

THE NORTHWEST ORGANIZER

Official Organ of the Northwest Labor Unity Conference

MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.

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

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

VOL. 2, NO. 13

MINNEAPOLIS, MINNESOTA, WEDNESDAY, JULY 15, 1936

PRICE 5 CENTS

NESS-BELOR MEMORIAL SAT.

MUN HING CO. SETTLES WITH FIVE UNIONS

One Day Strike by Five
Unions Brings an
Agreement

Cooks, Bartenders, Musi-
cians, Drivers Banner
Restaurant

The strike on the Mun Hing Co., which occurred Wednesday, July 8, proved to be very short of duration. Before the end of the day had come, Charles Wong, owner of the various Mun Hing establishments throughout the city, signified through his lawyer, Walter H. Newton, that he was willing to talk business with the Unions involved.

Local 574, who had the Mun Hing drivers organized 100%, for over three months, tried with every means in its power to effect a settlement for these drivers without the use of strike. Two months of steady effort to establish Union wages and conditions at the Mun Hing Company proved unavailing. At last the drivers demanded that they have a showdown with the company.

Tuesday, July 7, was set as the deadline for Mun Hing to establish Union conditions for his drivers. He was notified of the decision by registered mail. When it became apparent that strike would be necessary, other Unions who had members at the Mun Hing Co. were contacted, a meeting was arranged for the various representatives of the organizations involved and a program of joint action was mapped out.

Besides the drivers, the Unions that took part in the strike on the Mun Hing Co. were Cooks and Waiters, Local 458; Bartenders Union, Local 152; Miscellaneous Workers, Local 665; and the Musicians Union, Local 73.

So effective was the picketing on the Eighth Street establishment that scarcely a dozen people entered the restaurant during the day. Not only were prospective customers notified that a strike was on, but deliveries of all material consigned to the Mun Hing Co. was stopped.

At 6 o'clock representatives of the Mun Hing Co. called the Drivers Union and signified that they wanted a contract. At the preliminary conference Wednesday evening, the Mun Hing Co. indicated that they were ready to enter into a signed agreement with the five organizations involved. Tuesday morning a meeting was held in the office of Mr. Wong's lawyer where Union agreements were signed.

In the Bag



Local 574 Rejoins Drivers International in a Body

After a three weeks period of friendly discussion, an agreement has been reached whereby the local Truck Drivers Unions have been united by the return of the full membership of General Drivers 574 into the International Brotherhood of Teamsters and the American Federation of Labor.

Under the new arrangement there will be only one General Drivers Union, which will function through a new International charter to be issued under a new number with the consideration that this action will best promote future harmony.

The officers of the new local will be William S. Brown, Carl Skoglund and Farrell Dobbs, from former Local 574, and L. A. Murphy, Jack Smith and Nick Wagner from former Local 500. The above six will be the constituted Executive Board with P. J. Corcoran, Secretary of the Local Teamsters Joint Council, as the neutral chairman.

All contracts with the employers formerly held by the dissolved locals will be taken over and enforced by the new local.

With the splendid harmony made possible through the newly established basis of co-operation between all the leaders and members of the local labor movement, it is assured that the members of the Minneapolis Unions and all Unions in the state will draw increased benefits from their organizations. The parties to the new agreement pledge themselves to work faithfully and consistently to promote the best interest of the workers as made possible through a united American Federation of Labor movement.

WM. S. BROWN for 574

JACK SMITH for International 500

Approved by Meyer Lewis

Signed in Mayor's office.

Ness-Belor Memorial Will Attract Thousands of Union Men and Women Saturday

Splendid Speaking Program Will Be Heard
on Knoll at Parade

Union Band Will Lead Marchers to Spot
Where Heroes Fell

All Minneapolis labor, all friends of the labor movement and all those who believe in the rights of the workers to organize and struggle for their needs will gather on the Parade grounds Saturday afternoon at 2 o'clock to honor the memory of two martyrs of the 1934 truck drivers strike. On that day all members of the labor movement will forget all differences that may exist and will join the throng that assembles to pay homage to Henry Ness and John Belor. At the Parade grounds a speaking program will take place and various well-known figures in the labor movement will appear on the platform at the Knoll to tell the assembled workers of the heroism displayed by these two dead Union brothers.

Picnic Plans Are Being Completed Says Committee

Plans have almost been completed for the Local 574 picnic which will take place at Webb's Place at Bass Lake, Sunday, August 9. Preparations are being made to entertain the largest crowd that has ever attended a labor picnic in this part of the country.

A complete program of athletic and amusement events will entertain the picnics from early morning until closing hours. There will be dancing, swimming, boating, games and amusements for everyone. Special attention has been given to a program for the children. There will be special athletic events with splendid prizes for the winners in which only the little ones will take part.

The best of dance music will be assured for those who prefer to trip the light fantastic. The famous Local 574 band, featuring Dick Atherton and his banjo, will play as long as there is a dancer left on the floor.

Reports indicate that almost without exception every member of Local 574 plans on being at Webb's Place with their families on August 9. The committee in charge of the program reports splendid success in their ads solicitations and it is assured that a considerable sum of money will be raised in this manner.

The slogan of the Union now is "On to Bass Lake for the First Annual General Drivers Picnic."

Roy LaCrosse, member of Local 221 Ice Wagon Drivers, a long-time employee of the Cedar Lake Ice Co., died Sunday, July 12. He was the brother of Winnie LaCrosse, member of the ice drivers section of Local 574.

It will be recalled that just two years ago Henry Ness and John Belor, along with 56 other members of the striking Truck Drivers Union, fell under the withering gun fire of the Minneapolis police department on 3rd Street and 7th Avenue N. Henry Ness was killed instantly and John Belor lived only a few hours. The occasion for the shooting was when pickets of the Truck Drivers Union attempted to stop a truck driven by a scab employed by the Winston Newell Co. This later proved to be a trap deliberately set by the Minneapolis Citizens Alliance planned to precipitate violence that would lead to the shooting of workers.

On that day the crowd of peaceful pickets assembled in an attempt to persuade a non-union truck driver not to move the equipment of the struck grocery company and suddenly that peaceful street filled with men and women was turned into a bloody shambles as police poured volley after volley of shots into the ranks of the unarmed strikers. In spite of the killing and wounding of over three score men the strike was carried

(Continued on page 2)

One-Man Streetcars Planned by Company

The local Streetcar Co. has commenced what appears to be a determined drive to put into operation one-man streetcars on every line in the Twin Cities. The last remaining stronghold of two-man cars are the interurban lines of the Twin City Rapid Transit Co. News of their intention is contained in a bulletin announcing that the Snelling-Minnehaha line is to be divided and no longer will operate as an interurban line. This means that one-man cars will be put into service there. The Street Railway Employees Union Division 1005 has lodged a vigorous protest with the company.

Make Minneapolis a Union Town

Ness-Belor Memorial Will Attract Thousands of Union Men and Women Saturday

(Continued from page 1)
to a successful conclusion and Local 574 established itself as one of the most powerful labor organizations in the northwest.

No small amount of credit for the victory of the 1934 truck drivers strike must be given these two Union heroes who cheerfully laid down their lives that those who survived them might live in decency and comfort. The speaking program will start promptly at 2 p. m. Wm. Brown, president of Local 574, will be the chairman.

Speakers who have been invited to take part in the exercises are Robert D. Cramer, editor of the Minneapolis Labor Review; Roy Wier, organizer of the Minneapolis Central Labor Union; Alderman I. G. Scott of the 10th Ward; Miles Dunne, editor of the Northwest Organizer; Mrs. Marian LeSueur, prominent woman Farmer-Laborite. Besides this list, all labor unions and workers' organizations have officially been asked to have representatives on the speaking program.

At the conclusion of the program, which will not be later than 4:30, the assembled crowd will form into orderly rank and led by a uniformed band of Union musicians will march to the scene of the slaying where appropriate ceremonies will take place. The route of march will be as follows: from the Parade grounds on Harmon Pace to 10th Street, 10th Street to Nicollet Avenue, Nicollet to Washington, north on Washington to 6th Avenue and from thence to Third Street and 7th Avenue North.

All members, friends and sympathizers of the labor movement should turn out en masse to pay homage to those who died that trade unionism might survive in Minneapolis.

Federal Section For Ness-Belor

Extensive preparations are being made for the Federal Workers Section's participation in the Ness-Belor Memorial Services next Saturday, July 18, in commemoration of the death of those two martyrs to the cause of Labor. Services begin at 2 o'clock Saturday on the Knoll at the Parade Grounds, to be followed at 4 p. m. by a march to the scene of the shooting at 3rd St. and 6th Ave. N. The Federal Workers Section has a particular interest in the service because both Ness and Belor were active members of the M. C. C. W., unemployed organization, at the time of their sacrifice for the cause of Labor. The M. C. C. W. was the forerunner of the Federal Workers Section.

There are far too many delinquent members at the Schirmer - Strausberg Company. How about it, steward?

Subscriber Writes

500 E. Channel St.
Stockton, Calif.
July 9, 1936

Business Manager
The Northwest Organizer
257 Plymouth Ave. N.
Minneapolis, Minn.

Dear Brother:

Since I have mislaid the one copy I had of your excellent paper I don't know how much a subscription is, or what your bundle rates are. Consequently I am enclosing two dollars which I want first applied on a year's subscription for myself, and whatever is left over, if any, I want applied on bundle orders to be sent me in the future. Please start off with a bundle of ten.

Yours for a worker's world,
Selden Osborne.

Montevideo Picnic Is Well Attended

A splendid crowd turned out last Sunday at Montevideo for the first annual joint picnic and mass meeting held under the auspices of the Minnesota Farm Holiday Association and the Farmers Union. The affair was opened by a parade through the downtown section of Montevideo which ended up at the park where a picnic dinner was eaten and a speaking program took place.

Among the speakers on the program were William Felton, President Minnesota Workers Alliance; Carl Kuhn, who represented the Federal Workers Section of Local 574; and others. A report of the Saturday demonstration in front of the state capitol was given, and speakers from Federal Workers pointed out that although resolutions were adopted and state WPA officials heard from, no tangible results were accomplished.

Speakers pointed out that the building of Workers Alliance in Minnesota was still to be accomplished. About 500 attended the affair.

Letter Invites to Ness-Belor Meeting

The following letter has been sent out to all local unions in Minneapolis as well as all central bodies and unemployed organizations. The letter calls attention to the Ness-Belor Memorial meeting which will be held by General Drivers Union Local 574 on Saturday afternoon, July 18.

Every member of the trade union movement in Minneapolis should plan on attending the meeting which will honor the martyrs of the 1934 truck drivers strike. Organizations receiving this communication should immediately contact the Ness-Belor Memorial Committee at 257 Plymouth Ave. N., telephone Main 6328.

July 7, 1936

To All Local Unions

GREETINGS:

July 20, 1936, marks the second year of progress in unionism after the shooting of fifty of our brothers and the death of two, Henry Ness and John Belor, who have not died in vain, to make Minneapolis a union town.

The part the General Drivers Union Local 574, has taken in this struggle to make Minneapolis a union town cannot be denied. A committee has been elected to plan a mass demonstration and parade to honor these brothers who gave their lives, and we are calling on you, fellow workers, to take part in this demonstration, to show the Citizens Alliance, our solidarity and protest against any further shooting of our brothers.

Saturday, July 18, 1936, is the day set for this Memorial. Speaking program on the knoll at the Parade Grounds at 2 p. m. and a march of all workers at 4 p. m. to the scene of shooting on Third Street and Seventh Avenue North.

Please take action at once and have a speaker on this program from your union. Yours for making Minneapolis a Union Town.

NESS-BELOR MEMORIAL COMMITTEE

By _____ Chairman

Bill Brown Says—

Wm. Green is crying to the president that since the NRA crash 800,000 workers have had their wages reduced and their hours increased. We knew long ago, Bill, that we could not depend on Boards and Commissions to secure wages and conditions for the workers. We thought, in our own simple way, that this was the job of the trade union movement. When the NRA became a law we organized a union. What did you do, Bill? Our advice is to spend more time in the union headquarters and less in the White House.



BILL BROWN
President of 574

Independent Truck Chatter

The following article, which discusses the plight of the independent truck owner, was written by one who, although not a member of the Independent Truck Owners Section, has an understanding of the problems which confront the independent trucker.

Federal projects have been planned for the benefit of the small business man who previously has had no chance against his powerful competitors and for the laborer whose energy has never been properly compensated.

The independent trucker is a combination of the two—one who has, by the sweat of his brow and by denying himself the necessities of life, saved enough to make a down payment on a truck which together with his labor, makes him, if not properly protected, a victim of the highly organized, unscrupulous bigger business man. (Contractor.)

Picture the futile efforts of this laborer who owns his own equipment that he rents in connection with the sale of his labor against the organized exploitation of the aforesaid contractor. This is what happens without proper protection. Having made an investment in his truck, he must immediately place this truck in service. The contractor places a starvation price on the transportation of his yardage, and if the new business man cannot profit on the allowed figure, he is shunted from one job to another until in the face of deplete operation capital he accepts a ruinous offer. That is the end—his equipment suffers—he is unable to meet payments—eventually his truck is repossessed—as a business man he is ruined and the contractor profits by his loss.

There is only one way to meet this abuse—through the organization of independent truckers. A word to the wise should be sufficient and we suggest that the foregoing be strictly heeded by some of our members who are placing their personal advancement above the welfare of the group—in other words, "Get in the saddle."

Material Workers Make Real Gains

No division of the Union has made greater advances and secured more reforms for itself in a short period than that section which is composed of drivers, helpers and inside workers employed by building material companies.

This industry is now almost 100% organized and it is almost impossible to find a non-union driver or helper hauling lumber, cement, sand, lime and other building material. Their wage scale is the highest of any section of the Union. At 65c per hour their wages are 5c an hour higher than the vast majority of Union drivers.

The organization and the securing of Union wages and conditions for these workers has been accomplished in less than a year. Credit must be given to the organizers who brought this condition about and to a group of staunch and militant building material drivers and helpers who were determined to see the industry unionized. The results accomplished by this group could act as a guide to other sections of the Union.

Union Organization of Overland Truck Drivers Presents a Problem

The job of unionizing the overland truck drivers on a national basis is a difficult one. As a matter of fact the manner in which it has been approached, up until now, has been productive of very little results. Attempting to organize long distance truck transportation drivers in various local communities, without a national program to co-ordinate the efforts of various local agencies, can never accomplish the desired results.

Overland truck drivers occupy a position in industry very similar to that of the railroad worker. He cannot be a non-union man at one end of his run and a union man at the other. One day he pulls into a union terminal where union card and button are demanded and the next day he may unload on the dock in another city where neither card nor button are tolerated.

It becomes obvious that what is needed, before the long distance driver can be unionized, is a well planned, well financed and well directed national campaign. The old haphazard manner of attempting to organize the overland drivers in one community at a time will achieve just about the results that have been accomplished up to now. That is, practically nothing.

All the necessary prerequisites for such a campaign are at hand. An international drivers union exists. It has ample funds and many trained organizers at its disposal. It has local unions, joint and district councils located in practically all the centers of large population in the United States. All that is lacking is the will and desire to put such a program into effect.

But such a campaign would bring results far beyond the efforts that would be expended. Hundreds of thousands of long distance truck drivers are awaiting some agency that can improve their conditions of employment and bring their wages to a living level. The time is right for such a campaign to be started.

Restaurant Workers At Bass Lake Sunday

Sunday, July 19, Libbey's Grove at Bass Lake will be the scene of the picnic of the Hotel and Restaurant Employees Local 458. There will be dancing throughout the day and evening to the music of Mert Flo and his 11 Canadians.

This picnic is an annual affair of the Cooks and Waiters Union and in the past has proved itself to be one of the best outdoor social events of the summer season.

The committee announces that there will be baseball, boating swimming and fishing. Over fifty valuable prizes will be given away to the winners of various events. Tickets admitting one to the grounds are 10c. All friends and sympathizers of Local 458 are cordially invited to attend. It will be an all day affair.

Sash and Door Workers Union

July 11, 1936
Minneapolis, Minn.

To the Editor
Northwest Organizer
Minneapolis, Minn.

Local 1865 is coming of age; from a small and insignificant group, it has grown in a short time to a potential factor in the labor movement. Its phenomenal growth must of course, be attributed to the merging with the young and vigorous Sash, Door and Millworkers Union recently organized. It was argued and decided at the last meeting that a union of such proportion must have someone to take care of its business, so, July 9, we have witnessed the election of a business agent. There were four candidates for that office and Frank Spitzenberger was the winner. He is well received and respected by the membership for his originating and taking a very active part in organizing the Sash Workers' part of the Union, and on that score he won his well deserved election. The other candidates were also capable men, but they seemed to be most concerned with the size of salaries they were to receive; a salary that would enable them to live in a regal style, and they were determined either to get the whole pie with its trimmings or none. Sorry, Bothers, we too, wanted the whole agreement with the bosses, with all its trimmings, and look what we got for all our efforts . . . we have noticed it on our first pay checks and you shall hear more about that shortly.

The election of our business agent was unanimous, which assures support by the membership; he himself has pledged to do his best, and we trust he will, for he has not failed us yet. Now, it remains to be seen how well he will be received by the officers of the Central Labor Bodies. Being servants themselves paid by the respective Labor Unions, they are expected to co-operate and assist him in performing his duties as business representative. Those who will obstruct him in fulfilling his pledge shall be promptly reported and marked for elimination from the labor ranks as useless rubbish. cere men shall be retained in the The time is approaching fast, when only the truly progressive and sincere men shall be retained in the office, the mere demagogue, the expensive parasit must be cast out. So let's all do our best in order to succeed.

—Louis Proszek

Complaint Forms

Once again it is necessary to call to the attention of the membership the necessity of filling out complaint blanks if prompt action in adjusting them is desired. Organizers will act only on the basis of a written complaint. This is done to arrange the work of the staff in a more efficient manner and to prevent duplication of effort.

Deportation Is Facing Worker At Hopkins, Minn.

As a proof that relief clients in Minneapolis are ruthlessly deported from their homes and moved about the state like so many cattle, the following letter is submitted. It was received by Herman Bernhagen, Hopkins relief client. Bernhagen, who had resided in Hopkins, Minn., for over two years, established a residence and voted there, suddenly found himself removed from the WPA project at which he had been working, denied relief by the Mayor of that village and was told that he must go back to his old time home at Atwater, Minnesota, in Kandiyohi County. The reason for the deportation of this worker is not clear. It apparently is only the whim of the Hopkins Mayor who had evidently been in communication with the chairman of the town board at Atwater, Minnesota. The relief representative of Atwater in his letter to Bernhagen orders him to prepare to move from his home. The letter follows:

Atwater, Minnesota
July 7, 1936

Mr. Herman Bernhagen
Hopkins, Minnesota

Dear Sir:

We have had official notice that we must have you brought back to Lake Elizabeth Township at once.

We have located a house for you in Atwater and will get you work on WPA if possible. We have arranged for a truck to haul your household goods back here and will arrange to have a car bring you and your family up, unless you have a car of your own and you can drive up yourself.

Kindly write me by return mail and let me know if we need to send a car for you, or in case you have any other plan for the future, let me know.

Mr. Herman Bernhagen
Hopkins, Minnesota

Dear Sir:

We have had official notice that we must have you brought back to Lake Elizabeth Township at once.

We have located a house for you in Atwater and will get you work on WPA if possible. We have arranged for a truck to haul your household goods back here and will arrange to have a car bring you and your family up, unless you have a car of your own and you can drive up yourself.

Kindly write me by return mail and let me know if we need to send a car for you, or in case you have any other plan for the future in mind, let me know.

We are very sorry things turned out this way but the judge decided against us and there is nothing we can do about it.

Yours truly,

ED JOHNSON

Chairman, Town Board

Powderhorn Park Is Scene of Picnic

The Laundry Workers Union, whose picnic occurs Sunday, July 19, at Powderhorn Park, report that their plans are completed and that a large turnout of friends and sympathizers is expected. Besides the amusement features and athletic events there will be a speaking program which will bring together on one platform most of the well-known figures in the northwest labor movement. The picnic is an all-day affair and all friends of Laundry Workers Union, Local 183 are invited.

Trailers and Trains



The picture shows the first train loaded with truck trailers coming into Minneapolis from Chicago. They are unloaded and hauled by tractors to their destination.

Organization of Truckers Planned in Draft Program

With the wave of union organization that is now sweeping over the United States, and with the particularly favorable sentiment for a unionization program that exists here in the northwest, the time is surely ripe when the union organization of truck transport, drivers and helpers should be accomplished. The organization of the northwest truck drivers does not present a particularly difficult problem if a correct program is followed and sufficient forces and funds are available to make that program a reality. With powerful union organizations of truck drivers existing in Minneapolis and St. Paul, which should act as a base of operation, a whirlwind campaign intelligently directed should bring about, in a short time, a solid organization of union truckers in Minnesota and throughout the northwest.

The first move that must be made is the erection of a Northwest Teamsters Joint Council. This organization must act as a clearing house and should co-ordinate the organizational activities of a staff of trained, efficient organizers. The problem of setting up drivers locals in such places as Duluth, St. Cloud, Mankato and Winona present no serious difficulties. The hardest part of such a program would be the bringing under Union conditions drivers in small centers of population and those who are employed in more or less isolated communities. The only logical way that truck drivers and transportation workers employed in small towns and villages can be unionized is by setting up local unions in various strategic centers throughout the state which would draw their membership, not only from the town in which they are situated but would embrace a membership consisting of transportation workers in various small communities located within the radius of, let us say, 50 miles from the place where the drivers local is situated.

This program would necessitate the chartering of five or six new drivers locals in the state of Minnesota. These locals, as soon as they are started, should be affiliated to the Northwest Teamsters Joint Council and should be allowed delegates to that body which should meet not less than once every four weeks. Without such a campaign being started and pressed to such a successful conclusion the organization of northwest overland drivers will still remain an unsolved problem. While it is true that only a national campaign, directed from a national center, can organize the truck transportation industry from coast to coast, a start must be made somewhere. No better proving ground for the attempted solution of this problem can be imagined in Minnesota where there already exists a progressive, intelligently directed labor movement. The sooner such a campaign is inaugurated the sooner will an approach be made to the solution of the problem of nationally unionizing the truck transportation industry.

The program outlined here is, necessarily, not complete in every detail but it is based on sound observation made of the trucker's problems. The adoption of such a program means that the whole northwest labor movement would make gigantic strides forward. The truck transportation industry is the key to the unionization of all northwest workers. This has been amply demonstrated here in Minneapolis. The slogan of northwest drivers unions should be, "All Northwest Truck Transportation Workers Into the Drivers Union."

Grocery Drivers and Warehousemen Meet

Grocery drivers helpers and warehouse men will hold a joint organizational meeting Monday evening, July 20. Splendid results have already been accomplished in the Union's campaign to organize truck drivers, helpers and warehouse men employed in wholesale grocery houses.

The need for the organization of these workers was vividly pointed out during the Union's recent trouble on the Central Mar-

ket. Many of the wholesale grocery houses now carry a line of produce. This applies particularly to the chain grocery distributors. In general, wages paid to the drivers in this industry are at a low level. The hours are long and there are very few places where union conditions prevail.

Recently large groups of these workers have come into the Union. The Monday night meeting will be devoted to drafting a Union agreement for the workers in the wholesale grocery industry. It is important that all grocery workers attend.

Meeting Is Set Tuesday, July 14, For 'Belt Liners'

The "Belt Line" project employing over 1,000 Minneapolis and Hennepin County WPA workers, is to have a special project meeting tomorrow, July 14, at 8 p. m. at 257 Plymouth Ave. N. in Minneapolis.

Four main questions will be discussed as follows:

1. CAN THEL KICK US OFF OUR JOBS?
2. CAN THEY FORCE US INTO WORK CAMPS?
3. HOW CAN WE GET UNION CONDITIONS?
4. WHAT RIGHTS DOES THE FEDERAL GOVERNMENT GIVE US?

A group of about 25 representative workers from various parts of the "Belt Line" project came to the Federal Workers Section, Local 574, in a body last week and asked assistance in promoting more effective organization on the project. Spokesmen for the group expressed a widespread desire of the workers to learn about the new changes in Federal and State WPA policies.

A principal difficulty, the group agreed, has been that too many official WPA orders and bulletins were issued of which the workers were intentionally kept in complete ignorance. Requests sent to the State WPA office for copies of these legislative acts of WPA bring refusal on the ground that anyone can come to the State WPA office in St. Paul and inspect such orders and bulletins; but when workers attempt to do so they are not only docked in wages but are sidetracked and evaded in the WPA office so it is impossible for them to make head or tail out of the mass of bulletins in effect.

Extensive changes in WPA policies which are now being announced, say these workers, make no adequate explanations to the workers whom they effect. Clients on work relief are given no opportunity to study probable results, no chance to express views nor make any preparations. They foresee well-laid plans by WPA to say to the workers, "take it or leave it," in total disregard and violation of both the letter and the spirit of Collective Bargaining laws and rights established through generations of Labor struggles.

The Federal Workers Section, Local 574, recently instructed its officers to make immediate demands upon all relief and work relief administrations and agencies for full copies of all orders and bulletins having any bearing upon clients' rights or interests; these to be placed on file at once in the Minneapolis office of the Federal Workers Section.

Union Stewards Hold Meeting on A. F. of L.

The Friday night meeting of Local 574 stewards was the most spirited stewards' meeting that has been held since the formation of the Union. It was a specially called gathering and the only item on the agenda was the question of Local 574's re-entry into the Teamsters International.

The recommendation of the Executive Board was read by Farrell Dobbs and following that the floor was thrown open for discussion. The subject was debated for over three hours in a very thorough manner. Steward after steward took the floor to hotly put forward their point of view on the subject. Other speakers were G. J. Dunne, C. Skoglund and M. B. Dunne.

At the conclusion a secret ballot was taken which showed a two-thirds majority in favor of entering the International Union.

Notes to You by Kenn Harlan

We wish we were in the traveling correspondent class. An assignment on the north shore of Lake Superior would just fit our pistol. People in those parts are still wearing last winter's flannels. We could easily take ours away from the moth—and gladly.

CLASS—

There's an old coot with more money than you could shake a stick at, who has himself shipped up to Duluth in a refrigerated sleeper each summer. Us muggs are amday lucky if we can afford a bus ride to Minnetonka.

HEAT WAVES

From Our Contemporaries

Yellow Notes, July 8, 1936— . . . "It is somewhat difficult to gather information . . . if each and every one would help me by giving me details . . ."

Oh, so you have that trouble, too. We thought it was our dull wit that was making things so difficult.

SIGNS OF SUMMER—

Overheard: "For crissake turn off that fan. The hot air and noise keep me awake."

"Sure I feel good — didn't I sleep through three performances of 'Modern Times' last night?"

"You're not drunk, dear, it's just the warm weather thawing out your brain from last winter."

"So can I helpink it ef de fish did smelling? Hits warm wedder, hent it?"

OBITUARY—

Not that you care but your correspondent has an injured left paw. Kammed an ice tong into it. The pretty nurse who attended so distracted the doctor and I that he nearly sewed my thumb down.

WHAT WHAT!

In the notice of the forthcoming Laundrymen's picnic no mention was made of 574's band so we warn you now—we'll be there.

IMITATION—

While making a tour of dance-spots on Monday last we dropped in at the South Side Tavern where Wally Merrick and his music hold out. Wally, if you don't know, is a pianist—but good. He plays a variety of styles. Most surprising to us was his out Wallering Fats Waller.

CENSORED—

Russ Peters had an embarrassing moment last week. It's a good story but it can't be printed. We'll gladly tell you, however, if you care to call our department at Gl. 3382 between six and seven p.m.

REVISED—

Hell hath no fury like a woman's scorn—or a Minnesota summer—or a run-in with 574—or the way the Citizens Alliance feels when someone wins a strike.

SIGH—

Well, pippie, see you later. Right now I'm on my way to a tall cool drink—with a stick in it.

Nelson Welding Co.
E. C. NELSON, Prop.
A Specialty of Truck Body Building
Present Location, 2520 Nicollet
Moving Soon—Watch for New Address

"We Are Proud of Our Coffee"
S & S CAFE
633 THIRD AVE. S.
We feature Home Cooking
Try Our Sunday Chicken
Dinners, They Are Delicious
35c up

THE 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."

United Labor Action

The strike of the five organizations on the Mun Hing Co. which occurred Wednesday, July 8, was a classic example of the effectiveness of the joint action of labor unions. It is extremely doubtful if one of these labor organizations, alone and unaided by others, would have been sufficiently effective to have brought the Mun Hing Co. into line. In this case the five organizations involved all had the same complaint—low wages and long hours were universal at the Mun Hing Co. and a stubborn refusal to deal with any labor organization characterized the owner of this establishment.

To correct the conditions of one craft without intention to adjust the wages and working conditions of others would have been a gross injustice to those who are not dealt for. Not only would have an injustice been done to many workers employed there but the strike would have lost its effectiveness if only one organization would have attempted to make the fight alone. The banner before the door of the establishment, signed by five large unions declaring the house to be unfair to them, had a powerful effect upon prospective customers. Again the numbers involved in the strike permitted the organizations involved to present an imposing picket line.

The value of the organized driving crafts to the rest of the labor movement was shown in a convincing manner in this labor action. Not only were the drivers on the picket line carrying the banners, but the struck establishment found itself unable to secure deliveries from Union drivers. Not only were their prospective customers fearful of incurring the displeasure of the striking unions but the struck establishment was unable to secure products necessary for the carrying on of their business.

The speedy settlement of this strike can be attributed to the fact that in this case the labor unions stood shoulder to shoulder and presented a solid, determined front to the employer. Labor unity has demonstrated its value. There must be more of it.

The Basic Industries

For years the lords and masters of steel, rubber, automobile, electrical and other mass-production industries have ruled arrogantly over their employees.

They have refused to grant the right to organize freely and engage in real collective bargaining. They have defied all, including government authorities, who have tried to remind them that this is the clear legal right of all American workers. They have fired workers without number when they sought to exercise their union rights.

Their stand has been a challenge to the manhood of American labor. Some companies have even thought that a show of violence will frighten into surrender working people in whose blood is the proud tradition of American independence and many a struggle for liberty.

In Akron company gunners are being dolled out in the blue steel helmets and secretly drilled, while fiery crosses are burned before the houses of union men. In Gadsden, Ala., company agents beat up union men, smash union headquarters and drive organizers out of town. Steel company preparations for violence have received wide attention through the La Follette committee. The Black Legion menace to auto unionism is also notorious.

A big steel drive has started. Union organization has entered General Electric, Westinghouse and is now grappling with RCA in Camden. Rubber unionism, from a solid base in Akron, is spreading over the country. The Gadsden events will serve but as a challenge to increased union effort, in co-operation with the steel campaign and the southern drive planned by the textile workers. A united auto union, gaining members every day, is getting ready to launch a mass campaign.

The movement that is now beginning to sweep the country may have its setbacks, but it will not stop until all American workers have won the right to union independence.

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Keeping Step With 574

By Mickey Dunne

Pole plant and tie treating workers are getting organized.

Gagnon reports that Boyds are now 100%. Let's have more reports like that from stewards.

Some of the sash workers are not yet back on the job.

Every member of the union should turn out for the Ness-Belor memorial Saturday, July 18. Those two men gave their lives to make this union possible.

WEDDING BELLS?

It is reported that Zander is near the breaking point.

Wholesale grocery drivers, helpers and inside workers met in the union hall Thursday evening.

DOBBS' DOG DUKE DIES

He was automobilized last week.

A union is a pretty nice thing to have when you're in a jam. Don't forget it when the sailing is smooth.

Bennyhoff is now a Stein slave.

VOTE OF THANKS

Anyone miss the bar these hot days? Thank Latimer.

The Holmes gang met Tuesday.

The letter addressed to Mr. Wong of the Mun Hing Company, from the union, telling him that the limit had been reached, was signed with the letters W.W.W.W. They meant Wong Won't Work Wednesday.

Brennan is in Lof.

Happy and Jack were with us for a week.

Two more members of the staff will soon be wearing glasses. This work is hard on the eyes in more ways than one.

Line drivers at Werner's are beginning to see the light.

Castle trouble at Holmes last week. It's all settled now.

DOBBS DRESSES DAPPERLY

Farrell broke out in a nice new grey suit last week.

Frog at last has his name on a union agreement.

The weather was hot last week, but it was nothing compared with the heat that the five unions turned on Mun Hing.

The Washington delegates report that it was hotter there than here.

Then there's the story of the driver who, after working for \$14 per week, received his first week's pay under the Union scale, \$28.80. Next day he came into the Union

office and complained that the boss had gone back to paying twice a month.

Kelly is going to find out what that independent trucker meant when he said, "To hell with all Unions."

G. Dunne and C. Skogiund handled the noodle situation.

The Wednesday Executive Board meeting was a hot one. Weather and discussion.

Recapitulation of June figures show that there were 201 new applications and 33 reinstatements. A total gain for the month of 234 members.

The latest reports of our confidential agent indicate that all is well in the Lotz family.

The through rail freight service is going to cut down the number of overland drivers, particularly between here and Chicago.

The picnic committee is getting out a swell looking program.

FOR SALE

Four 32x6 tires. These tires are all in good condition and can be purchased cheap. Can be seen at 2901 Girard Ave. S. Call Ke. 5027.

The steward at the Colonial Warehouse reports that J. E. Larson is all wrong with the Union.

The Friday night stewards meeting was the hottest since the strike. It lasted until almost 12 p. m.

The new WPA hour reduction will mean \$29.70 less per month for independent truck owners.

Mendel was a union visitor Saturday.

Picnic at Glenwood Is Federals' Plan

The Federal Workers Section of Local 574 will stage their picnic at Glenwood park Saturday, August 1. The fun will start promptly at 10 a. m. and will continue throughout the day. The committee in charge of the picnic arrangements are working strenuously to perfect plans so that an enjoyable day will be had by all members of the Federal Workers Section and their families who attend.

Refreshments will be sold on the grounds by the Federal Workers and a speaking program will take place in the afternoon. While the picnic is merely a social affair for the enjoyment of the members of the Federal Section, it also will serve a very worthy cause.

Money raised at this affair will go to help defray the cost of the court appeal in the case of Frank Ross, Federal Worker who was recently convicted of "non-support."

LABOR...

Looks at the Press

Broadway Chatter column: Shirley Temple is expecting another visit from the stork. . . . The bearded nudist who has been attacking unaccompanied women at night was unmasked as Herbert Hoover. . . . Yesterday a legless beggar was arrested in the loop and discovered to be Andrew J. Mellon, multi-millionaire aluminum king. . . . The rich will turn over their summer colonies in the Adirondacks to the workers. . . . The Iron and Steel Institute admitted late today that its company unions were just fake devices to keep workers from organizing. . . . Gov. Alfred Landon stated this morning that every man in the United States was entitled to a monthly income of \$200. . . . William Randolph Hearst, in a front-page editorial carried by his chain of newspapers, yesterday endorsed Norman Thomas for president. . . . The WPA in California has appropriated \$150,000 to replace the hymnals in Miss Aimee MacPherson's tabernacle with Miss Eleanor Glynn's THREE WEEKS. . . . Legislatures in Tennessee and Georgia passed bills this morning giving the vote to Negroes. . . . The Popular Front in France has promised the workers it will discontinue strike-breaking practices. . . . Earl Browder admitted to a Times correspondent that Farmer-Labor parties couldn't win anything for the working class in the imperialist phase of capitalism. . . . I don't know, maybe it's the heat.

Matthew Woll, labor lieutenant of capitalism: So long as we run along with an unbalanced budget, we know something of what the day of reckoning will bring.

It is the capitalist's set of books that are unbalanced. The working class won't even have a set of books to worry about balancing until it takes over the means of production. In the meantime, why should we worry about the capitalist's troubles.

Some campaign definitions for wealthy people:

\$50-a-month relief jobs — "Reckless expenditure of funds;" Billion-dollar war preparations bill — "Adequate national defense;" Plowing under cotton and wheat — "Social planning;" Murdering Cuban labor leaders — "The Good Neighbor policy."

Commentary on Craft Unionism: The A. F. of L. Council spent the morning hearing arguments on the dispute between the building service trades and the elevator constructors over which should enroll elevator operators and starters.—Recent Washington news item.

And those are the putterers who crab about John L. Lewis organizing the steel workers.

Local 160 Meeting Schedule

- June 30—Regular Stewards meeting
 - July 1—Regular membership meeting
 - July 7—Executive Board meeting
 - July 14—Executive Board meeting
 - July 14—Regular Stewards meeting
 - July 15—Regular Membership meeting
 - July 21—Executive Board meeting
 - July 28—Executive Board meeting
- *Note the changes of Executive Board meetings and the new setup for stewards meetings.

ATTENTION! All Truck Drivers

We write Liability and Property Damage Insurance on all Government Projects, PWA, WPA, etc., for \$54—on easy monthly payments. A saving to you of \$18.00.

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Yellow Cab Team Is Beaten by Drivers

The Yellow Cab Co. baseball team and one representing Local 574 locked horns in a baseball battle Sunday afternoon. The Yellow Cab Co. team fell before the superior playing of the 574 boys. At the end of nine innings the score stood Drivers Union 13, Yellow Cab Co. 11.