

BUILD A LABOR TEMPLE - A UNION RADIO STATION

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

University of Wisconsin Madison, Wis.

THE NORTHWEST ORGANIZER

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

Official Organ of the Minneapolis Teamsters Joint Council
MINNEAPOLIS OFFICE: 257 PLYMOUTH AVENUE NORTH

VOL. 3, NO. 14

MINNEAPOLIS, MINNESOTA, THURSDAY, JULY 22, 1937

PRICE 5 CENTS



... By the Cynic

"It is now less dangerous to be a communist in Germany and Italy than in Soviet Russia."—N. Y. Times.
Thaelman, a leader of the Communist Party of Germany, is honored and alive. If he were to be executed today, he would be permitted to die with his faith and pride intact. On the other hand, Zinoviev and Kamenev, Lenin's right-hand men for many years, have been executed by Stalin in Soviet Russia. Before they were murdered, their minds were broken, their souls destroyed, and their honor stripped from them. Yes, it seems to be safer for a communist to live in Germany than in Russia under Stalin, the arch betrayer of the world workers.

"Twelve policemen brought up on charges of 'not being neutral' in a strike at the Fein Can Co. in Brooklyn by the American Labor Party and the S. W. O. C. were exonerated and declared completely neutral by a hearing at police headquarters before police investigators."—New Leader.

This calling coppers on the coppers to enforce neutrality by the police during strikes is indeed a strange function for a Labor Party. Can it be possible that the leaders of the Labor Party are proceeding on the silly theory that the working class can best be served by such futile methods? Is it possible that they are so utterly lacking in the elementary knowledge of the principles of the class struggle that they are depending on the neutrality of police of the capitalist state to win their victories? If they are, God help the workers. Such leadership is only preparing a blood bath for the workers that will wash away any and all illusions they may have about the neutrality of police at any time.

"The recent tragic industrial warfare could have been avoided if the National Labor Relations act that bears his name had been obeyed in time, Sen. Robert Wagner declared here."—The Progressive.

Despite Wagner's assertion that "labor legislation" is a panacea for the class struggle, we contend that labor can never, never depend on legislative powers as means of winning strikes or furthering the cause of labor to any appreciable degree. While it is admitted that some good may be found in certain laws, they are always accompanied by restraining ties which neutralize the power of the unions. It is just a case of using the good and rejecting the bad. A strong militant union is half the answer to the bosses and their profit system. The other half is a working class party with a working class program.

Newspaper Guild Meets Publishers' Challenge

New York City.—The American Newspaper Guild has answered the secret "freedom of the press" meeting held by the nation's publishers in Chicago a few weeks ago, by adding ten new organizers to the Guild; doubling the frequency of the Guild Reporter, which will be a weekly after August 15; doubling the space of the headquarters office in New York City.

This means that the Newspaper Guild will meet the challenge of the American Newspaper Publishers Association head-on. A few weeks ago the bosses in this industry declared war on the struggle of the Guild to unionize newspaper employees.

WPA Strike Threatens Thursday

Lund Strikers Quell Outbreaks Of Scabs in St. Paul, Hastings

Scabs Raid Union Hall, Attempt to Wound Union Officials on Duty; Unknown Offers Reward for Janasco

The Lund strikers in both St. Paul and Hastings saw action on the picket lines during the past week as Lund sought to run in scabs at both plants in an effort to break the strike which has tied up ski plants in both towns for several months. On Tuesday night, July 13, the workers at the Northland Ski plant in St. Paul got word that attempts were being made to reopen with scab labor. Sure enough, the next day saw several people inside the factory. For the most part, they were simple-minded souls whom Lund had argued into returning to work pending the Labor Board decision. He never told them, however, that this was a classy way to disrupt and smash the union. Around midnight that Wednesday, a large picket line was mobilized, which proceeded to surround the factory. Squads of police rushed to the aid of the strike-breakers and escorted them to their homes in patrol wagons, after which the plant was again closed down.

On the following Monday, however, a much more serious encounter took place in Hastings, at the Lund plant in that town. Lund has attempted several times to reopen this plant. A few nights previous, a group of scabs issued a cowardly and provocative raid on the union hall about 3 o'clock in the morning, when several pickets were resting inside. The scabs, led by Wally Erickson and Larry Brodt, stood outside and threw torpedoes and rocks inside the hall, breaking the windows. This was done with the malicious intent of wounding those workers who have kept up such a magnificent courage in the long battle with their labor-hating employer.

Last Monday some strikers who have maintained a day-and-night watch discovered that Lund was again trying to operate in Hastings. The word flew around and at four o'clock in the morning a large picket line was assembled. The pickets were perfectly peaceful until they saw that a trap had been set for them. Up on the roof of the factory four men with shotguns and rifles were suddenly discovered. The guns were leveled at the pickets. Determined not to suffer the fate that the steel strikers and the aluminum strikers have suffered so recently, the pickets released a shower of bricks at the gunmen, who hurriedly scrambled down.

Milk Drivers on Strike in Minot

Special to Northwest Organizer Minot, N. D., July 21.—After being stalled off by the bosses for three weeks, about fifty milk drivers, members of the General Drivers' local here, walked out on strike Monday morning. The strikers are demanding union recognition, wage increases, and seniority rights. The strike is sanctioned by the local Trades and Labor Assembly, and is supported by the North Central Drivers' Council and by all local unions. The nearby farmers, organized in the Farmers Union, are giving complete support to the struggle.

On Tuesday six pickets were arrested for disorderly conduct. The union's attorney has gained their release on a bond.

Tuesday night a mass meeting attended by 1,800 workers was held in the high school auditorium under the auspices of the Minot Trades and Labor Assembly, in support of the strike. The workers in Minot are giving most enthusiastic aid to the struggle, helping financially and volunteering for picket duty. Speakers at the mass meeting included Morris Erickson of the Farmers' Union, H. R. Martinson, state deputy commissioner of labor, and Mr. Nelson of the Ward County Farm-Holiday. Dan Hahn, head of the Trades and Labor Assembly, presided. A strike bulletin is being issued, and the strike is in splendid shape.

UAWA TIES UP AUSTIN GARAGES

Petroleum Workers Strike on Tuesday; Win Nine-Hour Day, \$26.50 Weekly

Special to the N. W. Organizer Austin, Minn., July 20.—All garages were tied up here today as about one hundred garage workers, organized in the Independent Union of All Workers, walked out this morning after negotiations had been carried on all the previous day with the employers, but to no avail.

Fred Godfredson, an active and militant member of the Austin union, had been fired a week ago by the Park Motor garage for the alleged reason that his work "was not satisfactory." It was a clear case of discrimination, and together with a long chain of grievances against the Austin garage owners, served to provoke the present struggle. The workers in downtown Austin have made great progress during the past year in organizing, and the auto mechanics have a strong section. Picket lines have been thrown around all struck garages. The union is demanding \$35 for a 48-hour week; strict seniority; one week's vacation with pay; sick leave; and union recognition.

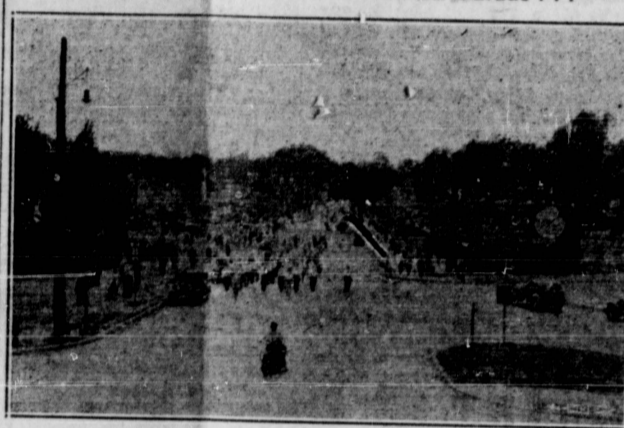
On Tuesday morning, the union called all filling station employees out on strike. Before the day was over, they were all back to work under the finest contract that has been won for petroleum workers in this section. The new working agreement calls for union recognition, the closed shop, seniority rights, a week's vacation with pay, the 9-hour day with time-and-one-half for overtime, etc. Petroleum workers will receive \$23.50 weekly for their first six months' work, and \$26.50 weekly from then on. This short and decisive victory made the garage workers all the more determined to triumph over their employers, and has resulted in a good deal of pressure being put on these bosses to grant the moderate demands of the strikers.

Hotel Workers Tie Up 19 Hotels in Frisco

San Francisco, July 20.—The strike of 3,200 hotel workers which has tied up 19 of the largest hotels in the city for a period of many weeks, is continuing unabated as local banking interests continue to do everything in their power to block any settlement. Among the unions involved are the Cooks, Waiters, Bartenders, Waitresses, Dishwashers and Hotel Clerks and Office Employees. In place of the monthly wages of \$36-\$75 which prevailed at the time the strike began, the unionists are asking for a living wage, the 40-hour week, collective bargaining rights and preferential hiring through the unions.

Maritime unions have contributed with cash to aid the struggle. Approximately 1,000 of the strikers are women. The spearhead of the bosses is the San Francisco Hotel Association, headed by Harry Toy, who has urged vigilante action against the workers.

Brother Bovey Leads the Ness-Belor Parade . . .



Hundreds Honor Ness-Belor In Record Memorial Parade

Speakers Pay Respects to Martyred Dead of '34; Inspired to New Heights

Hundreds of Minneapolis workers showed their devotion to militant unionism by turning out last Sunday in the finest memorial demonstration to Henry Ness and John Belor that has been held in Minneapolis since these working-class heroes fell in the memorable strike of July, 1934. The very spirit of simple courage and supreme sacrifice that was epitomized in the lives of Ness and Belor hovered over the Knoll Sunday, just as it permeated the movement in the great days three years ago. Speaker after speaker testified to the inspiration that the martyred dead of three years ago has brought to the labor movement of the Northwest. One felt that it is not a

bad thing to die in the cause of labor, if by your death you can so move your working-class brothers that they will clench their fists and carry on, in your memory, to build the movement to greater and greater heights. The knoll was covered with workers and their families as the speaking program got under way in the middle of the afternoon. With Miles Dumme as master of ceremonies, the meeting began. Al Urbtee, in the name of the Minneapolis Central Labor Union, paid respects to Ness and Belor. Alderman Anderson of the tenth ward compared the conditions existing before the 1934 strikes with the gains registered by organized labor today.

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SCHIEK IS ELECTED HEEL NUMBER 1 BY LABOR MOVEMENT

Cowardly Fink Assaults Girl on Fanny Farmer Picket Line

The Minneapolis labor movement is unanimously behind the candidacy of A. D. Schiek, 4344 Aldrich Avenue South, for Heel Number One in this city.



Amanda MacDonald, Picketeer

Last Thursday afternoon, around 2 o'clock, the Fanny Farmer strikers were picketing the downtown retail stores of this company, including one of the main stores at 7th and Hennepin. Suddenly a man pushed himself through the picket line, shoving the girls in the best approved boss manner. He then went out of his way to shove a third girl, Amanda MacDonald, a spunky little picket, then walked up to him and told him to stop his outrageous behavior.

(Continued on page 2)

544 STRIKES AT IRON STORE CO. BRINGS OUT 40

Two Meetings Held Between Union, Employers Bring Minor Concessions

Chippewa Springs, Glenwood-Inglewood Sign Contract With 544

On Monday morning about 40 workers, members of General Drivers Local 544, walked out on strike against the Williams Hardware and the Iron Store, after these employers stubbornly refused to grant the working conditions asked for by the union. The strike is in very good condition and nothing is moving to or from either concern. Two meetings have been held between the union and employers, attended by Mayor Leach, and a few minor concessions have been wrung from the bosses, but the latter are still refusing the major demands of the union.

Negotiations between the General Drivers committee and the market bosses are being held almost daily and should come to a head before the week is over.

Early in the week an agreement was negotiated with the Chippewa Springs and the Glenwood-Inglewood companies, covering all eligible employees of these spring water firms. The contract calls for a week's vacation with pay, the 48-hour week with time and one-half for overtime, 40 hours of work guaranteed each week; drivers, icers, special delivery men and foremen will receive 70c an hour, while inside men and truck helpers will receive 60c. The contract is ret-

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Federal Workers, Independent Truckers Recommend Strike

Two-Day Strike Agreed Upon by Leaders of Both Sections; Membership to Vote Wednesday

As resentment against the epidemic of WPA layoffs mounted higher and higher in Minneapolis, the joint executive committees of the Federal Workers Section and the Independent Truck Owners Section of Local No. 544 met Monday night, and voted to hold a joint mass membership meeting

ST. CLOUD NSP SIGNS FOR 115 WITH LOCAL 292

Seniority, Overtime Provided; Percentage Wages Discarded

A working agreement covering the 115 workers of the Northern States Power company in the St. Cloud division has been obtained by the Utility section of Electrical Workers Local 292. Agreement on all points was reached last Friday, July 16. The working provisions of the Eau Claire agreement were used as a starting point, and modifications and classifications were introduced which strengthen the contract. A general set of working rules was adopted which compare favorably with those in effect in the Minneapolis division. Seniority and overtime provisions are the same as those in Minneapolis. Percentage wages have been done away with in the union contract, and a standard rate of pay for all classifications has been established. The wage increases vary from \$5 to \$30 a month.

In the generator department, operators formerly receiving a maximum of \$137 will now receive \$150; assistants who formerly worked under two or three different classifications at from \$100-\$125 monthly, will now receive \$125.

Wages in the line department formerly ran from 50c an hour to \$165 a month. Foremen from now on will receive \$180; city foreman, \$175; sub-foremen, \$160; linemen, \$150; groundmen, \$110; street light maintenance men, \$127.50; rural patrolmen, \$145; load dispatcher, \$185. In the warehouse department, shipping and receiving clerks who for-

(Continued on page 2)

ST. PAUL AUTO SALESMEN OUT

St. Paul.—About three hundred members of the Twin City Automobile Salesmen's Union in St. Paul and South St. Paul went out on strike Monday, after dealers refused to grant the union's demands for better hours, wages and working conditions. All car repair work is tied up in St. Paul as about 800 members of the Mechanics Union Local 459 of St. Paul refused to go to work through the salesmen's picket lines. The Salesmen's Union has not ordered the strike to be spread to Minneapolis.

This struggle in St. Paul is interesting because it illustrates the progressive tendency seen everywhere today for white collar workers to follow the example of their overworked brethren and organize to fight the employer—the reporters, store clerks, office workers, insurance salesmen, and now the automobile salesmen. And it is even being whispered about that the bank clerks are forming a union in some cities.

Wednesday night in the third-floor auditorium at 257 Plymouth Avenue North. There leaders of the two sections will recommend that the two bodies participate in a two-day protest strike to be effective Thursday and Friday, July 22 and 23.

The F. W. S. is demanding 75c an hour; thirty hours a week each week; immediate stop to all layoffs.

The Independent Truck Owners are demanding union wages, hours and working conditions on the job, and are also calling for a halt to the plague of layoffs of needy workers that has hit Hennepin County.

Local 544 is demanding that it be the sole collective bargaining agency for all WPA workers and independent truck owners in Hennepin County.

FLASH!

At a joint mass meeting Wednesday night of the membership of the Federal Workers Section and the Independent Truck Owners Section of Local 544 of Minneapolis, it was voted to hold a two-day protest strike beginning Thursday morning.

Should the independent truck owners and the WPA workers accept the recommendation of the executive boards, all projects would be closed down on Thursday and Friday, as a protest to the WPA administration that Local 544 is determined that the rights of its members be acknowledged.

Letters from the two sections of Local 544 have already gone out to Mayor George E. Leach, Victor Christgau, Anderson, and Ole Pearson, listing the demands of the workers and warning the myth that such a strike action would be recommended to the membership at the Wednesday night meeting.

Ness and Belor Honored by IWW In Letter to 544

Minneapolis, Minnesota July 18, 1937

TO: The Members and Officials of Truck Drivers Local Union No. 544, American Federation of Labor, Minneapolis, Minnesota

Brothers and Fellow Workers: I have been instructed by the Special Organizing Committee of Railroad Workers Industrial Union No. 520, of the Industrial Workers of the World, to express the sympathy of this union on this day of commemoration of your fallen members who died so bravely in the streets of Minneapolis while fighting for the principles of Organized Labor.

It was with regret that this committee was unable to attend the Memorial Services held for these fallen union brothers and was only prevented from doing so by urgent union matters and we pledge that at your next Memorial Service we will see that proper representation will be on hand to show the respect to men who die for Labor's worthy cause.

Thanking you, I am
Fraternally yours,
J. GRAYSON
General Organizer R. R. W.
I. U. No. 520 of the Industrial Workers of the World

Make Minneapolis a Union Town

Ship Builders Close New York Yards; Thirty Day Truce for Michigan Truck Drivers

A strike called by the Industrial Union of Marine and Ship-Building Workers of America is now in its second month. Pickets have been successful in keeping all of the ship-building yards closed in the Erie Basin in New York City and the surrounding territory. A back-to-work movement, sponsored by the bosses, was attempted last week. On Saturday, July 17 hundreds of pickets gathered around the Robins yard when at four o'clock police appeared to escort the strikebreakers to their homes. After several blocks the police escort abandoned their charges and engaged in a bloody battle with the following pickets. Police claim, as usual, that the first onslaught came from the picket line. However the union asserts that the fight started when a mounted police edged his mount on to the sidewalk and the picket placed his hand on the horse to keep it from trampling a woman and child. Three police and five pickets were injured. Nine strikers were arrested and charged with disorderly conduct.

Earlier in the day Sidney Sandnes, CIO organizer for the union, had been sentenced to thirty days in the city jail for contempt of court. He had been charged with violation of a temporary injunction prohibiting picketing around the Wheeling Shipyard. The injunction had been handed down by Supreme Court Justice Lewis L. Fawcett of Brooklyn. Protesters from the union and its sympathizers have been registered with the governor, charging that the judge violated the recently enacted Anti-injunction law, and demanding that an investigation take place. Attorneys for the union claim that no order to show cause was served on the union officials prior to the granting of the injunction. They are seeking release for Sandnes on a writ of habeas corpus.

Rich Can't Take It

The shipping strike which has tied up all transportation to the little islands of Nantucket and Martha's Vineyard off the coast of Massachusetts is nearing settlement. A three-way conference between the company, the union and the governor took place on July 16 during which one of the conferees reported that "much progress is being made."

The strike has seriously hindered tourist trade on the two islands which are largely summer resorts for the wealthy. A food shortage has been threatening. Governor Hurley appealed to President Roosevelt and the Secretary Morgenthau to supply coast guard cutters to transport food and passengers to the islands after the business men had protested to him because of the lack of tourist trade.

An interesting side light on this strike is shown in the movement to "secede" from Massachusetts made by a group of "secessionists" who had previously been agitating to withdraw the two islands from under the government of the parent state and join them to New York. Marshall Gardner, leader of this movement has addressed a telegram to the president threatening to leave the union and set up a protectorate. (Bosses usually threaten to move their businesses to other towns.)

Truce in Michigan

A thirty day truce has been agreed upon between the bosses and the striking truck drivers in Michigan. This strike began on July 14, affecting upwards of 8,000 trucks engaged in intra-state hauling. Local and inter-state haulers were not affected.

A plan to have state police convoy an eleven truck caravan was halted by the United Truck company when the drivers, who were for the strike, refused to work.

At Kalamazoo, Battlecreek, and Port Hudson the strike was not in effect because the union had agreements with trucking concerns there. This strike was called by the Brotherhood of Teamster, Chauffeurs, Stable men and Helpers International Union.

A union official, announcing the truce, said, "We have accomplished our purpose and have shown them that we can tie up the state. Further striking is not necessary now." During the truce negotiations are to be carried on.

The strike at Three Rivers, Que. has been concluded with victory for the workers. This strike was called by two international unions against the Consolidated Paper Corporation and was settled by a three-way conference between the company, the

unions and the premier. It affected three small towns in the valley.

At Jamestown, N. Y. 500 employees of the Kling Furniture Company walked out on strike on July 16. Five plants operated by this company are all closed. Twenty-one other units of the union are voting as to whether or not they shall follow the example set by the Kling Company workers. These men are organized into an independent union, the Jamestown Furniture Workers Union, without national affiliation. Chester Helgrin, office manager of the Kling Company said that the union's demands are "impossible."

Ford Is So Fair

The National Labor Relations hearing into the activities of the Ford Motor Car Company is continuing. Evidence has been uncovered that the Ford Brotherhood of America, a company union, continued its organization even after the investigation began. Witnesses testified that foremen warned the men that "it will be good for you to join," and even loaned them the necessary 50c initiation fee. Feeling against the company ran high among the men and many made inquiry as to where the money was going. One witness (a U. A. W. member) testified as to his being asked to join a vigilante group, and trained in the use of leaded gas pipe in case of a surprise sit-down strike. He told of being instructed to "start swinging and keep it up till everyone is out." Another witness, a lanky Texan, told of having a lot of United Automobile Workers Union application cards in his pocket and when the foreman started passing out application blanks for the Ford Brotherhood Union, he started passing out the U. A. W. cards. He did not belong to the union but someone had given them to him. Many men seized upon them and immediately paid him the one dollar initiation fee. He said he took the money for fun and spent it for beer, but later when his conscience bothered him, he turned it over to a union man for payment. He was fired and no amount of pleading would get his job back. He had been with Ford's for eighteen years.

Ford's attorney, Louis S. Colombo Sr., questioning the witnesses, is attempting to force admissions from the men that they were discharged for infringements on the rules of the factories, that they were disorderly, quarrelsome, and that they refused to heed warnings that their work was not satisfactory. Every witness has denied these charges.

Nine men were indicted by a federal grand jury on July 14 at Cleveland, Ohio, on charges of interfering with the mails. These charges grow out of the controversy between the Republic Steel Corporation and the Post Office Department during the steel strike when postmasters at Niles and Warren P. A. refused to handle packages of food addressed to strikebreakers within the plants. The postmen refused, they testified, on the grounds that they would be subjecting their men to undue danger in sending them through a picket line. Brian McMahon, Assistant Attorney General in charge of the Justice Department's criminal division promised that the indicted men would be brought to trial as speedily as possible. Penalty for conviction under the indictment is a fine of \$100 or six months in prison or both.

On WPA Projects

A committee from the F. W. S. Local 544 held a conference with Mayor Leach Friday, relative to relief problems in Minneapolis. A further meeting will be held in the near future.

If it were not for the non-existence, for all practical purposes, of members in the Workers Alliance of Minneapolis, we would not be surprised to hear that the WPA Administration had asked for the sole bar-

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"FLORSHEIM & RACINE"
Union Made Shoes
Factory Shoe Repairing
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Our service is available to all regardless of financial condition.
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Complete Funeral Services as Low as \$110.00
WASHBURN-McREAVY MORTUARY
412 Central Ave. BR. 3421

Christman Sausage Co.
GOOD SAUSAGE
Minneapolis

FREE!
Car Wash or Grease Job
With Each Oil Change
GOOD ON WEEK DAYS ONLY
9 MINUTE CAR WASH
COMPANY
1023 MARQUETTE

SCHIEK IS ELECTED HEEL NUMBER 1 BY LABOR MOVEMENT

(Continued from page 1)
Schiek, summoning up all the manhood which has won him the admiration of the local citizenry, then struck her in the face with his fist. Protecting herself, Amanda slapped back, whereat Schiek delivered his famous right hook to the ear, knocking the young girl back.

By this time a throng had gathered, of course. A cop came shoving his way through and arrested Schiek and Miss MacDonald. The girl was kept in jail for half an hour on a charge of disorderly conduct, then released on \$25 bail. Schiek was booked on the same charge. On Friday morning, the judge fined Schiek \$5 but suspended his sentence for one year. Miss MacDonald appears before Judge Guilford on Wednesday morning at 8:30.

The heroic Mr. Schiek is proprietor of the Schiek Letter Service company, 600 Plymouth Building.

The brutality on the picket line has only served to further cement the ranks of the strikers. Each morning, strike meetings are held at 257 Plymouth Avenue. The Food and Candy Workers Local 20120, which is conducting the strike, means to continue the struggle until its demands for union recognition, a signed contract and wage increases, are met by the Fanny Farmer management.

gaining agency for all WPA workers in these parts.

It is a recognized fact that the majority of all WPA workers belong to the Federal Workers Section of Local 544. If any one doubts this assertion, he has only to visit the projects and observe the 544 buttons on the men.

Members of the F. W. S. are instructed to carry their dues books at all times.

On June 5, 1937, the F. W. S. Local 544 made demands upon the WPA Administration for 75c an hour, and the 30-hour work week each week. Inasmuch as the F. W. S. has by far the vast majority of the WPA workers in Hennepin County, and as no other unemployed organization can claim any appreciable membership among the WPA workers, the F. W. S. of Local 544 is also demanding sole collective bargaining rights for all of Hennepin County.

Lack of coordination among officers in various locals of the F. W. S. has often been the cause of considerable strife. It should be borne in mind that the union is bigger than anyone or any group of us, and although it is a healthy condition to find differing opinions as to methods of procedure, we should all have the same main objective: TO BUILD OUR UNION. Petty quarrels and jealousy have no place in any labor organization. Each one of us is only a cog in the great machine and should remember at all times that the Union is the thing that counts.

FOR SALE—Hydraulic dump hoist, 1 1/2 x 2. Call W. F. Klausman, Orchard 9158-W.

LOST—A brown leather key case, around 257 Plymouth. Finder please leave at switchboard.


There will be a public hearing on taxi stands around July 26 and 27. Those interested should watch for meeting notices of the street and traffic committee.

YELLOW TAXI CO.
Main 7171

CRESCENT LAUNDRY
DRY CLEANING
Cherry 3677 Benson Bros. Props.

Moses Bar
7th St. and 2nd Ave. N.
HOT NOON DAY LUNCH
11 A. M. to 3 P. M.
25c, 30c, 35c
EVENING DINNERS
5 to 9 P. M.
WINES, LIQUORS
at Popular Prices
ALL UNION HELP

Bill Brown Says—



Strikes in Minneapolis, in St. Paul, in Austin and Minot this week. The union movement grows strong through struggle. By the time the NCCDC consolidates its forces, the American Hitler will get the surprise of his life when he seeks to win adherents in this part of the country.

BILL BROWN
President of 544

To the Spot Where Our Martyrs Fell



Hundreds Honor Ness-Belor In Record Memorial Parade

(Continued from page 1)
George Cole, regional director of the CIO, stated that the present relations between that organization and the A. F. of L. should not prevent the workers from pressing on in their desire to unionize the country. Two members of the Eau Claire General Drivers, one of them a brother of Henry Ness, then spoke in honor of Ness, whose home town was Eau Claire.

Bob Cramer and Karl Kuehn of the Federal Workers Section then spoke. The next speaker, Governor Benson, received a round of applause when he warned that whenever the bosses start to praise a labor leader, we should become suspicious of that leader. He urged the workers to continue their unionization drive. After Urbutees had spoken again at the request of the new local of over a thousand building employees which has just been organized, Bill Brown drew cheers with his observation that the point has now been reached when it is time to issue the slogan: MAKE MINNESOTA A UNION STATE. That concluded the speaking program at the knoll, and the unionists then fell into parade formation, led by the Musicians band, and marched to the spot on 7th Avenue and 3rd street where Ness and Belor met their death in the police trap. The parade was four blocks long, with scores of cars following it. Thousands of people in the loop observed the march as it slowly proceeded to the solemn tune of a funeral march and the muffled beating of drums.

With heads uncovered marchers formed in a square at the death scene, in the middle of which were two wreaths, as Farrell Dobbs gave the main speech of the afternoon. Warning the workers that many more martyrs will be laid to rest before a workers' government is realized in America, Dobbs stressed the dangers

from without and from within which are constantly threatening the unions, and urged greater vigilance than ever against our enemies. The meeting concluded with the singing of "Solidarity Forever."

CAB GAB
Local 125

The Taxi Drivers' union will start an immediate drive among the employees in the industry. We will use every means within the powers of organized labor to bring about improvement of the workers in this field. We hope this fall to establish the principle of a guaranteed living wage, and security on the job, to replace the chaos that reigns in this industry today.

This will require the cooperation of all drivers in the city of Minneapolis, so talk it up and get behind the move.

Two good ways to make the taxi business more pleasant at present are (1) abide strictly by the traffic regulations, and (2) work for harmony and play the game fairly. This should be remembered when at the Milwaukee depot.

\$ SAVE \$

27 Chev. Sedan	\$35.00
27 Chrysler Sedan	20.00
26 Buick Coach	25.00
GMAC Panel Truck	25.00
29 Chev. Sedan	50.00
28 Olds Coupe	50.00
27 Chrysler Coach	45.00
26 Studebaker Vic., runs gd.	50.00
30 Hudson Coupe	75.00
29 Oakland Coupe	75.00
29 Buick Sedan	75.00
29 Olds Sedan	75.00
30 Willys Sedan	75.00
30 Plymouth Sedan	85.00
29 Chrysler Sedan	90.00
30 Nash Sedan	95.00
29 Nash Sedan	95.00

ALL BUYS YOU CAN'T AFFORD TO PASS UP
2910 NIC. BIG LOT.

Remember to Stop at
NICK'S CAFE
1501 South Sixth Street
CHOICE LIQUORS
Where Good Friends Meet...

MINNEHAHA GREENHOUSE
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Flowers, Plants, Floral Designs
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Pickles, Vinegar and Condiments
Manufactured in Minneapolis Since 1881

L. E. STREATER LUMBER CO.
1111 GLENWOOD AVE.
Minneapolis, Minn.

GILL BROTHERS
Funeral Chapel

St. Cloud NSP Signs With Local 292 for 115 Workers

(Continued from page 1)
merly received \$110 a month will get \$125; warehouse men get a \$15 raise, to \$115; truck drivers, who have been receiving only \$85 a month, will receive \$100 monthly from May 1st, 1937, and \$110 after Nov. 1 of this year. Helpers will receive \$85.

Wages in the gas department formerly ranged from 40c an hour to the foreman's top of \$175. Under the new agreement, the production foreman will receive \$180; the distribution foreman, \$175; water gas operator, \$142.50; stoker, \$132.50 (from \$110); second stoker, \$122.50 (from \$90); handy and utility men, \$110, or 55c hourly; gas troublemen and pipe fitters, \$140; meter repairmen, \$145; special men, \$145; janitor, \$100.

Special meter men in the electric motor department will receive \$165; meter testers and installers, \$130; and repairmen and clerks, \$115.

Meter readers in the St. Cloud division will receive \$85 monthly for the first six months, and a \$5 monthly increase each six months until \$125 has been reached. All but two meter readers automatically went immediately to the top wage of \$125 under the new agreement.

In the appliance service department, service men will receive \$165; assistant service men, \$140; garage foreman-mechanic, \$165; greaser-mechanic, \$135, and floor man, \$100.

The Northern States Power company agreed that its division manager would inform the union's committee before any man's pay would be curtailed because of sickness. The new working agreement is retroactive to May 1 of this year, and will run for two years from that date, to April 30, 1939. Guy Alexander, Henry Schultz and George Philips represented the utility workers in the negotiations.

Claims Allowed
At the last membership meeting of Local 292 it was announced that overtime claims in the oil switch crew and the meter crew for the Sioux Falls job would be allowed, and that sick leave deductions in the overhead department would also be paid. The company, in checking through its figures and clearing through the various offices, did not reach the paymaster's office in time to include these claims in the last pay check, but agreed that all will be included in the August 5th checks.

Negotiations have almost been completed covering wages, sick leave, job classifications, vacations, etc., for the workers in the underground department of the N. S. P. company. It is also anticipated that an agreement will be reached in the near future covering employees of the St. Anthony Falls Power company, and the Minneapolis Milling company; the union hopes to conclude this agreement so that the workers involved will receive their wages and back pay in their next pay check. Meetings between the union committee and the company will probably begin the latter part of this week to establish wage rates, job classifications, etc., for the special construction department.

George Philips is back at his job in the trouble department, and Bill Heigel has taken his place in the union office.

Spanish news item: "Spanish loyalists have set up a system of instant marriage on the Bilbao front which insurgents say is nothing but free love."

Free love is much worse than killing women and children, and torturing men.

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.

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Race and the Worker

By Tex Norris

(The Myth of Race Superiority)

Warner Oland, who plays the part of Charlie Chan, the Chinese detective, is of Scandinavian descent. Yet, to make up for his movie parts he does little more than comb his hair back, his eyebrows up, and his mustache down. Similarly, an actress, with the aid of paint, wigs, and costumes, passes for a Malay native girl, American debutante, Indian princess, or Algerian dancing girl as the occasion may require. Race is little more than skin deep.

However, the race propagandist has always tried to make out that there are tremendous differences between races. He has usually done this for a purpose; for he ends up by claiming that his race, whichever one it is, is the most capable and virtuous. This alleged superiority of his own race is used, then, as an excuse to enslave, defraud and patronize the others. However, none of these claims of race superiority stand up under scientific criticism.

High Civilization No Proof of Racial Superiority

Most widely spread, is the claim that a high civilization is due to a superior race. For example, it is said that "whites" are superior to the colored races" because the former have a high civilization in Europe and North America, while the latter, in Africa and Asia, are backward.

But notice that two and three thousand years ago the situation was reversed. Then the people of present-day England, France and Germany were savages or barbarians—cruel, ignorant, dirty and poor. At the same time, there were highly developed cultures in China, India, Persia and Egypt. History explodes the claims of many who boast about their racial superiority today.

Modern civilization represents the accumulation of many thousands of years of man's progress—it did not sprout just yesterday. And members of all races have made contributions to this progress. Whenever a good idea was developed here or there, it spread to other parts of the world.

Dark-skinned people of Asia and Africa began the use of pottery, weaving, glass, paper, the wheel, irrigation and innumerable other cultural elements which we adopted. Try to multiply MCMXXXVII by DXLIV, or try to do engineering or book-keeping with these Roman numerals, and you will see how important the Arabic numerals are; they were invented in India.

The principle of the phonetic alphabet has been adopted all over the world, except in China and Japan; it was originated by the Phoenicians, a Semitic-speaking people whom the Nazis now persecute. Since the Europeans came to the New World, they have not reduced from wild stock to cultivation a single important crop; nevertheless, agricultural products first domesticated by Indians are now worth \$3,000,000,000 to United States agriculture. Certainly, the people who brag about racial superiority can not take all the credit for modern civilization.

As a matter of fact, culture is not due to race but to other causes—resources, to mention one. Older civilizations were agricultural; naturally, they developed where soil and climate was best. This was usually along the large rivers of warmer countries. The people who happened to live in such areas had the most advantages.

Today's civilization, however, is built upon industry and requires coal, iron, petroleum, copper, water power, etc. Steel is particularly important for both peace-time industry and war. Railroads and battleships can not be built out of bananas, and the necessity of importing all its steel is a serious handicap to any national power. The "white" race can count itself simply lucky that it lived in the world's greatest coal and iron areas when the Industrial Revolution began. Of course, resources are not the only factor affecting culture, but

they have much more to do with it than race.

Intelligence Tests Do Not Prove Racial Superiority

Many fields have been searched in an effort to find significant racial differences. Thus the size of the brain, reactions of the nervous system, and the endocrine glands have been studied. Attempts have been made to prove that some races had progressed further along the road of evolution. Intelligence tests have been given; criminal and medical records have been studied.

But all of these efforts boil down to exactly nothing of significance, although biased propagandists have always tried to distort some of these findings to prove their case. Unfortunately, space does not permit a detailed examination of some of these points here. It is true that some of these studies bring out certain group differences, but these are not racial, that is hereditary, differences. Instead, they result from differences in living conditions, opportunities, and experience, and these are cultural differences. Remember, race is a matter of birth; culture results from social and geographical surroundings throughout life.

Individuals Differ More Than Races

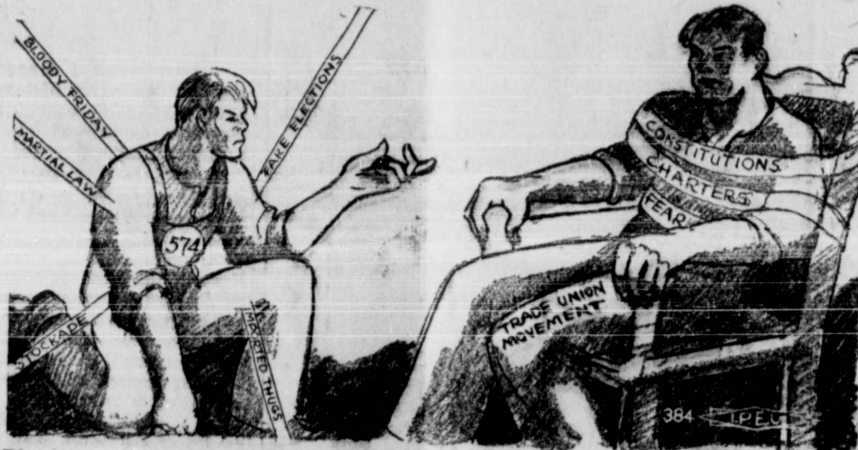
An intelligent person must be on guard against "psychological descriptions of race, nationalities, and other human groups which are reeled off by the yard by certain writers. While some of these writers do not know what their own wife is going to do in the next five minutes, they nevertheless claim that they can understand the temperament of a hundred million people, and, as a result of this "psychological insight," they pretend to predict the general activities of such a group for the next 50 years.

The greatest error which they make, however, is that of lumping such a group together as if they were all alike. Thus they will say that the Chinese, a group of four hundred millions, all think this way or act that way. A moment's consideration will show how stupid and ridiculous this is; for actually, in any large group, every kind of person is to be found; gay and sober, intelligent and stupid, cautious and reckless, and so on. The differences within any particular race are always much greater than the average differences between any two races.

This reasoning is also born out by our scientific knowledge of the processes of heredity, since only those characteristics of a group which are inborn can be included among racial traits. Each hereditary trait is due to the action of particular genes, among the many thousands of these within each cell of the body. Each person's genetic make-up results from a combination dealt out from the shuffled genes of his parents. In the long run, these genes assort independently of each other. Therefore, it is foolish to expect that the genetic factors which determine that one is blonde, for example, are going to be accompanied by factors which will determine any certain type of intelligence or temperament—even insofar as these are due to heredity.

Furthermore, we must remember that groups of people act very much alike under similar conditions. Thus workers of all races—whether in Japan, India, Mexico, France, or Rhodesia—try to organize, and fight to better their conditions. To the worker, this should be the significant fact—not race.

THE END



Bleeding from many wounds but with magnificent fighting heart still pounding, and with head unbowed, the General Drivers Union on August 18, 1934, appealed to the State Federation of Labor to endorse a 48-hour general demonstration strike as a method of warning the open shop interests to halt their reactionary union-smashing campaign. The very thought of a general strike sent shivers down the spines of the bosses and their political tools. No wonder that three days later a settlement went through that spelled VICTORY for Local 574 and for the cause of trade unionism which was at stake in this strike. Battle-scarred, the General Drivers Union rose from the struggle strong in the confidence of the workers and secure in its future. The years that have passed since that history-making struggle have not belied the workers' confidence.

544 STRIKES AT IRON STORE CO. BRINGS OUT 40

(Continued from page 1)
reactive to June 1, and will run for one year to May 31, 1938.

The complete contract follows:

WORKING AGREEMENT

The Chippewa Springs Corp. and The Glenwood-Ingleswood Company, 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 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 the Union to designate a Job Steward and a Union Executive Board.

3. The Employer agrees to grant to any employee designated by the Union to attend a Labor Convention or serve in any capacity on other official Union business without pay.

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, vacation, 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 violates the provisions of the foregoing paragraph or violates any of the provisions contained in this agreement relating to seniority rights, wages, 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 standard straight time and overtime rates, provided, the employee or his representative shall notify the Employer within five (5) days after receiving his pay and adjustment is not then made at the standard straight time rate.

7. Any controversy arising over the interpretation of or adherence to the terms

of this agreement shall be referred to a Board of Arbitration composed of two representatives of the Union, two representatives of the Employer, and a fifth neutral chairman selected by a majority vote of the Board. The majority decision of this Board shall be final and binding on both the Union and the Employer in any controversy not settled.

8. The Employer and the Employer agree that there shall be no strike 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 or any other involved in a controversy with the Employer is held to be in violation of this agreement, the Employer shall be held to be in violation of this agreement.

10. The term "Individual Truck Owner" shall be construed to mean the owner driver of a truck, motor cycle, passenger vehicle, horse-drawn vehicle, or any other vehicle used for transportation purposes.

11. The Employer agrees to indicate 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 announced by the Union.

12. The Individual Truck Owner shall have seniority standing only as a driver. The vehicle shall have no seniority standing. Only Individual Truck Owners certified by the Union may be hired.

13. The Employer agrees that if any employee is required to wear any kind of uniform, Employer and employee shall pay one-half of the cost.

14. Employees shall not be charged for any loss or damage, and shall be held liable only in the event of neglect or carelessness is shown.

15. Should the Employer require any employee to give the premium on some schedule shall be paid by the Employer.

16. All employees on the seniority list who have been in the service of the Employer for a period of one year or longer shall receive a minimum of one (1) week's vacation with full pay in advance at the wage rates set forth herein for their classification of work.

17. Seniority rights shall be observed in arranging the vacation schedule.

18. The Employer 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.

19. Any controversy over the seniority standing of any employee on this list shall be referred to the Union for settlement.

20. The senior employee shall have first preference on the job, provided, however, that the present assignment of employees 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 it shall be filled by the senior employee in that classification who is eligible to accept or reject this job without jeopardizing their present or future seniority standing. Any controversy over the qualifications of an 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.

21. 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.

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 under Paragraph 7.

23. There shall be no favoritism shown to junior employees with reference to hours of work.

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 contractor hauler which previously operated its own trucks discontinues this method of operation and turns its hauling over to a contractor hauling 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 the 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 hauler to another, the men employed at the company which is losing the contract may elect in accordance with their seniority status 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.

(c) If the minimum wage, hour and working conditions at the company absorbed differ from those minimums set forth in this agreement the higher of the two shall remain in effect.

25. The regular work week shall be forty-eight (48) hours. Overtime at the rate of one and one-half shall be paid for all time worked in excess of the above regular work week except that double time shall be paid for all time worked on Sunday, and on New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas.

26. Employees whose regular shift assignment requires overtime, no employee shall receive straight time pay for all time worked in excess of the regular shift. Such employees shall be assigned as work double time for all time worked on that day.

27. Employees shall receive full pay for all time spent in the services of the Employer. There shall be no split shifts. When called to work employees shall be guaranteed a minimum of four hours pay.

28. The Employer shall not discharge an employee without just cause and shall give at least one warning notice of the complaint in excess of the above regular work week before he is charged if the cause of such employee may require an investigation. Any discharge or suspension of an employee, he shall be reinstated and compensation shall be taken within five (5) days by written notice and a decision reached within ten (10) days from the date of discharge.

29. Except in cases of emergency or where it is clearly unavoidable, employees shall work overtime until all employees on the seniority list have worked the full quota of regular hours.

30. In the event that the maximum work week is reduced by legislative act to a point below the regular work week provided herein, the rates of pay in the various classifications shall be increased according to the proportion necessary to guarantee that there will be no reduction in the total weekly pay for any employee.

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 include employees engaged in delivery service on foot or bicycle or by similar methods.

32. The following shall be the minimum rates of pay in the various classifications of work:

Drivers, 70¢ per hour.
Team and Special Delivery, 70¢ per hour.
All Inside Workers, 60¢ per hour.
Foreman, 60¢ per hour.
Truck Helpers, 60¢ per hour.

33. No driver shall be permitted to allow anyone on his truck unless so authorized by the Employer.

34. All regular employees shall be guaranteed a minimum of forty (40) hours work, overtime to start after forty-eight (48) hours.

35. All helpers shall be paid by the Employer.

36. Due to the inaccurate records that have occurred from June 1st to July 18th it is agreed that the overtime shall be settled directly between the men or the Union and the Employer without penalty as provided under Article 6.

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

By Charles E. Davis, Secretary
THE GLENWOOD-INGLESWOOD COMPANY

By W. F. Fries, President
GENERAL DRIVERS AND HELPERS UNION LOCAL No. 544
By Jack Smith, Vice President
By Kelly Postal

37. 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 or any other involved in a controversy with the Employer is held to be in violation of this agreement, the Employer shall be held to be in violation of this agreement.

38. The term "Individual Truck Owner" shall be construed to mean the owner driver of a truck, motor cycle, passenger vehicle, horse-drawn vehicle, or any other vehicle used for transportation purposes.

39. The Employer agrees to indicate 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 announced by the Union.

40. The Individual Truck Owner shall have seniority standing only as a driver. The vehicle shall have no seniority standing. Only Individual Truck Owners certified by the Union may be hired.

41. The Employer agrees that if any employee is required to wear any kind of uniform, Employer and employee shall pay one-half of the cost.

42. Employees shall not be charged for any loss or damage, and shall be held liable only in the event of neglect or carelessness is shown.

43. Should the Employer require any employee to give the premium on some schedule shall be paid by the Employer.

44. All employees on the seniority list who have been in the service of the Employer for a period of one year or longer shall receive a minimum of one (1) week's vacation with full pay in advance at the wage rates set forth herein for their classification of work.

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(a) When a job becomes open for any reason in any classification of work covered by this agreement it shall be filled by the senior employee in that classification who is eligible to accept or reject this job without jeopardizing their present or future seniority standing. Any controversy over the qualifications of an employee to handle a job shall be settled as provided under Paragraph 7 of this agreement.

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(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.

49. 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.

50. 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 under Paragraph 7.

51. 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 include employees engaged in delivery service on foot or bicycle or by similar methods.

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89. 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.

90. 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 under Paragraph 7.

23. There shall be no favoritism shown to junior employees with reference to hours of work.

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 contractor hauler which previously operated its own trucks discontinues this method of operation and turns its hauling over to a contractor hauling 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 the 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 hauler to another, the men employed at the company which is losing the contract may elect in accordance with their seniority status 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.

(c) If the minimum wage, hour and working conditions at the company absorbed differ from those minimums set forth in this agreement the higher of the two shall remain in effect.

25. The regular work week shall be forty-eight (48) hours. Overtime at the rate of one and one-half shall be paid for all time worked in excess of the above regular work week except that double time shall be paid for all time worked on Sunday, and on New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas.

26. Employees whose regular shift assignment requires overtime, no employee shall receive straight time pay for all time worked in excess of the regular shift. Such employees shall be assigned as work double time for all time worked on that day.

27. Employees shall receive full pay for all time spent in the services of the Employer. There shall be no split shifts. When called to work employees shall be guaranteed a minimum of four hours pay.

28. The Employer shall not discharge an employee without just cause and shall give at least one warning notice of the complaint in excess of the above regular work week before he is charged if the cause of such employee may require an investigation. Any discharge or suspension of an employee, he shall be reinstated and compensation shall be taken within five (5) days by written notice and a decision reached within ten (10) days from the date of discharge.

29. Except in cases of emergency or where it is clearly unavoidable, employees shall work overtime until all employees on the seniority list have worked the full quota of regular hours.

30. In the event that the maximum work week is reduced by legislative act to a point below the regular work week provided herein, the rates of pay in the various classifications shall be increased according to the proportion necessary to guarantee that there will be no reduction in the total weekly pay for any employee.

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 include employees engaged in delivery service on foot or bicycle or by similar methods.

32. The following shall be the minimum rates of pay in the various classifications of work:

Drivers, 70¢ per hour.
Team and Special Delivery, 70¢ per hour.
All Inside Workers, 60¢ per hour.
Foreman, 60¢ per hour.
Truck Helpers, 60¢ per hour.

33. No driver shall be permitted to allow anyone on his truck unless so authorized by the Employer.

34. All regular employees shall be guaranteed a minimum of forty (40) hours work, overtime to start after forty-eight (48) hours.

35. All helpers shall be paid by the Employer.

36. Due to the inaccurate records that have occurred from June 1st to July 18th it is agreed that the overtime shall be settled directly between the men or the Union and the Employer without penalty as provided under Article 6.

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

By Charles E. Davis, Secretary
THE GLENWOOD-INGLESWOOD COMPANY

By W. F. Fries, President
GENERAL DRIVERS AND HELPERS UNION LOCAL No. 544
By Jack Smith, Vice President
By Kelly Postal

37. 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 or any other involved in a controversy with the Employer is held to be in violation of this agreement, the Employer shall be held to be in violation of this agreement.

38. The term "Individual Truck Owner" shall be construed to mean the owner driver of a truck, motor cycle, passenger vehicle, horse-drawn vehicle, or any other vehicle used for transportation purposes.

39. The Employer agrees to indicate 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 announced by the Union.

40. The Individual Truck Owner shall have seniority standing only as a driver. The vehicle shall have no seniority standing. Only Individual Truck Owners certified by the Union may be hired.

41. The Employer agrees that if any employee is required to wear any kind of uniform, Employer and employee shall pay one-half of the cost.

42. Employees shall not be charged for any loss or damage, and shall be held liable only in the event of neglect or carelessness is shown.

43. Should the Employer require any employee to give the premium on some schedule shall be paid by the Employer.

44. All employees on the seniority list who have been in the service of the Employer for a period of one year or longer shall receive a minimum of one (1) week's vacation with full pay in advance at the wage rates set forth herein for their classification of work.

45. Seniority rights shall be observed in arranging the vacation schedule.

46. The Employer 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.

47. Any controversy over the seniority standing of any employee on this list shall be referred to the Union for settlement.

48. The senior employee shall have first preference on the job, provided, however, that the present assignment of employees 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 it shall be filled by the senior employee in that classification who is eligible to accept or reject this job without jeopardizing their present or future seniority standing. Any controversy over the qualifications of an 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.

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Northwest Organizer

Published every Thursday under the auspices of the Minneapolis Teamsters Joint Council

OFFICE OF PUBLICATION, 257 PLYMOUTH AVE.

SUBSCRIPTION RATES

One year in advance \$1.50
Six months in advance .85
Bundle copies (10 copy minimum) .02 1/2

Entered as second class matter May 1st, 1935, at the Post-office at Minneapolis, Minn., under Act of March 3, 1879

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

So They Want Unions to Incorporate

Now that such proven friends of the American worker as the U. S. Chamber of Commerce, Father Coughlin, David Lawrence, Boake Carter, and the National Association of Manufacturers have all come out suggesting that labor unions incorporate—"for their own good," of course—every worker must be convinced that this is excellent advice indeed. In a pig's eye!

The sustained and widespread character of this campaign of the reactionaries to force unions to incorporate is proof enough of the importance they place on this issue as part of their campaign being carried on to wreck the American labor movement.

Why is it that the labor haters of this country seek the incorporations of unions? A trade union is a voluntary association of workers banded together, not to exploit others, but to fight for a greater share of what they produce. Because it is a voluntary association, a trade union cannot be sued. If the union were incorporated, it could be sued. The employers could sue the union, and through their control of the courts of this country, could unquestionably tie up the union's funds, and even get such large judgments against the union that it would be crippled or smashed altogether. The union would no longer be able to support organizers in the field, to have a headquarters, to publish a paper, to build a strike fund, etc.

But why should an honest union, if it is not planning some illegal katzenjammer against the boss, object to being incorporated one might ask. For one good and simple reason. Once the union was incorporated, the boss would find it an easy matter to send his agents and provocateurs into the union to commit some overt offense, whereas the boss would then sue the union and use the courts to smash the organized resistance of the workers.

There may be some simple-minded souls who think this reasoning a bit far-fetched. Let us see. Would the bosses who framed Tom Mooney hesitate over a trick like this? Would those who murdered Sacco and Vanzetti pause before using agent provocateurs? Would American employers, who spend millions of dollars a year for labor spies, stop for one moment when they saw such a gorgeous chance to smash a union?

The union movement in the United States would be dead one year after it incorporated. The bosses and their agents would see to that. And that is why no honest worker has ever proposed, or will ever propose, that the unions incorporate.

What's Sauce for the Goose—

Probably many workers who are reading the series of articles on employers' associations which began in last week's Northwest Organizer will be surprised to learn that there are no less than 2,000 such organizations in the United States.

We have been told so often by the employers that unions are a bad thing for us that we would naturally expect the employers wouldn't dream of forming unions among themselves. But we see that this is far from the case. It seems that the bosses think very highly of unions for them—it is just unions for us that are bad.

For the bosses, you see, are not at all backward when it comes to protecting THEIR interests. They do the logical thing. They organize into their unions, or associations. They have strike benefits; they use the boycott; they support the most powerful lobbies in the state and federal governments, lobbies so powerful that they run the country and have for many decades. They use the schools and the churches, the radio and the large newspapers, to agitate for their ideas.

It is only when the working class proposes to organize itself into powerful unions that the employers open their mouths and scream: "Unions are a bad thing. They are levying a tribute on our employees. They are rackets and must be exterminated."

A worker who can't see through this hypocrisy is such a hopeless scissorbill that he rightly deserves the scorn of every self-respecting member of society. The bosses, even while they bulldoze him and lead him around by the nose, have nothing but contempt for the poor fool.

If the employers, with all the privileges and advantages they possess—control of the government machinery, unlimited avenues of publicity at their command, all the wealth that they have plundered from the working class at their disposal—still feel that they have much to gain from their associations, it is a thousand times more important to the worker that he be organized.

The truth is that unless the workers are organized into strong militant unions, intelligently led and democratically controlled, their sum weight—socially, politically and economically—is zero. Possibly more and more workers are coming to understand this. Perhaps that is why there are over six million workers now organized—more by two million than have ever been organized heretofore—with more hundreds of thousands coming into the ranks of organized labor each week.

What is sauce for the goose is sauce for the gander. The next time an employer tries to wheedle you out of joining a bona fide trade union, ask him about his unions: The Associated Industries, the National Association of Manufacturers, etc., and watch him sputter. Let's be as smart as the bosses. Let's organize.

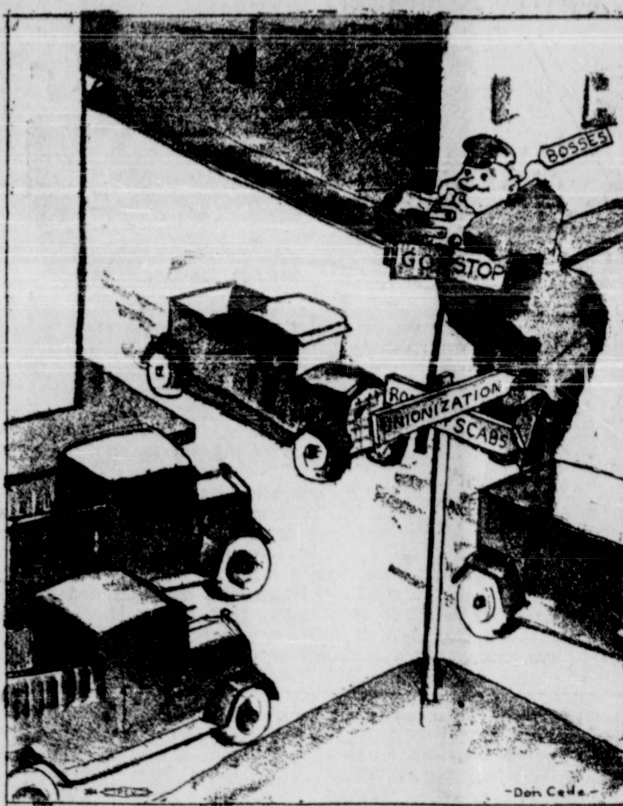
Laundry Drivers Protest Bill of Institute Cleaners

According to Laundry Drivers Local 131, the bill relating to unfair practices in the service trades which passed the house of representatives in the Minnesota legislature last week, is a bill aimed directly at the union movement. Under this bill, the Industrial Commission would be given the power to fix retail prices and to fix wages, minimum and maximum standards, etc. This bill has never received the approval of the union members engaged in the dry cleaning or laundering industries. A hand-

ful of so-called Institute Cleaners, together with an alleged labor leader who is seeking to get his pie card if the bill goes through, have been the most active proponents of this piece of legislation.

The Laundry Drivers Local is protesting vigorously to the legislators and the governor against this bill which would seek to have the Industrial Commission take over the functions of the union movement, and is asking the support of the general labor movement to defeat this piece of legislation.

Minneapolis news item: "A new industry for Minneapolis, manufacturing a mica-like mineral, will be launched here about June 1."



Their Idea of "The Right to Work"

Keeping Step With 544

By Mickey Dunne

The number of the new Brainerd Drivers Local is 736.

The Sunday march down Nicollet Avenue was an impressive sight.

The Building Material owners have at last said "yes" after a lot of hesitation.

The writer recently made a swing through North Dakota. Minot, Bismarck, Grand Forks and Fargo are the homes of growing militant drivers' unions. And in every case the drivers are the backbone of the local labor movement.

Contrary to reports, Wire-haired Skipper is not being trained to bark at finks. He bites them.

Heavy hardware houses were struck Monday morning.

The Neas-Belcor memorial service was by far the most impressive held since 1934. The committee in charge merits flowers. They did a fine job of work. And they're already laying plans for next year's memorial.

Attention, Bro. Brennan! In Minot, the retail clerks have signed contracts with Woolworth, Kresgie, Penney and Montgomery-Wards.

Skogy and Smith are meeting with Lumber Barons.

Bill Brown will say "Good morning, Judge," in St. Paul again this week.

A Meadows transfer guy has got license number 544.

An organizational campaign among drivers will start in St. Cloud next week.

Fable

Once upon a time there was an employer who, when presented with an agreement by a union representative, said, "My business is more prosperous than ever before. This company has never been in the red. I know that the men are dissatisfied and I am going to sign the contract and give them the wages they are asking—"

Paint Makers Union Puts Bee on Glidden

The skills have been put under the Glidden paint company at 1901 East Hennepin, by the Paint Makers Local No. 1083, which has been striking against this concern since July 13. About 42 men are involved in the strike; Henry Sandnes, president of the local, is in charge of the struggle. The workers are demanding union recognition, union wage scales, seniority and the 5-day week.

Local 1083 requests union men everywhere to desist from handling the products of the following firms, all of whom are allied with the Glidden company in Minneapolis:

- Glidden company, Cleveland
- Forest City company, Cleveland
- Glidden company, Kansas City
- Glidden company, St. Louis
- Campbell company, St. Louis
- Heath-Milligan company, Chicago
- Nubian company, Chicago
- Adams-Elting company, Chicago

I thought Minneapolis was the place industries moved away from, on account of the Dunne brothers or something.

The Business Agent was given a fine funeral by his local union. Death was laid to shock. Moral: Always be prepared for the unexpected. It never happens.

The North Central District Drivers Council will meet in a two-day session at Hibbing just prior to the State Federation convention.

Fanz Finds Fun V. Fanz is motoring in Yellowstone.

The stenos are nagging at the Gas company.

The Fanny Farmer strikers are getting a real Raw Deal from the C. L. U. organizer. There ought to be a law.

The Labor Review gave the Neas-Belcor doings plenty of nice publicity. Thanks.

New local unions are springing up all over the Northwest like wildfire.

Holiday? No coppers were seen the entire length of the Sunday march.

Take a look at the third floor hall. Veddly, veddly nice.

Harried Notes

Tuesday, 9 a. m., start all-day train ride to Bismarck, North Dakota. Speak at evening meeting of drivers there, lay plans for future meeting and then start on a 125-mile auto trip to Minot. Arrive there 4 a. m. Wednesday, sleep four hours, then meet with Hagstrom, hold committee meetings and speak at evening meeting of Drivers. Hotel at 1 a. m. Thursday meet with Executive Board, write letters to employers, meet with dairy bosses, confer with Retail Clerks, then board evening train for all-night ride to Minneapolis. Friday arrive home 7 a. m. then to Union hall, make report, meet with board and write for Northwest Organizer. 5 p. m. start 130 mile auto trip to Brainerd, Minnesota. Speak to Drivers Union. Help with agreements and home at 3 a. m. Saturday. And so, another quiet week has passed.

Some fun.

LABOR... Looks at the Press

General Hugh S. Johnson says: "Employee resistance to unionism is so tangible a thing that it cannot be described."

I think the steel strikers of Chicago or Johnstown—or the aluminum strikers of Alcoa—or strikers anywhere, for that matter, would have no trouble in describing it.

Kansas City news item: "Incipient violence in labor disputes has been met promptly and effectively by formation of the Citizens Emergency Committee for Law and Order, to protect workers in their jobs... The Committee is in no wise a vigilante organization."

Except that it's membership is secret, it is financed by the labor-haters, and its members are used to break strikes by escorting scabs through picket lines.

From an interview published in the Seattle Post-Intelligencer: "As we

Employers' Associations in America

By Carlos Hudson

Last week I traced for readers of the Northwest Organizer the early history of employers' associations and their great expansion coinciding with the beginning of the present century. In this article the major characteristics of a belligerent employers' association will be listed.

In 1926, the U. S. Dept. of Commerce listed more than 9,000 employers' associations: 1,200 interstate, national and international; 1,180 state; and 6,450 local organizations. However, this broad category of commercial and industrial organizations includes many which are not strictly employers' associations, that is, many that have scarcely any relation to labor. For purposes of this discussion, an employers' association is a group which is composed of or fostered by employers and which seeks to promote the employers' interests in labor matters. Of this type, Professor Bonnett estimates the number in the United States at over 2,000.

Of these, we can classify them functionally into two types: the conciliatory (which negotiates with unions), and the belligerent (which combats unions).

An example of the conciliatory type is the Stove Founders' National Defense Association, an organization of about 80 corporations producing more than 80 per cent of the products in this special industry. Founded in 1886, the S. F. N. D. A. began as a belligerent group "for protection and defense against unjust, unlawful and unwarranted demands of labor." After a five-year struggle with the Iron Molders Union of North America, the association was brought to terms, arrangements were made for peace between the two organizations, and an agreement was negotiated which has run, with minor exceptions, from that day to this. With weaker unions in less strategic positions (such as the Metal Polishers International and the Stove Mounters International), the S. F. N. D. A. has occasionally made agreements, but broke them off many years ago.

The reasons for conciliatory associations are to be discovered without exception in the economic conditions of each industry, and in the strength or strategic importance of the union movement. The Presidents' Conference (railroad association) recognizes the Big Four Brotherhoods but not the shop-crafts. The Newspaper Publishers are conciliatory towards the printing crafts because these highly skilled unionized employees could prevent the appearance of the newspaper which must come out every day. With the American Newspaper Guild publishers are not conciliatory (depending to a great extent upon the strength of the local Guild).

The time element in building construction plus the skill demanded of the workers explains why most contractors in the large cities are negotiatory. With the discovery of moulding machines (which can be operated by relatively unskilled workers), the National Founders Association ceased its negotiatory character and became highly belligerent. Some associations, such as the United Typothetae, have a two-fold character, being negotiatory in localities where the union movement is strong, and having an open-shop aspect where the union movement is weak. Where competition in an industry is keen, as in the clothing, building, and stove industries, the larger employers are not averse to giving some measure of support (in their own way) to the union which, by strikes and organizing activities, can drive out non-union companies.

Characteristics of a Belligerent Association

We have seen that some employers' associations deal with unions in their fields, because (1) of the strength of the union, (2) the strategic importance of the union, and (3) the stabilization that union organization can bring to an industry. However, the great majority of employers' associations are belligerent in function rather than negotiatory. Among the better known belligerent

groups are: National Founders Association; National Metal Trades Association; Iron and Steel Institute; National Erectors Association; National Association of Manufacturers; League for Industrial Rights; Associated Employers of Indianapolis; Citizens Alliance of Minneapolis; Dayton Employers Association, etc.

Professor Robert Franklin Hoxie, in his book, "Trade Unionism in the United States," (pages 190-195), has summed up the methods of the militant employers' associations, as follows:

1. "Effective counter-organization to the unions; employers parallel the union structure, trade against trade (local, district, national), city against city, state against state, national against national, and federation against federation.
2. "Uncompromising war on the closed shop by asserting the right to hire and fire, to pay what the individual can or instance work for, and therefore to destroy uniformity and control hours, speed, and the conditions of employment generally; by continuous propaganda, conventions, meetings, literature and personal solicitations, showing the many of the unions under closed shop rule, and the loss and waste in the closed shop from inefficient workers forced by the union upon employers; from loading on the job, restrictions in output, and on apprenticeship; showing that the union label is a detriment rather than an advantage to the employer using it; urging employers not to use goods bearing the union label, nor to employ any concern which is doing so; and opposing the union label on publications of any branch of government.
3. "The expulsion of members who sign closed shop agreements, with forfeit of contributions to the reserve fund.
4. "Giving financial aid to employers in trouble because of attempts to withdraw closed shop demands or to establish the open shop, by inducing banks to refund loans on many during strikes, and getting owners not to enforce penalties on failure to live up to building contracts. The National Metal Trades Association, for instance, advocates a plan for the cooperation of bankers' associations to extend aid on a wide scale.
5. "Mutual aid in time of trial and trouble with unionism; taking orders of a struck shop and returning profit; furnishing men from shops of other members and of outsiders; paying members out of the reserve fund for loss of wages during strikes; a kind of strike benefit; against unions to secure special patronage for employers in trouble from members and outsiders.
6. "Refusal of aid to any enterprise operating under the closed shop.
7. "Advertisements in some newspapers and the withdrawal of advertisements from other papers friendly to unionism.
8. "Detachment of union leaders by promotion or bribery, honorary positions and social advancement, thus constantly depriving unions of the directive force of their strongest men.
9. "Discrediting union leaders and unions by exploiting their mistakes in strikes, or mismanagement of funds; appealing to the public to prosecute the leaders; exposing records of fearful examples as types, and by inciting to violence.
10. "Weeding out agitators and plain union men by blacklists, card catalogs, identification systems; for instance, the Metal Trades' card catalog, and the old Steamship employment book. Employment agencies for employers' associations require lists of all former employees, examine their records, and require certificates of membership.
11. "Detaching workers from the union and the union's control by penalties in case of individual contract with penalties in case of strike; by welfare plans, insurance and pensions to the workers which endow upon long, continuous service and are forfeited if the workers take strike action, giving the feeling to the workers that they are in the game, and also by bonus and premium systems.
12. "Conducting trade schools and agitating for continuation schools and vocational training; conducting trade schools, themselves or helping to support them; sending instructors to teach the unskilled; advocating trade schools; attacking the present system of academic training.
13. "Securing foreknowledge of union plans by the spy system, use of executive agencies, spies in the union, the shadowing of union leaders, gaining their confidence or using the dictionary.
14. "Systematic organization and use of strike-breakers and sluggers.
15. "Organization of counter-unions (company unions).
16. "Use of the police and the militia.
17. "The unions, not having the right to make the rules of the game into law, cannot gain their ends by the assertion of their rights. With the law on the side of opposing, individual liberty, to gain their ends they resort to force.
18. "Systematic appeal to the courts, the use of the injunction, systematic prosecution by violence, the employment of a large corps of legal talent, and bringing into play of law and order leagues, suits for damages in case of strikes, and systematic attacks on the constitutionality of labor laws.
19. "Opposition to labor legislation by organizing lobbies to appear before both state and national bodies; by a system of calling upon members of the association to send letters and telegrams in great numbers; by having employers who will be most effective before legislators, and by having advertisements in many newspapers denouncing labor bills and urging upon citizens to write to legislators not to support them.
20. "Political agitation and action such as urging employers to neglect party lines and to vote for safe and sane men only; supporting anti-labor statesmen and opposing labor politicians and demagogues; by sending funds, men and literature into the districts of the candidates; by the weaknesses of the labor vote and the failure of labor to defeat men the association supports; preventing the adoption of anti-injunction legislation, or allowing only meaningless ones in party platforms; denouncing the initiative, referendum and recall; especially the recall of judges and justices.

LUND STRIKERS SIT ON ST. PAUL, HASTINGS SCABS

(Continued from page 1)
from the roof to a haven inside the factory.

A number of state police were immediately rushed to the scene, augmenting the local police force. After making sure that no further attempts would be made to reopen that day, the pickets permitted themselves to be dispersed. They vowed to return, however, if Lund continues his provocative tactics. The overwhelming majority of the people of Hastings are thoroughly disgusted with the mean petty spirit shown by Lund in his dealings with his workers, and are 100 per cent behind the union in its efforts to win the right to work at union wages and union conditions.

Reward for Janasco

Strikers are still seeking the identity of the person who has offered a reward of \$25 to anyone who will "get" John Janasco, organizer of Woodenware Workers Local No. 1859, with a reward of another \$25 to the person or persons who will smash up Janasco's car. Janasco has been active in the ski strike as advisor and leader of the Hastings workers. The other day as Janasco was returning to Minneapolis from Hastings, he discovered that some fink had put sugar in his oil and gasoline. Fortunately, the sugar was discovered in time so that no serious damage resulted. The Lund workers have been more than ever incensed at this latest piece of hoodlumism.

diol decisions; and defending the courts and the constitution.

Robert Dunne, a close student of

employers' associations and a left-wing critic of them, considers this list "pretty near complete." However Professor Bonnett, who has made a more detailed study of the methods of militant employers' associations than has any other American author, goes into more detail and lists many activities not contained in Hoxie's listing. It is understood that as the struggle between the workers and the employers deepens and widens, new situations continually arise, calling for new tactics and new maneuvers on the part of both armies.

In next week's article is given a detailed and sensational report of the National Association of Manufacturers, the vanguard of the union-smashing campaign in this country.

PETROLEUM DRIVERS MEETING SCHEDULE

The Petroleum Drivers will meet the first and third Wednesdays of each month.

FEDERAL WORKERS SECTION MEETING SCHEDULE

Regular Membership Meetings—Second Friday in each month. Stewards' Meeting—Every Wednesday, 8 p. m.

LOCAL 292 MEETING SCHEDULE

Inside Section—First Tuesday Utility Section—First Thursday Full Membership—Third Thursday Utility Stewards—Monday, July 12 General Executive Board—Mondays preceding first and third Thursdays Advisory Board—Every Tuesday

Meeting Change

Bakery, Cracker, Pie and Yeast Drivers Union, Local 289, which has been meeting weekly during the past few months, will hereafter hold meetings only two nights a month. The regular meeting schedule will be membership meetings on the second and fourth Thursdays.

MEETING SCHEDULE LOCAL 544

Monday, July 12—General membership Wednesday, July 14—Market Thursday, July 15—Tent and Awning; Printing Drivers Friday, July 16—Job Stewards Tuesday, July 20—Wholesale Grocery Wednesday, July 21—Petroleum Drivers Thursday, July 22—Transfer; Wholesale Drug Tuesday, July 27—Taxi drivers; night drivers, 1 p. m.; day drivers, 7 p. m. Seniority Committee meets each Friday at 8 p. m. in Hall No. 1. Grievance Committee meets each Tuesday and Friday at 7 p. m. Hall No. 2. Executive Board meets each Wednesday at 9 a. m. in staff room.

LOCAL 1859 MEETING SCHEDULE

General Membership—July 7 Casket Industry—July 13 Box Industry—July 20 J. R. Clark Co.—July 21 Puffer Hubbard—July 23 Wagon Industry—July 26

WAREHOUSE AND INSIDE WORKERS LOCAL 20316

Meeting Change Stewards—First and third Tuesday. Regular Membership Meeting—fourth Tuesday Executive Board—Regularly every Monday.

NORTHWESTERN PATENTS ISSUED LAST WEEK

The following patents were issued July 13, 1937, to Minnesota and Dakota inventors, as reported by WILLIAMSON & WILLIAMSON, 925 Metropolitan Life Bldg., Minneapolis, Minn., Patent Attorneys: Brandt, Henry E., North St. Paul, Minn., dust distributing device; Bros, Charles W., Minneapolis, Minn., water tube boiler; Gnadinger, Charles B., Minneapolis, Minn., insecticide and method of making; Leaf, John H., Minneapolis, Minn., Garmen's sleeve ironer; Lodin, George A., Isanti, Minn., holder; Loomis, Allen E., Minneapolis, Minn., tractor; Peterson, Charles C., St. Paul, Minn., shipping container; Weible, Eddie J., Hillsboro, N. D., variable pitch propeller means.

Copies of the above patents may be obtained through WILLIAMSON & WILLIAMSON, Patent Attorneys.