjusted through working rules.

26. The term "Driver" shall be construed to mean the operator of a truck, motorcycle, passenger or horse drawn vehicle, or any other vehicle used for transportation purposes for hire or compensation. It shall also include employees engaged in delivery service on foot, or bicycle, or by similar methods, if used to defeat the purpose of this agreement.

27. All employees working on an hourly or weekly basis shall be paid in full each week.

28. Employees covered by this agreement receiving or delivering freight at railroad freight depots or railroad freight warehouses shall not be expected to perform work ordinarily performed by railroad employees.

29. The senior employees shall be the first to work the full weekly regular hours. There shall be no favoritism shown to junior employees.

30. Except in cases of emergency or where it is clearly unavoidable, no employee shall work weekly overtime until all qualified employees on the seniority list have worked the full quota of regular hours.

31. Employees instructed by Employer to be available daily for terminal work shall be guaranteed a forty hour weekly minimum wage at the rate set forth herein.

32. Employees covered by this agreement when used on out of town hauls shall have all expenses paid while away from the home terminal with a maximum of \$2.05 per day. No expense shall be allowed if trip is only a one day trip upon which the employee is put to no more expense than if he had worked the same shift in his home terminal. Layovers caused by waiting for orders, road conditions, or repairs to truck to be figured at \$4.00 per day to cover expenses.

33. Employees whose regular shift assignment requires them to work on Sundays or holidays shall receive straight time pay for their regular Sunday or holiday hours and another day shall be assigned as their regular day off or holiday, and they shall receive overtime for all time worked on that day.

34. The minimum rate of wages for employees in the various classifications shall be as follows: Employees receiving more than the minimum listed below in any classification shall not have their pay reduced.

1. MERCHANDISE HAULING
Commercial Drivers, 70c per hour.
Commercial Helpers, 60c per hour.

Warehouse and Platform Men, 60c per hour.
(1a) All hours worked over the established 8 or 10 hours per day and/or 48 hours per week shall be paid for at the rate of time and one-third. All in accordance with the practices as established by the previous elections of employees. (Now changed to time and one-half.)

2. HOUSEHOLD GOODS MOVING
Drivers, 70c per hour.
Helpers, 65c per hour.
Warehouse and Platform Men, 65c per hour.
Furniture Packers, 70c per hour.
(2a) All hours worked over the established 8 or 10 hours per day and/or 48 hours per week shall be paid for at the rate of time and one-third. All in accordance with the practices as established by the previous elections of employees.

3. HEAVY HAULING
Drivers, 72 1/2c per hour.
Helpers, 62 1/2c per hour.
Foremen, 82 1/2c per hour.
(3a) All hours worked over 10 hours per day and/or 48 hours per week shall be paid for at the rate of time and one-third.

35. All time worked on New Year's Day, Decoration Day, Fourth of July, Labor Day, Thanksgiving, Christmas and Sunday shall be paid for at the rate of time and one-third. Long Distance Household Goods Moving excepted.

This agreement shall be in force and effect from June 1, 1937, to and including May 31, 1938.

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Phone Bridgeport 5537

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BOYD MOTORS
UNION SHOP
EXCLUSIVE LAKE ST. PONTIAC DEALERS
Our Used Cars will suit the most particular Truck Driver
CO. 3166 Owned by Boyd Transfer & Storage Co. 420 E. LAKE ST.



Bill Brown Says—

You can fool some of the people all of the time, etc., but you can't fool the Minneapolis labor movement about the situation in the garage industry—not any more.

Record of Machinists Unions With CLU Policy Committee

The strenuous efforts made by the Policy Committee of the Central Labor Union to prevent a long drawn-out jurisdictional fight in the garage industry between the AFL and CIO machinists' locals, will be brought home to every worker by the following chronology of the steps taken by the Policy Committee in its attempt to persuade the CIO machinists to settle the question peacefully:

APRIL 5: Policy Committee calls before it representatives of AFL Local 382 and representatives of CIO.

APRIL 11: AFL and CIO representatives meet with Policy Committee. CIO promises to vote each shop separately, the winner to negotiate for that shop.

APRIL 13: Policy Committee announces its decision for peaceful settlement (1) Joint negotiations to secure a contract for the entire industry (2) followed by an industry-wide election to determine which union would sign and execute the agreement. CIO declares its men will not go for this, but agrees to take it back to the job committee for action.

APRIL 19: Another meeting with Policy Committee. Hilliard Smith declares CIO is opposed to an industry-wide election on the grounds that unorganized shops would be allowed to vote. CIO asked to propose an alternative.

APRIL 23: Van Nordstrand, CIO state director, and Smith bring in a written proposition to give the Labor Relations Board the arbitration authority to decide who is to vote and whether vote is to be shop or industry. Van Nordstrand then agreed verbally to an industry-wide election provided certain unorganized shops were left out of the vote. The one shop specifically named by Smith to be left out is immediately agreed to by the AFL machinists. Policy Committee asks CIO to bring in a list of the shops objected to so that agreement can be reached on shops to be included in industry-wide election.

APRIL 26: Van Nordstrand and Smith appear, but wit. out the list of shops.

APRIL 29: Van Nordstrand again requested to bring in itemized list of objections, but does not do so.

MAY 3: Policy Committee elects subcommittee of Roy Weir and Bill Sinnott to devote themselves to settlement of machinists' situation. CIO still does not come through.

MAY 10: Employers ask for meeting with both unions. Weir and Sinnott present. Employers want to negotiate immediately. Local 382 representatives state that negotiations cannot begin until unions have come to amicable agreement so that they can present united front to the employer, on the basis of Policy Committee decision. CIO representatives break ranks of labor, agree to negotiate separately with employers. Policy Committee and Local 382 representatives leave the meeting.

MAY 11: Central Labor Union votes UNANIMOUSLY to back decision of Policy Committee.

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Launderers and Cleaners
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Phone: Hyland 9591-2

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HENNEPIN CLEANING & DYEING CO., Inc.
First Class Work Only
Good Service Fair Prices
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Northeast Representatives
Universal, Westinghouse and General Electric
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KATO BEER
DRINK
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DEMAND UNION CLERKS
BUY WITH CONFIDENCE
NORTH MINNEAPOLIS LEADING LIQUOR STORE
THE HYMAN CO.
254 WEST BROADWAY
Near Third Street Since 1903
FREE PARKING LOT IN REAR

DEMAND UNION CLERKS
AL. FRIEDLUND'S
Cafe and Bar
1231 Washington Ave. N.

N. D. Drivers Present Pact To Creameries

Representatives of the Duluth and the Sioux Falls drivers' unions, and of all drivers locals in North Dakota, together with the State Labor Commissioner, the President and the Secretary of the State Labor Commission, the President and the Secretary of the State Federation of Labor, met in the Fargo headquarters of Drivers Local 116 on Sunday, May 15, 1938. The proposed contract for the Bridgeman-Russell Creameries in North Dakota was drawn up. Plans for a reorganization campaign to be launched in North Dakota were assured the cooperation of every local in the State. Efforts are now concentrated on seasonal construction work. This must be done so that our communities will not be swamped with non-union workers in the fall.

Agreements have been reached between the Advance Construction Company and the Valley City Branch of No. 116. The union received a closed-shop contract, wage increases and improved working conditions. Two more contracts with other companies will be signed immediately which have been pending the outcome of this strike.

Valley City business men are so anti-union that they went as far as to beat up one of the youngest members of that section of the drivers. They didn't get far, because this member and the entire union gave them a thorough going over.

Under these circumstances there was only one action for the union movement to take: the one unanimously adopted by the Central Labor Union at its last meeting. A resolution was passed which resolved that "the Central Labor Union affirms its support of the decision of the Policy Committee as being the only progressive policy

possible and calls upon the labor movement to support the Policy Committee and the AFL Machinists in carrying out such decision."

A Lesson for Labor
The Minneapolis labor movement now has invaluable material before it from which to draw an important lesson. Here are these great Industrial Unionists, these cryers for Unity, the Communist Party crew—and what do we find them doing? They say "No" to the proposal for an industry-wide election. After all these months of big talk, they don't want industrial unionism. They don't want a joint negotiating committee, to prevent the employers from taking advantage of the present split. They don't want an industry-wide election, which will guarantee that industrial unionism—One Industry, One Union—will prevail.

The Communist Party WANTS the workers to continue to be split up into two unions. It PREFERS a policy which will assure that craft unionism will replace the industrial unionism which previously prevailed in the auto industry.

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Save Unionism in the Garages!
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Save Unionism in the Local Garages! Support the CLU!

An Editorial

Eight months have passed since the Communist Party leaders in the local machinists industry split Locals 382, 1037 and 1313 and carried part of the membership over to newly-created CIO locals. The Minneapolis labor movement condemned the move then as completely reactionary. By splitting the machinists, we said then, the Stalinists didn't advance industrial unionism one jot—the AFL machinists in Minneapolis already had industrial unionism.

The Present Situation
What is the situation in the industry today?

Old contracts are expiring in the garages and new ones must be obtained. But today there are two unions in the industry instead of one as there was last year—and these unions have been quarreling among themselves, instead of fighting the bosses to maintain wage standards, to attain job security and better working conditions.

The Policy Committee's Program
In this situation, the Policy Committee of the Central Labor Union has intervened. After carefully studying the unhappy situation, and having in mind only the good and welfare of the union movement, the Policy Committee unanimously recommended to both AFL and CIO machinists unions in the garage industry the following program:

1. A committee, consisting of two each from the AFL Local 382, the CIO machinists union, and the Policy Committee, is to negotiate new contracts immediately for all workers in the industry.

2. After contracts are secured, an industry-wide election is to be held. The union with the majority of votes is to be given the right to represent all the workers in enforcing contracts.

3. Irrespective of the election outcome, the right of any worker to belong to either union shall not be impaired.

The AFL Machinists Go Along
The AFL Local 382 voted to accept the recommendations of the Policy Committee, indicated they would go along, and then turned on the committee and the rest of the labor movement and tried to open independent negotiations with the bosses.

Under these circumstances there was only one action for the union movement to take: the one unanimously adopted by the Central Labor Union at its last meeting. A resolution was passed which resolved that "the Central Labor Union affirms its support of the decision of the Policy Committee as being the only progressive policy

possible and calls upon the labor movement to support the Policy Committee and the AFL Machinists in carrying out such decision."

A Lesson for Labor
The Minneapolis labor movement now has invaluable material before it from which to draw an important lesson. Here are these great Industrial Unionists, these cryers for Unity, the Communist Party crew—and what do we find them doing? They say "No" to the proposal for an industry-wide election. After all these months of big talk, they don't want industrial unionism. They don't want a joint negotiating committee, to prevent the employers from taking advantage of the present split. They don't want an industry-wide election, which will guarantee that industrial unionism—One Industry, One Union—will prevail.

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Watchmakers Vote For N. W. Organizer
At the last meeting of the Watchmakers Union Local 103, the union membership voted to subscribe to the Northwest Organizer. The organization had made a survey of the local labor press, and voted overwhelmingly in favor of the Organizer.

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Anniversary of May Strike Celebrated

Four Years Ago This Week Battle of "Deputies Run" Took Place — Strike Strategy Analyzed — Year of Great Struggles Throughout Country — Foundation for Union Laid — Fruits of 1934 Victory Still Sweet

The more one studies the Minneapolis drivers strike of May, 1934, and compares it with famous strike struggles preceding and following it, the more deeply one is impressed with the intelligent planning, the militant execution and the organizational scope of the Minneapolis strike. The passing years only serve to throw into relief the factors that made the May, 1934, struggle different from, and in several ways superior to, other great class battles.

The story of our strike has been told and retold during the few years separating us from the event. Many writers have come to Minneapolis to delve into the battle, and to put between covers the story of the unique accomplishments of the Minneapolis drivers movement. On the fourth anniversary of those memorable street battles, the Northwest Organizer celebrates the occasion by re-telling the thrilling tale of May, 1934.

Coal Strike Paved the Way

The success of the February, 1934, coal drivers strike—the first Minneapolis union victory in ten years—sent workers flocking into the General Drivers Union. By April, 3,000 truck drivers were proudly displaying on their caps the challenging button.

That month the Citizens Alliance, now awakened to the fact it was facing a real fight, held a strategy meeting in the West Hotel. Armed cops stood at the head of the stairs to keep out intruders. When the truck owners met with representatives of the union, a deadlock was quickly reached over the union's demands. The conferences ceased. Shortly thereafter, a mass meeting of the union was held in the Eagles' Hall, and by unanimous vote a strike was ordered.

In a last minute effort to weaken the union, companies had raised wages for important groups of workers. The move was unavailing. The union had prepared the membership for just such a move.

From the very beginning, the union leadership prepared for the most bitter fight.

Modest Demands

In the maneuvering for public support on the eve of the strike, the union won an important victory by suddenly withdrawing its demand for the closed shop, and presenting the modest demand that the truck owners sign an agreement binding themselves to abide by the provisions of Section 7A of the NIRA. The Regional Labor Board, anxious for peace, promptly indicated its approval. The employers refused to grant even this demand. The employers were placed in an even worse hole by the Labor Board, who, the day prior to the strike, issued a statement that "no conciliatory move of any kind whatsoever at any time was made by the employers—they even avoided meeting with the board on Friday and Saturday."

The Strike Is On

The liveliest and most extended description of this great struggle is undoubtedly that presented by Charles Walker in his AMERICAN CITY, a book now well-known to thousands of Minneapolis readers. (A new edition is now on sale at the Northwest Organizer for \$1.25).

In great detail, Walker goes into the strike strategy utilized by both camps. Strike strategy has its definite uses, within certain narrow limits—but the May strike, like every other strike, was the final analysis "a bull-headed struggle between two forces whose interests are in constant and irreconcilable conflict."

As a great American labor leader has said: "The immediate issue in every case is decided by the relative strength of the opposing forces at the moment. The only strike strategy worth a tinker's damn is the strategy that begins with this conception. The problem of the strikers consists in estimating what their strength is, and then mobilizing it in full force and pressing against the enemy until something cracks and a settlement is achieved in consonance with the relation of forces between the unions and the organizations of the bosses. That's all there is to strike strategy. You cannot maneuver over the head of the class struggle."

Of this concept of strike strategy, there was plenty in the May strike.

Organizations of the Strike

Looking back, it is probable that the following things distinguished the Minneapolis strike from other famous class struggles:

1. The laying out of a big strike headquarters that could serve as a auditorium, hospital, commissary, garage and barracks.
2. The utilization of mobile picket lines, by organizing pickets in small squads and "motorizing" them so that they could cover extended areas.
3. The at-all-times realistic grasp of the situation by the leadership, and the thorough comprehension that a tremendous battle in the streets would be necessary for victory, and the imparting of this understanding to the membership. (The "Little Steel" strikers, one year ago, were led unarmed and unprepared into a similar situation, with the bloodiest and most unhappy results.)
4. The realization that an understanding must be reached with the farmers. As a result of this, the support of the Farm Holiday Association was won for the strikers. By July this working agreement between strikers and farmers was practically frictionless. (Last summer in Hershey, Pa., the strikers showed they had not assimilated the Minneapolis lesson.)
5. The means taken to provide the strikers with food and to overcome the demoralizing lies of the boss press. A well-equipped commissary, with a crew of 120 women under the direction of two chefs from the Cooks and Waiters Union, served as many as 10,000 persons daily at strike headquarters. At daily strike meetings, the union members heard over the union microphone the news of the strike, the status of negotiations, the latest move of the enemy, etc. (By July the union was publishing a daily strike bulletin of its own, the forerunner of the present Northwest Organizer.)

Bosses Organized

Paralleling the union's set-up, the camp of the employers was also well organized. Their strike-breaking headquarters was established in the Radisson Hotel, with a field headquarters at 1328 Hennepin, in the old Studebaker building, to house the army of special deputies.

The employers' committee worked day and night, preparing publicity statements for the press, drawing up full-page advertisements to supplement the daily news stories, maintaining contact with the membership of their well-financed organization—the Citizens Alliance—preparing for the endless negotiations with the federal mediators, the Labor Board, the governor, the strikers, etc.

The Strike In Brief

During the first few days the union pickets, operating from the headquarters at 1900 Chicago Avenue, kept the town tied up tight.

The employers elected a "Citizens' Committee of Twenty-five" to "keep the streets open." On the first Saturday of the strike, a well-laid plot carried out by the police and a stool-pigeon within the union's ranks led three carloads of men and women pickets into a trap in the alley of the Minneapolis Tribune, where the cops and private dicks of the Tribune beat the unarmed pickets unmercifully.

That incident steeled the pickets for the fight to come. On the following Monday a well-organized army of pickets swept the Minneapolis police from the streets. The next day the strikers drove head into an army of special deputies and mopped up on them. Twenty thousand persons were involved in this miniature war. There was a three-day truce. The union wrung from the bosses an agreement granting a minimum wage, reinstatement of all strikers, no discrimination, right to represent the inside workers, seniority, and recognition of the union. The May strike ended in victory.

Dobbs' Account

The picture of the battles given by Farrell Dobbs, and quoted in Walker's book, tells the story. First, Monday's battle with the cops.

"We built up our reserves in this way. At short intervals during an entire day we sent fifteen or twenty pickets, pulled in from all over the city, into the Central

Taking the Market



Labor Union headquarters. So that although nobody knew it, we had a detachment of six hundred men there, each armed with clubs, by Monday morning. Another nine hundred or so we held in reserve at strike headquarters. In the market itself pickets without union buttons were placed in key positions. There remained scattered through the city, at their regular posts, only a skeleton picket line. The men in the market were in constant communication through motorcycles and telephone with headquarters.

The special deputies were gradually pushed by our pickets to one side and isolated from the cops. When that was accomplished, the signal was given and the six hundred men poured out of Central Labor Union headquarters. They marched in military formation, four abreast, each with their club, to the market. They kept on coming. When the socialites, the Alfred Lindleys and the rest who had expected a little picnic with a mad rabble, saw this bunch, they began to get some idea what the score was. Then we called on the pickets from strike headquarters who marched into the center of the market and encircled the police. They (the police) were put right in the center with no way out. At intervals we made sallies on them to separate a few.

This kept up for a couple of hours, till finally they drew their guns. We had anticipated this would happen, and then the pickets would be unable to fight them. You can't lick a gun with a club. The correlation of forces becomes a little unbalanced. So we picked out a striker, a big man and utterly fearless, and sent him in a truck with twenty-five pickets. He was instructed to drive right into the formation of cops and stop for nothing. We knew he'd do it. Down the street he came like a bat out of hell, with his horn honking and into the market arena. The cops held up their hands for him to stop, but he kept on; they gave way and he was in the middle of them. The pickets jumped out on the cops. We figured by intermixing with the cops in hand-to-hand fighting, they would not use their guns because they would have to shoot cops as well as strikers. Cops don't like to do that.

"Casualties for the day included for the strikers a broken collar bone, the cut-open skull of a picket who swung on a cop and hit a striker by mistake as the cop dodged, and a couple of broken ribs. On the other side, roughly thirty cops were taken to the hospital."

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With the cops disposed of, the strike machine took on the "citizens' army" the next day. Composed of bond salesmen, insurance solicitors, bank clerks, university students, business men, and assorted jailbirds, doctors, loafers and lawyers, this motley crew never had a chance against the working-class army.

In Walker's book, Dobbs gives a thumbnail sketch of Tuesday: "Some twenty thousand people jammed the market area. The actual spark which started the battle after several hours of waiting was a crate of tomatoes thrown through a plate-glass window. Instantly it became a free for all. Arthur Lyman (local business man) was killed while running to cover in a grocery store—between the curb and the door. But it made no difference who it was, provided he had a deputy's badge or a club. Just to show you how dangerous it was to be a deputy, several of our fellows picked up the clubs from fallen deputies, and were immediately knocked cold by pickets. Our boys didn't look in a man's face—all they saw was the club. Hours after the battle deputies were getting their feet as far from the market as Nicollet and Twelfth Street."

That was the May strike of 1934, another foundation stone of the Minneapolis labor movement.

Mexican Workers Close Ford Plant

Mexico City—Three hundred and fifty workers in the Ford Motor Company's assembly plant here have hoisted their strike flags, closed the plant, and demanded a union contract. Workers claim the company has laid off workers, worked them half-time, refused a collective bargaining agreement, etc.

Ford has announced he will pick up his marbles, that is, will close down his plant unless his Mexican employees drop their demands for a union contract.

President Homer Martin of the United Auto Workers Union has wired the Mexican workers support of auto workers in the United States. "Ours is a common struggle to insure higher wages and better working conditions and to bring industrial democracy and freedom to the machine-driven workers," Martin wired.

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New Building Material Contract Won by Drivers

The undersigned firms, partnerships and corporations, hereinafter referred to as the Employer and the General Drivers and Helpers Union, Local No. 544, A. F. of L., hereinafter referred to as the Union, agree to be bound by the following terms and provisions covering wages and working conditions:

1. The Union shall be sole representative of those classifications of employees covered by this agreement in collective bargaining with the Employer. There shall be no discrimination against any employee because of Union affiliation.
2. The Employer recognizes the right of the Union to designate a Job Steward or Job Committee to handle such Union business as may from time to time be delegated to the Job Steward or Job Committee by the Union Executive Board.
3. The Employer agrees to grant the necessary time off without discrimination to any employee designated by the Union to attend a Labor Convention or serve in any capacity on other official Union business.
4. The Employer agrees not to enter into any agreement or contract with his employees, individually or collectively, which in any way conflicts with the terms and provisions of this agreement.
5. The Employer agrees that all conditions of employment relating to wages, hours of work, overtime differentials, and general working conditions shall be maintained at not less than the highest minimum standards in effect at the time of the signing of this agreement and the conditions of employment shall be improved wherever specific provisions for improvement are made elsewhere in this agreement.
6. In the event that the Employer deliberately violates the provisions of the foregoing paragraph or deliberately violates any of the provisions elsewhere in this agreement relating to seniority rights, wages, hours of work, overtime differentials and any back pay owed to the employee because of such violation shall be paid by the Employer at the rate of two times the standard straight time and overtime rates if ordered as provided under Paragraph 7. Such violation must be reported and acted upon within 30 days of the date of the original violation.
7. Any controversy arising over the interpretation of an adherence to the terms and provisions of this agreement shall be settled by negotiation between the Union and the Employer. In the event that such controversy cannot be settled it shall be referred to a Board of Arbitration consisting of two (2) representatives of the Union and two (2) representatives of the Employer. In the event that these four (4) fail to reach an agreement within five (5) days a fifth neutral member shall be selected by a majority vote of the first four (4). The majority decision of this Board shall be final and binding on both the Union and the Employer in any controversy so settled.
8. The Union and the Employer agree that there shall be no strikes or lockout without first using all possible means of peaceful settlement of any controversy which might arise.
9. The Employer shall not request or instruct any employee to go through a picket line of a striking Union, however, the Union agrees that in the event the Employer does so, the Union will do all in its power to help effect a fair settlement.
10. The term "Individual Truck Owner" shall be construed to mean the owner-driver of a truck, motor cycle, passenger vehicle, two or four wheel trailer, taxicab, horse-drawn vehicle or any kind of other vehicle used for transportation purposes.
11. Unless otherwise indicated within the articles of this agreement, the rates of pay, hours of work, overtime differentials and general working conditions for Individual Truck Owners shall conform to the schedules which shall from time to time be agreed to by the Union and the Employer.
12. The Individual Truck Owner shall have seniority standing only as a driver. The vehicle shall have no seniority standing. The Union agrees to submit a list of certified Individual Truck Owners to the Employer, and in the event the Employer requires the services of an Individual Truck Owner, agrees to select from said certified list one of the certified truck haulers on the list. It is agreed, however, that in the event the said certified truck hauler cannot be contacted within a reasonable time that Employer shall be at liberty to employ whomever he wishes.
13. The Employer agrees that if any employee is required to wear any kind of uniform, same shall be furnished and maintained by the Employer free of charge and shall bear the union label.
14. The Employer shall not arbitrarily charge employees for any loss or damage. The Employer may prefer charges against any employee for alleged negligence resulting in excessive loss or damage. The Union for alleged negligence resulting in excessive loss or damage. The Union will make immediate investigation of the charges and a settlement of the case shall be made as provided under Paragraph 7.
15. Should the Employer require any employee to give bonds, the premium on same shall be paid by the Employer.
16. The Employer agrees to assume responsibility for prompt payment of injury compensation claims by their compensation insurance carriers as required by the Minnesota Workmen's Compensation Act.
17. Seniority rights shall prevail in all matters relating to employment. A list of the employees arranged in the order of their seniority shall be posted in a conspicuous place on the job.
18. Any controversy over the seniority standing of an employee on this list shall be referred to the Union for settlement.
19. The senior employees shall have first preference on the job, provided however, that the present assignment of seniority in the various classifications of work shall not be disturbed in any manner other than that set forth below:

(a) When a job becomes open for any reason in any classification of work covered by this agreement, the employee by this agreement shall be bulletined by the Employer. All employees in the order of their seniority standing are eligible to accept or reject this job without jeopardizing their present or future seniority standing. Employee making a change to a new classification shall be placed at the bottom of the seniority list in such new classification. Any controversy over the qualification of seniority employee to handle a job shall be settled as provided under Paragraph 7 of this agreement.

(b) In reducing the personnel because of lack of work or other legitimate reason the last employee hired shall be the first laid off, and in returning employees to work the last employee laid off shall be the first rehired. The necessary reassignment of employees to the various classifications of work shall be made accordingly.

(c) Where there is an obvious discrimination against a senior employee under the present assignments to the various classifications of work, the Employer shall make the necessary adjustments.

20. Any employee desiring a Leave of Absence from the job shall secure written permission from both the Union and the Employer. Failure to comply with this provision shall result in the complete loss of seniority rights of the employee involved. Inability to work because of sickness or injury shall not result in loss of seniority rights.

21. Proof of drunkenness or dishonesty shall be considered grounds for discharge.

22. The Employer may prefer charges against an employee for alleged violation of properly posted working rules which do not conflict with any of the terms and provisions of this agreement. The Union shall make immediate investigation of the charges and a settlement of the case shall be made as provided under Paragraph 7.

23. New employees shall be placed on the seniority list after having worked a total of 30 work days. Seniority to start from the first day of employment.

24. The Union and the Employer agree to abide by the following procedure on seniority in the event that the Employer absorbs the business of another company:

(a) In the event that a company other than a contract hauler which has previously operated its own trucks discontinues this method of operation and turns its hauling over to a contract trucking company, the employees of this company working on the trucks may transfer to the company taking the contract and be placed at the bottom of the seniority list of that company with first preference for all work done for their former employer.

(b) In the event that a contract for hauling is transferred from one hauling contractor to another, the men employed at the company which is losing the contract may elect in accordance with their seniority rights at that company to transfer to the company receiving the contract where they shall be placed at the bottom of the seniority list and shall have no preference in hauling other than that provided by their seniority standing at the company to which they transfer.

25. Overtime shall be paid at the rate of time and one-half for all time worked in excess of nine (9) hours each day during the week from Monday to Friday, inclusive. Overtime shall also be paid at time and one-half after 12:30 P. M. on Saturdays. Double time shall be paid for all time worked on Sundays and on New Year's Day; Memorial Day; July 4th; Labor Day; Thanksgiving Day and Christmas Day. If it is necessary to make deliveries to a job where a continuous pour of 24 hours is in progress, straight time shall be paid for the first 24 hours.

26. Employees required to be available daily for a period of six consecutive days for service and not employed shall be guaranteed a forty (40) hour minimum weekly wage at the rates set forth herein.

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28. Employees shall receive full pay for all time spent in the service of the Employer. When called to work employees shall be guaranteed a minimum of four (4) hours pay. It is agreed, however, that in the event work is suspended on account of weather conditions or breakdown beyond the

control of the Employer, the provisions set forth in this paragraph shall not apply.

29. The senior employees, unless it is unavoidable, shall be the first to work the full weekly regular hours. There shall be no favoritism shown to junior employees. The Union shall have the right to examine the payroll record.

30. Except in cases of emergency or where it is clearly unavoidable, no employee shall work overtime until all employees on the seniority list have worked the full quota of regular hours.

31. The term "driver" shall be construed to mean the operator of a truck, motor cycle, passenger, horse-drawn vehicle or any other vehicle used for transportation purposes and shall also include employees engaged in delivery service on foot or bicycle or by similar methods.

32. All employees shall be paid in full each week.

33. The following shall be the minimum rates of pay in the various classifications of work:
Drivers, Helpers, Warehouse men and other labor 75c per hour.
34. No driver shall be permitted to allow anyone on his truck unless so authorized by the Employer.

16 Unions Meet In Council at Sheboygan

Special to Northwest Organizer
Sheboygan, Wis.—Representatives of sixteen local unions were present last Saturday and Sunday at the spring convention of the Midwest Advisory Council of Furniture, Woodware and Kindred Products Workers. The Council discussed the problems facing unions in the industry.

A motion passed that no union label, whether of a Federal, Carpenters, or Upholsters Union, shall be granted to any firm paying less than a 50c hourly minimum.

A grievance committee of three members was set up to settle any grievances between locals who are members of the Council. This committee will report to the next convention, which is to be held in Milwaukee in October of this year.

Teamsters Get Gas Station Unions

Washington, D. C.—The executive council of the American Federation of Labor, in session here, transferred jurisdiction over 47 AFL Gasoline Station Attendants Unions to the International Brotherhood of Teamsters. The Gas Station Attendants unions have a membership of over 5,000.

It is quite natural for the exploiters to sympathize with any religion that teaches the masses of workers uncomplainingly to bear the woes of hell on earth for the sake of a possible celestial paradise.

control of the Employer, the provisions set forth in this paragraph shall not apply.

35. THIS CONTRACT shall take effect from the 1st day of June, 1938, and be in full force and effect up to and including the 31st day of May, 1939.

36. The Employer shall pay the exchange rate charged for cashing out of town checks.

37. DEMAND UNION CLERKS

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Thirty-five Years in the Same Location
SERVING QUALITY UNION MADE MERCHANDISE
WHAT A RECORD!

Western Badge & Novelty Company

Bro. John A. Lethert, Prop.
ST. PAUL, MINN.
90% of all the Union Buttons used in Minnesota are made by us. Telephone Cedar 7035.



HEAT WITH GAS
MINNEAPOLIS GAS LIGHT
TELEPHONE MAIN 5133

GOOD YEAR BIKES ON TIME
• Latest streamlined models
• Well built—good looking
• Easy riding
• Several models for boys and girls
At Low \$113
You can also buy Goodyear tires, batteries, auto supplies on our Easy Time Payment Plan.
GOOD YEAR SERVICE STORES
1027 HARMON PLACE
Main 1524

HOLTZERMANN'S
Tomato Plants 19c doz.
Everblooming, to Flower This Summer
Bush Roses, 15c ea.
Bridal Wreath 10c ea.
Honeysuckle 15c ea.
GERANIUMS, VINES
ANNUAL PLANTS
from Sutton Seed, World Best, doz. 25c
JUST COMPARE
Perennials 10c ea.
Over 60 varieties
Holtzermann's
415-429 CEDAR AVE.
Dependable Since 1888

New Anti-Union Weapons Forged in Pullman Strike

Debs' American Railway Union Conducts Fight — Ties Up All Pullman Car Traffic — Bosses Use Special Deputies, Provateurs, Federal Troops — Dozens of Pickets Murdered — Injunctions Finally Cripple Strike.

Seventeen years after the nation-wide railroad strike of 1877, the railroad workers of America undertook their second great struggle against the railroad companies. The setting for the struggle was the town of Pullman, adjoining the southern edge of Chicago. George M. Pullman had founded the town in 1880 as the site for the Pullman Palace Car Company. The town was completely owned by the company and operated as a "benevolent" community. The revolting hypocrisy of all such company communities was accentuated in Pullman.

While the company distributed pamphlets throughout the nation extolling the "green velvet stretches of lawn"—"Where all that is ugly and discordant and demoralizing is eliminated"—the workers complained that the community was merely a show place for visitors, while they had to live in overcrowded tenement blocks, with 300 to 500 persons in each.

In the fall of 1893, during the economic depression, about 4,000 workers were employed in Pullman. During the next six months, severe wage cuts averaging 40 per cent were put into effect.

Depression Hits Workers Hardest

Incidentally, the methods of the Pullman company in shoving on to the backs of the workers the weight of the depression is an excellent example of the technique of corporations today. Throughout the depression of 1893, no salaries of officers and managers were reduced. The company continued to pay its 8 per cent dividend on highly watered stock. In 1893 the company's dividends amounted to \$2,500,000—in 1894, \$2,880,000. In contrast to such profits, wages were lowered to as little as 4c an hour. The workers were falling deeper and deeper into debt.

How Company Towns Operate

What aggravated their misery was the refusal of the company to lower its rents. No matter how low wages were cut, rents remained the same. The company made additional profits by reselling to its workers the water and gas it purchased from the city of Chicago.

After a long winter of hardship, the resentment of the men came to a head. On May 7, 1894, a workers' committee demanded of the company a restoration of the wage scales. The company pled poverty, refused the demand, but promised that no member of the grievance committee would be discharged or discriminated against.

The next day the workers were angered by news that Pullman had violated his promise and laid off three members of the grievance committee. The men were organized and ready.

Debs' Union

During the preceding winter, nearly 4,000 of them had become members of the American Railway Union founded by Eugene V. Debs. In less than one year this union had grown to 465 lodges with 150,000 members—larger than the four Brotherhoods, more than half the size of the American Federation of Labor.

In contrast to the Brotherhoods, the American Railway Union was an industrial union, believing that the interests of each of the 850,000 railroad workers in the United States were the interests of all, and that one united organization was essential in the struggle for better working conditions.

The Strike Starts

When the Pullman company broke its promise to the grievance committee, 46 men, representing all the 19 local unions, met the entire night of Thursday, May 10, in secret session and voted unanimously to strike on Saturday. Through a spy the company learned of the plans and decided to declare a lockout Friday noon. The strike leaders in turn learned of the company's decision and Friday morning 2,500 employees left their machines and tools. By evening the entire force was out, demanding reinstatement of the three laidoff men, lower rents, and the restoration of wage cuts. The company replied by posting a notice that the plant was shut down indefinitely.

The strike was intelligently planned. A Central Strike Committee, composed of representa-

tives of each local union, conducted the struggle. Public meetings were held daily. A relief committee was organized and appealed for food and money. The company settled down to starve out the strikers.

Pullman Boycotted

Meanwhile, on June 12 the American Railway Union opened its convention in Chicago, with all 465 unions represented. The convention sent a committee to Pullman, in an attempt to negotiate. The company refused to see the delegation. The convention on June 21 voted unanimously to give the company four days in which to open negotiations with its employees. Failing this, the A.R.U. members were to refuse to handle Pullman cars on any road.

The Pullman company, receiving this unexpected opposition from the workers, immediately got in touch with its boss "union," the General Managers' Association representing 24 railroads, controlling over 40,000 miles of road. This association took over the leadership of the struggle against the American Railway Union.

In spite of the deputies and the provocation, the strike grew steadily more effective. The first week of July freight tonnage out of Chicago dropped from 42,892 to 11,600.

Troops Brought In

The boss association, facing defeat, then conspired to bring in troops. It intrigued from the outset to keep out the state militia and to bring federal soldiers. The association distrusted Altgeld, liberal Illinois governor. In addition, federal troops were more dependable.

The federal government eagerly responded to the plot of the General Managers' Association. Though there had been no request for troops from either the governor or the Illinois legislature, President Grover Cleveland ordered out the federal troops. On July 4, four companies of the Fifteenth Infantry marched into Chicago and camped on the lake front. A week later 2,000 troops were in the city, with headquarters in the Pullman building. Altgeld's protests and those of Debs were of no avail.

Pickets Murdered

On July 5, the troops drove away with bayonets a group of pickets who had gathered at the Union Stock Yards to prevent a scab train from pulling out. On the following day special deputies fired into a crowd of workers, killing two. On July 7, soldiers fired into a mass of strikers and sympathizers, killing between 20 and 30. Similar mass murder of strikers took place in Denver, Frisco and elsewhere.

Strike Still Solid

Notwithstanding the troops and deputies, the Associated Press was forced to report on July 7:

"Despite the presence of the United States troops and the mobilization of five regiments of state militia; despite threats of martial law and bullet and bayonet, the great strike inaugurated by the American Railway Union holds three-fourths of the roads running out of Chicago in its strong fetters, and last night traffic was more fully paralyzed than at any time since the inception of the tie up."

From all sections of the country Debs received word of sympathetic strikes—over the heads of, and against the protests of the officials of the railroad Brotherhoods. The union movement in Chicago was outraged by the murder of union workers, and called a general strike for July 11, in sympathy with the American Railway Union.

The Injunction Weapon

In the meantime the employers were resorting to another weapon—the courts. On the initiative of the Department of Justice, an injunction was handed down on July 2 restraining Debs and the union from "interfering with the mails." Under the injunction any form of picketing became a crime. A special grand jury returned indictments against Debs, Howard, Keliher and Rogers, leaders of the union. The offices of the union were broken into by federal officers were arrested, but released on \$10,000 bail each.

The general strike was slow in getting under way, only 2,500 bakers and cigarmakers responding the first day. On July 17 Debs was again arrested, this time for contempt of court. Mass arrests of other strike leaders began, until 705 were behind the bars.

The strike began to weaken. On July 17 the first train to reach St. Paul from the Pacific coast in 18 days came through. In Sacramento, California, the troops and the

injunction were also used to break the back of the strike. "The strikers," says Samuel Yellen, author of "AMERICAN LABOR STRUGGLES," "were brutally beaten into submission."

The following day the Pullman company, sensing the strike was failing, posted a notice on its gates: "These shops will be opened as soon as the number of operatives taken on is sufficient to make a working force in all departments."

A bicycle picket corps kept the strikers united, however. The strike elsewhere was being systematically broken by troops.

Strikes Ended

Debs finally concluded it was suicidal to continue the hopeless struggle and called a convention of the American Railway Union to end the strike. When the convention met on August 5 in Chicago, only 55 delegates responded. The union had been crushed in the struggle. The strike throughout the country and in Chicago was called off. At Pullman the strike continued until September 6, and even then many workers refused to yield. Strikers were blacklisted by most railroads, and all active strikers and members of the strike committee were blacklisted at the Pullman company.

6-Months' Sentence

Debs and his counsel, Clarence Darrow, made every effort to bring to trial the conspiracy indictments. On Feb. 9, the trial opened. Pullman was subpoenaed, but refused to appear; he was not cited for contempt of court. The case dragged on, and was postponed again and again on various excuses, and finally faded out in the courts. The injunctions had had their effect of assisting in breaking the strike. On the contempt of court charge, Debs was finally sentenced to six months in the county jail at Woodstock, three other union leaders drawing sentences of three months.

Ever since the Pullman strike the injunction, with its consequent contempt-of-court charges and summary punishment, has served the employers in nearly every large strike.

With the Limousines

A special meeting will be held Tuesday, June 7. Contracts will be discussed. It is the duty of all members to attend. Speak up and let the union know what you want in the next contract.

Gordon Lawrence is back in town and attended the meeting. Glad to see you back. What, no bull for Arizona?

W. E. Cleveland is also back, looking nice and fat.

It was voted at the last meeting that all members who are more than three months in arrears in dues will be fined \$5 and this fine is to stay. Also, their names will be read at every membership meeting. Don't be one.

Why do Harry Caligan and John Fitz want the meetings adjourned so early?

The contract committee is sure working hard to get a good contract out to the bosses. If you don't like what they proposed, come up and let us know what you want.

I'll be out to the lake to see you boys real soon. I know you'll be glad to see me.

Don't forget the next meeting—Tuesday, June 7.

"Economic" concessions are the cheapest and most advantageous to make from the government's point-of-view, because this means it hopes to win the confidence of the masses of workers.

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Next week: Read about the great Lawrence textile strike of 1912.

Mill Union Answers Boss Statement

Little change in the strike of Twin Cities millworkers was apparent as the conflict entered its third week. In Minneapolis striking members of Cabinet Makers and Millmen's Union Local 1865 continued to maintain strict discipline as the iron hand of the strike began to throttle the industry.

The illuminating statement of vital issues in the strike, distributed to all Minneapolis homes last week by the union, apparently stung the employers into a realization of their anti-social position.

In large advertisements in the boss press, reminiscence of bygone years, the companies have made a feeble stab at distortion of strike issues, leaving major contentions of the union untouched.

Doesn't Answer Union

Completely unanswered is the union's argument that the closed shop is necessary in order to win the union label, which alone permits buyers and building trades workers to distinguish between union-made products and those made by scab labor under sweatshop conditions.

The employers, who seem to have a vague idea that "the public" is some weak-chinned clerk with a mind resembling the editorial page of the Minneapolis Journal—one who will be properly frightened at the horrendous idea that a union should strike solely for the Closed Shop—play up that angle of the struggle for all it's worth.

Closed Shop IS Issue

Exactly as though the union hasn't insisted from the very start that the closed shop is the only issue. Of what good are wages and working conditions, if the industry continues to lay off workers and import scab products?

"Our Opinion"

The boss advertisement resorted to low demagoguery, calculated to impress the ignorant, by proclaiming that "it is our opinion that the rank and file of the workers are personally not interested in whether they have a closed shop or not. The closed shop is wanted by these leaders so that they can be guaranteed the collection of union dues. It is the workers' money that they want."

Really, isn't this stupid? Someone should patiently explain to these employers—who are being humbugged, no doubt, by the Civic Council—the difference between the check-off and the closed shop. Despite "our opinion" that the workers spurn the closed shop, the membership of Local 1865, to a man, is determined to win precisely this, for only in this way will they have any job security, and stem the tendency that is killing off the local milling industry.

Finally, the boss advertisement attributes to the union, quite falsely, the vulgar and reactionary economic theory that Minneapolis should erect a local tariff wall and henceforth buy only Minneapolis-made products.

This is not the issue at all. The issue is not one of Minneapolis versus outside millwork, but one of union label millwork versus scab low-wage millwork. Local 1865, backed by the organized strength of the local labor movement, is determined to win the closed shop, which alone carries with it the right to use the union label.

Issue Still Clear

The employers can spend thousands of dollars on advertisements directed at misleading readers, but they cannot avoid this issue. Their reason for refusing to grant the closed shop—that they "cannot surrender any more of their rights of management" because they have to "aect competition from adjoining states"—is no reason at all. The employers have already ad-

The Union Gallery



Louis White

Like many another worker, White came to the Federal Workers Section with a real background in the union movement. Formerly, he was a member of the Upholsterers Union and of the Ice Drivers Union. In the 1934 strikes he was on the picket lines with an MCCW card in his pocket. White was born in Holcomb, Wisconsin, coming to Minneapolis in 1910. He's married, and has a boy and two girls. He's been a hard-working steward in the FWS since its formation in 1935. As field organizer, he's worn pants all over Hennepin and Anoka County. Member of the executive board of the FWS.

Independent Truck Chatter

By R. F. Hornig

Dreary days, these! This weather goes far to substantiate the contention of many of our independent truck owners that this hour limitation stuff should be tossed out the window. If our programs on the WPA, the state, and FAP projects allowed for time adjustments beyond pay periods, there would be some reason for these restrictions. Outside construction, however, if subject to too many adverse influences to limit the work week.

Mr. Bill Camp has become the standard-bearer for the Dodge people. He is the proud owner of a new '38 model. And she's some baby, boys!

All boys with city numbers were called to a special meeting this Wednesday. The law had to be laid down to this group in order to keep a sufficient number of trucks on call.

This column is going stale! Is there a doctor in the house?

Curt is going to get a series of weekly explosions from yours truly if he can ever get around to it.

Last week's one day vacation was a little hard on somebody's equipment. One red fender was wrinkled up by mistake. Or is Lyndale Avenue South too slippery for these Ford drivers when it's wet?

Chris Moe has a 1935 Chevrolet dump truck for sale, and will sell the dump and truck separately. See him at 509 5th Street S.

The true working-class leader marches ahead of the union movement, points out the road, is able to solve all the tactical and organizational questions which the movement encounters.

mitted the union is not demanding higher wage rates. How, then, will the granting of the closed shop handicap them in meeting competition? The employers fail to explain this point.

With the backing of the rest of organized labor, Local 1865 of Minneapolis and Local 1252 of St. Paul will continue the struggle until the closed shop is won.

THE FAMOUS OLD HOME

Loaf and Cottage Cheese
Serve Twice a Week!

POWERFUL

SURE!! IT WORKS 3 WAYS
DRIVES—OILS—CLEANS

TYDOL GASOLINE

Available at 75 Service Stations in the Twin Cities.

The 289 Blab

By A. M. Ogren

NEXT MEETING: General Membership meeting Thursday, May 26. This meeting should be well attended as there are several questions relating to Decoration Day hours to come up. Important.

Here is hot news: Chet Ryan, chairman of the Picnic Committee, announced the date of the First Annual Picnic, Sunday, July 7. The place to be announced later. Ryan says that he has a very interesting program worked out, prizes and fun for all, young and old. Never a dull moment, so start planning now.

Regan's and Zinsmaster's diamondball teams are in the Commercial Black League. Both won their first start. Regan's came through in a free hitting affair with Crystal Market coming out on the long end of a 13 to 12 score, while Zinsmaster also came through against American Linen 9 to 7.

Commercial Black League

	W.	L.	Pct.
Holsm Hotbreads	1	0	1000
Zinsmasters	1	0	1000
Miss Mpls. Flour	1	0	1000
Crystal Market	0	1	000
Insulate Co.	0	1	000
American Linen	0	1	000

Local 289 diamondball team starts this week and I will have the standings in the Union League later.

Seems like since Andy Mulcahy, Monahan's, started his garden he just can't knock off long enough to attend meetings. We won't say anything, Andy, if you'll promise to kick in with a couple tomatoes or something.

First splash of the season: Roy Engle fell in while fishing on the opening day. I suppose he's going to tell us he was diving for one that got away. Lord knows the fish were scarce enough.

F. C. Oelke, Hostess Cake, had a bad smashup in Hopkins Thursday night and will be laid up for sometime.

Roy Boffending, of Gladness is the guy that tried to push the train off the track in St. Paul—remember? He's back on the job as strong as ever.

There are now approximately 60,000 A. F. of L. members in the city of Minneapolis alone. Just think, about as many trade union members in the city as towns the size of Fargo, or more than half as many people as there are in Duluth are working under union conditions and wages. A little less than one-eighth of all the people in Minneapolis belong to some A. F. of L. local or other.

Here is some gratifying news. The long-talked-of Labor Temple for Minneapolis is now closer than ever. At the last Joint Council meeting John Simcoe, president of the Labor Temple Building Association, gave a talk outlining some of their plans and requesting that the council set up a committee to meet with committees from other

Paints for every inside or outside need. WALLPAPER WASHABLE SUNFAST Quality Materials—Prices Right We recommend competent decorators. 119-121-123 So. 10th St. LATHROP'S GENEVA 6323

Olson

Clothing, Furnishings and Tailoring
100% Union Merchandise
West Broadway at Lyndale
Tony Olson HY. 2222

S. J. READER CO.

Road Contractors
325 KASOTA BUILDING
Atlantic 4667 Minneapolis

Henry W. Anderson

MORTUARY
Funeral Director
1839 EAST LAKE ST.
Dupont 2331

DRINK MODERATELY

MINNESOTA WINE AND SPIRITS INSTITUTE, Inc.
(Comprised of Minnesota Wholesale Wine and Liquor Dealers)

UNITED WAREHOUSES INC.

(United Furniture Forwarding)
STORAGE
FIREPROOF WAREHOUSE—RUG AND DAVENPORT ROOM
Local and Long Distance Moving—Packing and Crating, Shipping

Over 44 Years of Satisfactory Service
We Cooperate With Union Members
Central Furniture & Carpet Co.
EASY TERMS
312-314 West Broadway Cherry 3631

TAXI TOPICS

By Curly and Lunde

Cliff Rollins is apprehensive about the chattering and squeaks in his Plymouth. We've all heard CBF chatter and squeak for years and he gets along all right so why should he worry about his car doing the same.

Vern Falk thinks a riding habit is a disease contagious to taxi-drivers.

Our recent wet weather had our baseball coaches considering the advisability of changing to water polo.

Max Borowski, a veteran of steam taxi days, has found a new reason to justify his night driving. With the rest of the Fourth street playboys, he watched the eclipse of the moon. Maxie is thumbing the new almanac to see when the next lunar show takes place.

Curly claims our advertising department missed a bet by not pointing out the comfort of riding a Yellow and watching the earth's shadow on the moon thru our aero-lite tops.

The law being what it is, who's going to donate a muzzle to Joe DeGarmo? This man is an embryo Sherlock Holmes as he makes a study of Bertillon measurements. Can it be it's the bloodhound in him asserting itself in a higher form?

The hard-working Red Caps at the Great Northern Station would appreciate having all taxi men unload at the river door.

This past week was really a case of raining pickfords and HAILING taxi-cabs.

Brother Clyde Keddy is at long last the proud owner of a new 1938 model streamlined rubber tired lawn-mower. Now his long evenings will be devoted to keeping the hay crop at Oxborough under control.

Pee-wee Wiggins had a hard time keeping up with the line-up the first week as meter reader, but since acquiring a new super hi-speed fountain pen he is doing much better.

Saw Ben Erickson with a shine on his dogs that would put a mirror to shame. Do you suppose Benny's got a girl or dontcha?

councils (of which there are three more) in town. So, it looks very much like we are finally getting some action and should have a building in the near future.

Don't forget the First Annual Picnic Sunday, July 7.

ENJOY
Glueh's
BEER

Fidelity State Bank

Place your Federal Housing Loans and Auto Finance with us. The only bank controlled by Labor and business men.
INDEPENDENT

MOLER BARBER COLLEGE

K. W. Krausmann
215 NICOLLET AVE. AT. 9364

Henry W. Anderson

MORTUARY
Funeral Director
1839 EAST LAKE ST.
Dupont 2331

DRINK MODERATELY

MINNESOTA WINE AND SPIRITS INSTITUTE, Inc.
(Comprised of Minnesota Wholesale Wine and Liquor Dealers)

UNITED WAREHOUSES INC.

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STORAGE
FIREPROOF WAREHOUSE—RUG AND DAVENPORT ROOM
Local and Long Distance Moving—Packing and Crating, Shipping

Over 44 Years of Satisfactory Service
We Cooperate With Union Members
Central Furniture & Carpet Co.
EASY TERMS
312-314 West Broadway Cherry 3631

CY'S PLACE

5th and Plymouth
CHOICE LIQUORS
Music and Dancing Every Night
Cy. Putz, Prop. HY. 9968

Insure With
A. H. Carlstrom Co.
GENERAL INSURANCE
Special Auto Rates to Careful Drivers
1921 Emerson N. HY. 2200

Equipped for Efficiency
Organized for Speed
Argus Publishing Company
Printers - Publishers
Stationers
Emmett L. Duemke, Pres.
Union Printers for 40 Years
2335 Central Ave.
GR. 3531

BEST BREAD

— BY —
Monroe Bakery

NICOLLET LOAN COMPANY

Plain Note and Auto Loans
435 ANDRUS BLDG.
512 Nicollet AT. 6521
R. J. CARNES

GEO. O. HART

GROCER
1848-1850 Central Avenue
GR. 3541

Pickwick Tavern

Corner Broadway and 2nd St. North

Wolk Transfer Co., Inc.

Commercial Hauling and Moving
538 6TH AVE. N.
Atlantic 2610 Main 4434

Peterson Funeral Home

1838 Central Ave. N. E.
Clifford Peterson GR. 5166

GILL BROTHERS

Funeral Chapel

TWIN CITY LUMBER AND WRECKING CO.

New and Used Building Materials
Main Office and Yards
3233 E. 40TH ST.
Telephone DU. 2358

Wolfe Transfer Co., Inc.

Commercial Hauling and Moving
538 6TH AVE. N.
Atlantic 2610 Main 4434

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Working Rules for Overhead Dept. Adopted by NSP Co.

A set of detailed working rules for employes in the Underground Department of the Northern States Power company, proposed March 3 of this year by the Utility Section of Electrical Workers Union Local 292, has just been accepted by the company.

This is the first time such working rules for these employes have been established. Last November a set of working rules for the Overhead Department was ratified by the company.

In a letter of May 9th addressed to the union, the company stated:

"We are attaching a copy of your proposal of March 3, 1938, which we agree will be the working rules covering the classifications outlined within the proposal."

The agreement covers cable splicers, helpers, and the foreman.

The text of the working rules follows:

CABLE SPLICERS' HELPERS

Vacancies in the Cable Splicers' Helpers classification shall be filled with men who are capable of assimilating instruction and training so as to eventually advance to the ranks of Apprentice Cable Splicer.

With the above modification the general seniority rule shall prevail. Cable Splicers' Helpers generally will work under the direction of the Cable Splicer Foreman and the Cable Splicer to whom they are assigned.

During the first year they will be instructed in the names and uses of the various tools, materials and testing equipment used by Cable Splicers. They will be instructed in the handling of the gasoline furnace and hand torch and the heating and handling of solder, wiping lead and compounds used in the application of fireproofing, in the proper and safe methods of loading and unloading carts. They will be instructed and familiarized themselves with the general safety rules of the Department.

They will work under the general direction of the cable splicer to whom they are assigned and generally help or wait on the cable splicer.

Cable splicers' helpers after one year of work as such will be fully responsible for carrying out the duties as outlined in the first year man. They will be responsible for the materials and condition of such materials as are carried in the cable splicers' cart. They will help the cable splicer "train" the cable, saw dead cable, help with the sawing of live cable, clean up the manholes, and generally help or wait on the cable splicer where needed. Cable Splicers' helpers must abide by all the applicable safety rules.

Cable splicers' helpers who have worked as such for two years or more shall be given full consideration, under the general seniority provisions, for vacancies in the cable splicer apprentice classification. Cable splicers' helper so advanced shall be credited with twelve months apprenticeship service so that when entering actual apprenticeship they will be considered apprentices of the third six-months period at a rate of \$132.50 per month.

In the succeeding six-months periods up to and including the eighth and final period the apprentice will be advanced \$7.50 in each period. In the eighth period the rate will be \$170.00 per month and at the end of that final period he will be advanced to journeyman splicer at the rate of \$185.00 per month. In the event the apprentice cable splicer position cannot be filled from the ranks of cable splicers' helpers, a new employee or an employee with no cable splicer helper service is started on this classification, the rates as set forth in the Agreement dated March 3, 1937, will prevail, and the working rules will be such rules as are mutually agreed to at that time.

APPRENTICE CABLE SPICERS

First and Second Six-Months Period:—Credits to Cable Splicers' Helper service as above set forth.

Third Six-Months Period:—The Apprentice will be instructed and practise the making up of sample low voltage joints and the lead wiping operations pertaining thereto. After satisfactory demonstration on test joints he may be assigned to perform these duties and be given further training on dead low voltage street lighting cables wherein the making of simple lead wiped joints on small conductor cables is involved. The apprentice cable splicer will work under the supervision of the cable splicer foreman or journeyman cable splicer who shall be generally responsible for the work of the apprentice. During all periods of apprenticeship the apprentice shall strictly abide by all applicable safety rules.

Fourth Six-Months Period:—The apprentice will be given practical instruction in the making up joints on de-energized low voltage 2 and 3-conductor cables. He may be assigned to work generally on low voltage single conductor cables, making up straight splices on energized cables such as new service cables and making joints on single conductor main cables. The apprentice cable splicer will work under the supervision of the cable splicer foreman or journeyman cable splicer who shall be generally responsible for the work of the apprentice.

Fifth Six-Months Period:—The apprentice will be given practical instruction in the splicing of de-energized single conductor series ornamental light cables of 4,000 volts insulation. He may be assigned to work generally on low voltage cables. He will be given practical instruction where the tapping of such cables is required, which involves the use of jumper wires at times and the more complicated secondary wye splices. He may be assigned to minor pole work involved in the street lighting connections, such as the installing of conduits, secondary fuse blocks, terminating low voltage de-energized single conductor cables.

Sixth Six-Months Period:—The apprentice will be given practical instruction on multiple conductor 4,000 volt insulation de-energized cables both in manholes and on poles. He will be given practical instruction and construct test splices on 13 KV or higher cables in the shop. He may be assigned to work on any type of low voltage cable both energized and de-energized. The apprentice cable splicer will work under the supervision of the cable splicer foreman or journeyman cable splicer who shall be generally responsible for the work of the apprentice.

Seventh Six-Months Period:—The apprentice will be given practical instruction on straight splicing work on 13 KV cables; the re-building of old type cell 13 KV splices on the overhead construction; on pothead work on 13 KV cables in stations and on types of 4 KV cables or low voltage cables. The apprentice cable splicer will work under the supervision of the cable splicer foreman or journeyman cable splicer who shall be generally responsible for the work of the apprentice.

Eighth Six-Months Period:—The apprentice will be given practical instruction in shop practise on 13 KV wye splices, after which he may be assigned to any of the work of a cable splicer who will be generally responsible for the work of the apprentice.

Journeyman Cable Splicer:—\$185.00 rate — A journeyman cable splicer shall be any cable splicer having four (4) or more years of experience in the business and possessing the required knowledge which will enable him to satisfactorily perform the ordinary lead covered cable splicing work upon the employer's transmission and distribution lines which he may be required to do, or having been previously so classified by the employer. The cable splicer will work under the general direction of the cable splicer foreman and the department head. Cable splices shall strictly abide by all applicable safety rules.

Cable Splicer Foreman: \$230.00 rate—The cable splicer foreman shall be capable of directing the general work required of cable splicers and he shall be responsible for the general safety of both the men and the work. The foreman will intelligently discuss with the men the practical application of the safety rules. The foreman shall, in a courteous and intelligent manner, meet the public and discuss relative matters that may come up on the jobs. The foreman will have or obtain the detailed specifications of the work on the various jobs. The foreman will work under the general supervision of the department head. The cable splicer foreman will be advanced from the ranks of journeyman cable splicers.

New Pact Signed With DeSoto

On Monday the Milk Drivers Union Local 471 signed a new working agreement for the coming year with the DeSoto Creamery, covering all drivers. The pact calls for the prevailing wage scale in the trucking industry, 70c hourly and subsistence while out of town. Both city and over-the-road drivers are covered.

Bakery Drivers Picnic July 17

The summer picnic of the Bakery Drivers and Inside Workers Union Local 289 will be held Sunday, July 17, at Antlers' Park, south on Lyndale Avenue, it was reported Wednesday. All members of the union are warned to keep this date for the picnic.

The following patents were issued May 10, 1938, to Minnesota and Dakota inventors, as reported by WILLIAMSON & WILLIAMSON, Patent Attorneys, 925 Metropolitan Life Building, Minneapolis, Minnesota:

Bella, Joseph, St. Paul, Minn., valve; Bucher, Gottlieb, Goodrich, N. D., folding table leg; Cotes, Lester B., Dayton, Minn., expanding flame oil burner system; DeSoto, Fred, Duluth, Minn., window construction; Helms, Charles F., St. Paul, Minn., internal combustion motor; Hertz, bracket and headboard for seats; Hinch, Ireland, LeRoy H., Minneapolis, Minn., device; Kelly, Hugh, Minneapolis, Minn., ship action mechanism; Lewis, Carroll E., Minneapolis, Minn., ship action; Menton, Ernest L., Deer River, Minn., crutch; Payson, Henry H., St. Paul, Minn., building frame construction; Rosner, Michael W., St. Paul, Minn., pruner governor.

RENOVATING STERILIZING Let us solve your Bedding Problem Regal Mattress Co. Your Old Mattress Made Into an Inner Spring 2613 Stevens Ave. RE. 5454

Consolidated Delivery Service, Inc. Established 1914 Package Delivery - Special Delivery - Messenger Service 81 S. 13th St. Main 8331

Watt Notes

We are sorry to learn that Mrs. Stan Kaneski is back in the hospital again and sincerely hope her recovery will be speedy and final.

Brother J. J. Kelly in the Ave. Department has obtained a patent on a rake cleaner. Those wanting to make raking their lawns easier and more pleasant should get in touch with Brother Kelly.

The diamondball team had a real work out for two hours last Sunday morning.

After watching DesRosier hop around, everyone agreed "Frog" is the proper handle for a Frenchman. How did you feel Monday, Rosey?

Although many members turn out for the practices, there are still openings on the team. All members interested should turn out at the parade grounds next Sunday morning at ten o'clock.

Things we found out while attending the St. Cloud dance:

Brother While has a weakness. Did someone say kidneys?

Brother Beggs has a million dollar smile.

Mrs. Heigel is still the heartiest laugher in a crowd. Brother Davies said he was not referring to the cafe when he mentioned that "Dead Cat Smell."

That our St. Cloud brothers display up-to-date buttons and are real union men.

That Brother Geo. Neuens should be on the sales force. He can even sell tickets after a dance is over.

That we ran into a real snow storm on the return trip home.

That it was a tough trip but well worth it; as hosts our St. Cloud brothers and their wives cannot be beat.

That everybody was so sociable and carefree, one could not help but have a good time.

That Walt Hackett's son had to get out of bed, drive to and tow his dad and party home from Elk River.

This was a case of the first to leave for home was the last to get there. Sorry we all missed you on the way home, Walt.

That the chili they serve in Elk River around 5 a. m. sure hits the spot.

That we were glad the diamondball practise was called off the following Sunday morning.

Thanks for the good time, St. Cloud. We will be looking forward to your second annual dance next year.

Wards Use Trickery in Austin Strike

As the strike of Austin, Minn., workers against the Montgomery Ward store goes into its fourth month, the concern is resorting to desperate and slightly ludicrous tricks in an attempt to stave off defeat.

One of the tricks used by this notorious seab store is to advertise in the daily press second-hand refrigerators for sale. The ad does not mention the name of Montgomery-Ward. Those answering the ad find themselves talking to a Ward salesman, who bemoans the fact he has no used refrigerators but suggests he can sell a Ward refrigerator. If the customer objects to using seab products, he says: "I can remove the name plate and deliver it to you after dark."

The device has been exposed by the Austin "Unionist" weekly labor paper.

DEMAND UNION CLERKS

Christgau Ousting Demanded

Spurred on by organized labor's protests against Victor Christgau, state WPA administrator, Farmer-Labor U. S. Senator Ernest Lundeen on Tuesday personally called upon Harry L. Hopkins to remove Christgau.

Unfair treatment of WPA employes by Christgau and "meddling in politics" were Lundeen's charges.

BUY UNION LABEL GOODS

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Auto Union Adopts Militant Program After Defeating Anti-Democratic Clique

DETROIT, May 16.—Not since the collapse of their frame-up campaign in Minneapolis after Pat Corcoran's murder, has the Communist Party been put to so complete a rout as at the current Executive Board sessions of the United Automobile Workers of America.

The report of President Homer Martin and his twenty-point program was accepted without a dissenting vote.

The grand strategy of Richard T. Frankenstein, supported by his Communist Party allies, to outlaw the democratic rights of progressive groups and caucuses went begging for supporters, without a single soul doughy enough—not even Frankenstein—to present it to the Executive Board for consideration and action!

Martin's Stand for Democracy

In his report to the Executive Board, Martin declared:

"Our union is and must remain a democratic organization. Just as all members should participate in making decisions, so all members should participate in carrying out these decisions once they are made. There should be freedom of discussion and opinion in our ranks. This is as it should be. However, democracy is not confined merely to freedom of discussion. Democracy also means that out of this discussion and exchange of opinion, a cause, a program and a policy is agreed upon, which all unitedly support. This is the real meaning of unity. This is the only way for democracy to function and the only basis upon which an enduring organization can be built."

"Let us state again that there can be no danger to our union when free discussion is not only permitted but encouraged. The

danger to the union lies in the de-generation of heartfelt differences of opinion on the basis of real issues into chronic opposition for the sake of opposition itself. Real democracy in a union demands the rights of minorities to freedom of discussion and expression and their protection from arbitrary repression. Factions and factionalism cannot be eliminated by decree. Factionalism can be eliminated only through the adoption and execution of a constructive program and policies which are adequate to meet the needs of the workers in the industry, and which every active union man and woman will support."

It is quite obvious that this statement flies in the teeth of the Frankenstein program (described in last week's Organizer). Despite this fact, Frankenstein and the C. P. Unity Group leaders cast their vote for it.

Martin's Stand Against War

The militant stand of the auto union against the danger of imperialism was also found prominently in the report of the president. Here again the advocates of "collective security"—support of war preparation—took a sound drubbing:

"Our struggle against the reactionary legislation of the type of the Sheppard-Hill Bill or the May Bill has been based on the fact that Labor sees in such plans the danger of bringing Fascism into our country, which will lead to the destruction of our unions and the undermining of our standards of living. Labor has learned that it must struggle against the industrial and financial plutocrats in order to earn better wages and to work under decent conditions. Labor is not deceived by propaganda

to the effect that it must go to war to protect the money bags of these same interests who are trying to undermine American working conditions by employing coolie labor in far-off Asiatic countries."

Two points of the program advanced by Martin concretize these remarks by stating definite opposition to the Sheppard-Hill and May bills and favoring the passage of the Ludlow amendment for a popular referendum before Congress can declare war. The known C. P. sponsors of Roosevelt's "quarantine" program of war preparations, dared not vote against these popular proposals.

Why C. P. Was Defeated

What accounts for the panicky retreat of the Stalinist-Frankenstein "union saviors" who were going to rescue the UAW from a "crisis deeper than that of the current economic recession?" One month ago they were adopting resolutions for the "removal of Martin and his gang" and the calling of a special convention for this purpose. One week ago, the Detroit District Council of the UAW was presented with a resolution from a C. P.-controlled local calling on the locals to cease paying per capita to the International if Frankenstein's anti-democracy proposals were not adopted at the Executive Board. After all this preparation and campaign, the Executive Board sessions found the crusaders stricken utterly speechless. Why?

Your correspondent can venture two reasons for this change of heart.

1. The Stalinists and Frankenstein were banking on a split between Homer Martin and John L. Lewis. They believed that Martin's critical and independent position

for speeding up of CIO-AFL unity would push Lewis on the war-path against him. Here, they thought, was the perfect set-up for the little crucifixion party they had been planning since Martin's campaign against the C. P. pro-war policy.

2. The Stalinists had hoped to capture control of the union with as little publicity as possible. The membership was to be treated to the spectacle of a very quiet and very orderly lynching of Martin. In both cases their calculations went awry. Firstly, for various reasons which space does not permit dealing with in this article, Lewis refused to throw his influence to Frankenstein. Secondly, the glaring searchlight of publicity on the fact that an alliance did exist between Frankenstein and the Community Party combined with the exposure of the anti-democratic nature of their program, sent these gentlemen flying for cover.

The twenty-point program for the union is a comprehensive plan of action and by and large it fills the bill:

1. It calls for a mobilization of the entire union against wage reductions and undermining of the gains already achieved, and for full mobilization of the union in support of all legitimate strikes.

2. It calls for a drive to organize competitive plants, the aircraft industry, and for active continuation of the Ford Drive.

3. It calls for an intensification of the campaign to organize WPA workers.

4. It calls for careful economy with union funds and the building of local and international war chests.

5. It guarantees the democratic rights of the membership and of local union autonomy.

Local 131 "Gas and Suds"

Joint Picnic Committee

After considering several likely spots it was jointly decided we would take Excelsior Park for Sunday, June 26. The entire committee considered the advantages of short distance, lake, amusements, parking, ball grounds, dancing and ample picnic facilities. Both organizations have agreed to share equally in making this outing a huge success. Committee chairmen were selected as follows: Publicity, Jack Nelson; transportation, Claire Johnson; entertainment, Harry Brown; finances, Al Johnson; prizes and donations, Reuben Latz; and athletics, Norman Carle.

Those mentioned above will constitute the general picnic committee, and will handle all details. Our union will need to furnish the following members to act as a sub-committee: one publicity man, one transportation, one entertainment, two prizes and five donations; three men for athletics. The entire committee of 29 will meet Thursday, May 19, at 703 3rd Ave. South, second floor, at 8 p. m. sharp.

Back Pay Collected

We collected \$63.78 for George Santrizes of the Star Valet, who was laid off recently and is now working at another plant. Ten bucks back dues was collected from another driver here. Also the inside workers had a picket line there recently and their "differences" were finally settled with the cooperation and aid of our B. A.

There's also a little "misunderstanding" at the Eagle to the extent of \$169.79 doubled, due three of their cleaners. Vrooman was also "laid off" without written notice and a flimsy excuse which will need looking into.

Diamondball Schedules

We promised the dope on our diamondball activity, so here it is: Wed., May 18—Local 131 vs. Bakery Drivers, 6:15 p. m., Parade 20.

Wed., May 25—Local 131 vs. Sheet Metal Workers, 6:15, Parade 19.

Wed., June 1—Local 131 vs. Building Services, 6:30, Parade 21.

Wed., June 8—Local 131 vs. Painters Union, 6:30, Parade 19.

Wed., June 15—Local 131 vs. Bakers, 6:30, Parade 20.

We will give you more scheduled games later. Clip out this schedule.

Attention

Lawrence, Despatch, Troy and American Lines: We need three or four more good players, especially a pitcher, catcher, sub-catcher and outfielder. We have no players represented from your plants. How about it?

Wear Buttons Outside

It was reported that some of our drivers pin their buttons to their underwear or stick them in their shoe or their pocket. "Is that nice," we ask you?

Eleven Despatch drivers won safety badges for 1937. Let that be a lesson to the rest of you careless ginks—and yours truly.

Who will drive the new truck next? Is the game being played at the Troy lately. Each week the high man has the "privilege" for three whole days. Ask 'em about it.

Amalgamated Bids for Labor Peace

Atlantic City—Delegates to the convention of the Amalgamated Clothing Workers of America on Monday unanimously approved efforts of their officers "to bring about unity between the AFL and the CIO," and directed them to continue their efforts "to the end that unity may be brought about through a satisfactory basis can be found."

Sidney Hillman, president, speaking after the vote had been taken, said that the officers would do all in their power to bring about a united labor movement.

Sander Genis of Minneapolis was reported in the New York Times as saying there could be no peace until the AFL changed its policy on industrial unionism.

Directors of the Textile Workers Organizing Committee reported that last year's drive cost \$1,238,000, and had resulted in the unionization of about 140,000 workers, employed by 1,929 companies. According to Chairman Rieve, "for the first time we have a permanent organization of textile workers in the South."

Dr. A. E. Tillisch

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Lenses Ground Regent 1891

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The Finest in Fishing Tackle
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HOLSUM BREAD

HOLSUM RYE HOLSUM MONEY WHEAT

FWS Mass Labor RALLY

WPA LAY-OFFS HAVE STARTED!

Victor Christgau has ruled that there will be no reassignments or reinstatements for WPA workers laid off, except if they left WPA for private industry!

STOP WPA LAY-OFFS!

Increase Minnesota's WPA Quota to 120,000!

EVERYBODY RALLY FOR THE FIGHT!

Speakers from the Teamsters Joint Council, the Building Trades Council, the Printing Trade Council, the Central Labor Union and the FWS will be there!

EVERYBODY RALLY FOR THE FIGHT!

Wednesday May 25

at 8 p. m.

257 Plymouth Ave. N.

Federal Workers Section Local 544

Where the Beer is always Cold

JOHN'S PLACE
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2825 E. Lake St. DR. 3621

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Northwest Organizer

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

Hjalmar Petersen's Speech Opening His Campaign

Hjalmar Petersen's keynote address, opening his campaign for the Farmer-Labor nomination for governor, went out over the air on Saturday. It was a speech explicitly sketching his program if elected, and therefore deserves careful analysis.

"It is my purpose," he said, "to drive the political machine and its vicious influence out of power, and with your co-operation, to make Minnesota a commonwealth of security, happiness and contentment."

Tasks Proposed by Petersen

How did he propose to carry out these two tasks? 1. "The Rutchick, Harris, Jacobs and Griffith machine will have no place in my administration." Instead, "As Governor, I will seek and listen to the advice and counsel of my Farmer-Labor colleagues, but I will also listen to advice and counsel of people who belong to our two other political parties."

2. "Business, industry and enterprise in this state are paralyzed. . . This situation is due largely to political mismanagement. . . There will be a new day for labor, agriculture and business in Minnesota with the development of a program that will encourage our industries. If elected governor I shall seek the advice and counsel of the leaders of labor, agriculture and business in working out such a program. . . Confidence in our state government must be restored if Minnesota is to march forward out of this depression."

Our quotations are fairly indicative of the social outlook of Petersen's speech. We believe in principled criticism within the Farmer-Labor Party. It is in point to recall that when the Minnesota Leader overstepped the bounds of decency in its attack on Petersen, we sharply called the Leader to task.

We must state flatly that the ideas we have quoted are alien and hostile to the vital interests of the workers and farmers to whom Petersen is appealing for support.

Repeats Big Business Slanders

When Petersen says he will let the world "know that honest industry is wanted in Minnesota, that it will have a square deal," he is merely repeating the slanders which Big Business has continually launched against the Farmer-Labor Administration, implying that "radical" government discourages business. This argument is beneath contempt. Neither by taxation nor by any other action to which anybody can point, has Olson or Benson deprived Minnesota of industries which otherwise would have come here. Unless, of course, one is referring to those chiseling employers who will move to any state that will provide them with immunity from fair taxation, with anti-labor legislation, police thugs to smash unionism, and a brow-beaten, "docile" slave-labor. If that's the price of new industry, we'll have none of it!

Pap for the Farmers

Actually, what is this talk of solving Minnesota's problems by bringing new industry here? It is nothing but an illusory carrot dangled before the farmer's nose to make him think that thereby his children will find jobs and the tax burden will be shifted. The truth is that, precisely in the most heavily industrialized states today, the extent of unemployment and the burden of taxes on the little man is greatest. Ohio and Pennsylvania are crushing examples. Four out of five are today unemployed in the world's auto center, Detroit. Let Petersen go and talk to the once-deluded farmers of North Carolina, who thought the coming of the textile mills would solve their problems! Their sons and daughters were drained of their youth and then tossed out to starve, while the farmer's taxes actually increased under the burden.

Down With Class-Collaboration!

Above all, the workers and farmers will get nowhere, will get no concessions whatsoever, if they depend in any way on the employers to help them. Yet this is precisely what Petersen proposes. The "new day" he promises if elected governor will come on the basis of a program which "business" will be asked to give "advice and counsel in working out." He proposes to convince business of "the practical righteousness" of the principles of Farmer-Laborism! He promises that he "will also listen to advice and counsel of people who belong to our two other political parties." No, Mr. Petersen, not by this road will you answer the burning needs of the workers and farmers of Minnesota!

Every worker knows that he gets a wage raise, improved working conditions, union recognition, by the most intransigent struggle against the bosses. Likewise he gets WPA jobs or relief by the same kind of struggle against the bosses and their political agents. So, too, the farmer in his struggle for tax relief and equitable treatment in the sale and transportation of his products, not to speak of the mass struggle against Big Business which was necessary to win the moratorium! We are not ready to throw overboard these lessons and go back to currying favor with business, Mr. Petersen.

What Is the Real Situation?

One way of stating labor's criticism of the Farmer-Labor platform for 1938 is that its "Preamble," in its first four paragraphs, correctly and accurately describes the terrible plight of the workers and farmers, employed and unemployed, but that the platform itself does not consist of the planks which would be required to even alleviate the conditions described in the "Preamble."

Of Hjalmar Petersen's speech, we must say that it betrays not the slightest awareness of either these conditions or the proposals necessary to alleviate them. If one

The Old Army Game!



Keeping Step With 544

By Micky Dunne

After a slight absence (a year is not slight, you dope) this more-or-less truthful accountant of local events returns and upon casting up accounts records the facts that . . . 544 is bigger and better than ever . . . DeBoer is wearing seven-league boots . . . Skoglund still likes herring . . . DeBoer is that-a-way about one of the office help (it's a union affair, anyway) . . . Rainholdt is in taxicabs up to his neck . . . Frogg still thinks that it's open season on non-union over-the-road drivers . . . G. Dunne is nursing a tender stomach . . . John Williams has been on a two months' vacation (quite unwillingly, however) for which he received full pay. Thanks, Mr. Pack . . . "Jean Harlow" Turgeon is back on her old job on the local switchboard where she is relieving the regular operator who had her insides delved into where the M.D.'s found a bad appendix . . . Bill Brown is wearing cheaters (they pull them off when they hit you anyway, Buddy) . . . The 544 picnic committee is bursting with good news about the big coming summer event . . . H. Schultz has babbled and C. Hudson has wived since we were last in print . . . Emil Hansen is wearing a sombrero somewhere south of the Rio Grande . . . The striking cabinetiers are using the basement as a strike headquarters and

like it fine . . . Taylor, parolee exploiter, tried to secure a charter from the Teamsters' International. Guess what happened . . . Petroleum Workers and Filling Station Attendants will soon be members of the Drivers' International. The word has come down from the top . . . The suit against General Drivers is beginning to look real sour . . . Claire Johnson went trout fishing the opening day. He reported that the fish didn't even know that he was there . . . Moe Hork is now on the 544 staff . . . The writer recently helped negotiate an agreement between the Gas Workers union and the Minneapolis Gas Light company. The pact brought wage raises and other benefits to the workers . . . The stenos union stages a garrison finish Monday night . . . The kid that brings the newspaper to your door may soon be organized—and do they need it! . . . Heigel of the Electrical Workers failed to get something that was already bought and paid for.

Take With a Grain of Salt
Department
Mayor Leach loves Local 544.
Now I'll Tell One
Local No. 1 has over 5,000 members.
See you next week.

took seriously Petersen's words, one would think that Minnesota is surrounded by prospering states and that if only Benson were turned out, prosperity would also come to Minnesota.

Not a word, not a hint, of the raging economic crisis throughout the country—not to speak of the world crisis! On the burning question of more relief, more WPA and state works projects, a housing program, the need for a special session of the legislature in this emergency, the need for a taxation program to tax entrenched wealth—not a word, not a hint.

The raging economic crisis and the capitalist drive toward imperialist war—these are the two main problems confronting the workers of this country and of every other country, as we have pointed out more than once. Consequently, any program enunciated by any party or candidate must—if we really have the interest of the masses at heart—be judged by what it proposes to do about these two key questions.

What Labor Wants Today

We are not speaking of ultimate demands of any kind. We are referring to what labor wants and NEEDS today. Let the burden of the economic crisis be carried by those who own the means of production and who deny us all a living. WPA and public works projects for every man and woman who want a job. Unemployment relief based on a decent living standard. Adequate, healthful housing for the toiling masses. Unionization of all public projects and relief work. All war funds to be transferred to public works, WPA and housing projects. These are the modest-enough demands which organized labor makes and without which millions of workers and farmers will STARVE in the coming months.

On the scale of Minnesota alone, even the best-organized forces of the workers and farmers would secure inadequate gains. The fight for labor's demands has to be, at the least, a struggle involving the workers and their farmer allies throughout the country.

But a BEGINNING could be made in Minnesota, a beginning which could inspire the masses everywhere likewise to organize and join with us in the struggle. And, on the Minnesota scale, much could be done. A real program to tax the big corporations could make available far more funds for relief, state projects and a housing program. There is no point calling a special session because the reactionary State Senate would resist? Not if the workers and farmers in their full force showed their determination in the very halls of the Capitol!

Hjalmar Petersen has missed the boat.

Local 346 Blocks Raid On Union

With the General Executive Board of Hotel and Restaurant Employees International Union having approved and adopted a proposal submitted to it by William Rathbone, business agent of Local 346 and Leo Date, business agent of Local 458, Local 346 confronts the future with the assurance that it will be able to maintain its present organizational scope.

The history of Local 346 is similar to that of several other union organizations in Minneapolis. Starting from scratch, under the leadership of Rathbone the union built itself up to a membership of 1,100 during the past year.

Its successes aroused the envy of a small clique in the Hotel and Restaurant union movement. Following out its well-known policy of rule and ruin, this clique decided to make the attempt to liquidate Local 346 into a local controlled by themselves.

The local Joint Board, under the thumb of this clique, passed a decision to turn over all women members of Local 346 to Local 458. Such a measure would have drained the former union of over 700 members.

Union Rallies

The executive board of Local 346, backed up by the membership, was outraged at this attempt to divide and weaken the organization. The union immediately appealed to the International executive board, shortly to meet in Chicago, for a decision on the union-raiding plot.

With the facts before it, the International board handed down a decision which blocked the attempts to smash Local 346.

On May 9, that body adopted the following proposal, submitted to it by Rathbone and Date:

To the General Executive Board:
In regard to the jurisdictional controversy between Locals 458 and 346 of the city of Minneapolis, Minnesota, and in order to expedite the work of building the membership of the above Unions without friction:

We, the Business Agents of these two Unions do agree to arbitrate all matters pertaining to proper classification of members now belonging or, who may belong in the future, to Locals 458 and 346, and all members not now properly classified and belonging to Local No. 346 be transferred at once to Local No. 458.

Furthermore any member of Local 346, or person whose services shall be required to serve meals in established food houses, shall become members of Local 458. This, however, shall not be construed to mean Beer establishments where only sandwiches are served.

In future organizational work, all matters pertaining to new members be first considered by the respective Business Agents and an agreement be reached as to the proper status of said new members, and the placing of future House Cards be considered from a true meaning of what constitutes a fully organized place of business and proper notification be made to the Local Joint Board of the City of Minneapolis.

In the event that the two Business Agents of Locals 458 and 346 cannot reach an agreement on classification, then a suitable third party shall be called upon to decide.

We submit this resolution to your Honorable Body for approval.
Signed—LEO DATE, Business Agent No. 458
Signed—WM. RATHBONE, Business Agent No. 346
Approved and adopted by the General Executive Board, May 9, 1938.

Under the above agreement, Local 346 retains jurisdiction over all waiters and waitresses employed in establishments serving beer and sandwiches. As in the past, so in the future Local 346 will continue to turn over to the proper unions those workers serving meals in established food houses, as well as other workers falling without Local 346's jurisdiction.

A meeting of all Local 346 night workers will be held this Monday, May 23, at 1:30 p. m. in the Loeb Arcade. It is important that all members attend. The offices of the union have been moved to a new and better location, at Room 207, Loeb Arcade.

On the NATIONAL PICKET LINE

(Continued from page 1) with copies of the original charges. He was then given time to file an answer. The next step in this process was the calling of the formal hearings. A trial examiner, appointed by the Labor Board, presided. The employer was given the right to be present in person and to be represented by counsel. He would cross-examine the witnesses, introduce evidence of his own, and raise objections and exceptions to anything said at the trial.

After the formal hearings were concluded, the trial examiner filed an "intermediate report" with the Labor Board at Washington. The employer could also file exceptions and objections to this report. He could argue them orally before the Labor Board or file briefs as he saw fit.

After studying the findings of the trial examiner and the evidence presented at the trial, the Labor Board rendered its decision. If the employer was found guilty of unfair labor practices, the Board would order him to cease and desist these practices, to reinstate, sometimes with back pay, workers either fired for union activity or not taken back after a strike. The Board also sometimes ordered companies to cease giving financial support and direction to company unions.

The next step was a formal order upon the company setting forth the terms of the decision. In due time if the company did not comply, the NLRB could ask for an injunction in the United States Court of Appeals. The employer could also ask for an injunction to keep the NLRB from carrying out the terms of the decision. If the NLRB would be granted an injunction by the court, the employer could then appeal the case to the United States Supreme Court.

This elaborate procedure was put into action to the limit in the cases against the Ford Motor Company, the Inland and Republic Steel Corporations. Several other cases involving companies of less financial prestige had been tried

before the Supreme Court and this body had regularly handed down decisions hostile to labor.

The United States Supreme Court this time again favored the bosses. It not only reversed the Labor Board's decisions, but also instructed the Labor Board to adopt a new procedure. The lines of the new procedure, as laid out by the Supreme Court, will wipe out the one advantage labor did get from the Board hearings—an open forum before which abuses perpetrated against labor could be aired publicly.

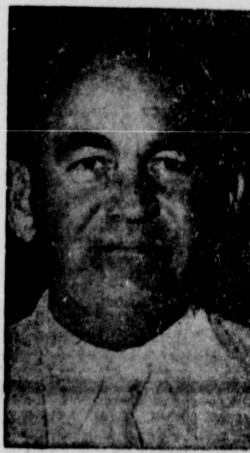
The Supreme Court demands a "more judicial" procedure—in other words, that the Board conduct its hearings in the strait-jacket formulas of a court case, and thereby make impossible the presentation by the workers of their grievances.

Publicity was too much for the employers. . .

In any case, labor is thus taught once more that only labor's own strength can help the working-class.

The militant labor movement must learn to catch every liberal just at the moment when he is prepared to move forward an inch, and compel him to move forward a yard.

Today Makes 8,066 Days . . .



UNION MEETING SCHEDULE

LOCAL 471 The Milk Wagon Drivers and Dairy Employees Union Local 471 meets the first and third Tuesdays of each month at 7 p. m.	LOCAL 922 Inside Section—First Tuesday Radio Section—Second Tuesday Shopmen's Section—Second Wednesday Utility Section—First Thursday General Membership—Third Thursday Seniority Board—Every Monday Utility Advisory Board—Every Tuesday General Executive Board—Mondays preceding first and third Thursdays Inside Advisory Board—Alternating Mondays from G. E. B. Examining Board—Second Wednesday Utility Stewards—Wednesdays preceding first and third Thursdays
LOCAL 131 The Laundry and Dry Cleaning Drivers Local 131 meets the first and third Wednesdays of each month.	LOCAL 103 Regular Membership Meeting—2nd Tuesdays. Executive Committee Meeting—On call.
LOCAL 664 The City and Sanitary Drivers Local 664 will meet the first and third Fridays of each month.	PRIVATE CHAUFFEURS The Private Chauffeurs and Helpers Local 912 meets the first and third Tuesdays of each month.
LOCAL 1086 The Retail Clerks Local 1086 will meet on the first and third Tuesdays of each month.	LOCAL 346 Day Workers—May 9, 8:30 p. m. Night Workers—May 23, 1:30 p. m.
PETROLEUM DRIVERS Regular Membership Meeting—First Wednesday each month.	LOCAL NO. 544 MEETING SCHEDULE MAY, 1938 Friday, May 6—Job Stewards Sunday, May 8—Wholesale Grocery, 10 a. m. Monday, May 9—General Membership Wednesday, May 11—Market; Wholesale Liquor Sunday, May 15—Over-the-Road, 10 a. m. Monday, May 16—Building Material; Furniture Stores Thursday, May 19—Tent and Awning; Printing; Newspaper, 10 a. m. Friday, May 20—Job Stewards Monday, May 23—Spring Water; Excavating and Sand and Gravel. Tuesday, May 24—Taxi Drivers; Night drivers, 1 p. m.; Day drivers, 7 p. m. Thursday, May 26—Transfer and Warehouse; Wholesale Drug. Seniority Committee meets each Tuesday at 7 p. m. in Hall No. 1. Grievance Committee meets each Tuesday and Friday at 7 p. m. in Hall No. 2. Executive Board meets each Wednesday at 9 a. m. in Staff Room.
FEDERAL WORKERS Regular Membership Meeting—Second Friday each month. Stewards' Meeting—Every Wednesday, 8 p. m.	LOCAL 289 Retail Drivers—First Thursday, Wholesale Drivers—Second Thursday Yeast Drivers—Third Tuesday, Cake and Pie—Third Thursday, General Membership—Fourth Thursday.
1859 MEETING SCHEDULE Local 1859, 20481 Box Industry, 1859—May 17 J. R. Clark Section—May 18 Puffer-Hubbard—May 19 General Membership 1859—June 1 Exec. Board—Every Friday night General Membership 20481—May 20 Twin City Stewards—May 23, June 13	LOCAL 20316 Stewards—First and third Tuesday Regular Membership Meeting—Fourth Tuesday Executive Board—Regularly every Monday
ICE COAL DRIVERS MEETING SCHEDULE Local 221, Ice and Coal Drivers Union, will hereafter hold all of its regular meetings at the new headquarters of the Teamsters Joint Council, 257 Plymouth Ave. N. Regular Union meetings will be held on the second and fourth Tuesdays. Executive Board meetings are subject to call. The Union office is now located at the above address.	