

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

THE NORTHWEST ORGANIZER

Official Organ of the Minneapolis Teamsters Joint Council

MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.

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

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Cab Drivers Unite In Rejecting Bosses' Offer

On the National Picket Line

Following the example of steel workers at Harrison, New Jersey, who recently held a sit-down strike which forced the management to concede almost every union demand, steel workers employed at the Crucible Steel plants in Jersey City, Mayor Hague's "kingdom," went out on strike January 25.

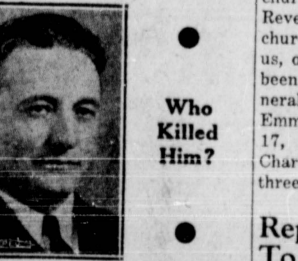
Strikers are demanding an end to the stagger system; time and one-half for overtime; an end to discriminations against union men and reinstatement of union workers fired out of seniority. A progressive demand is one calling upon the company to "recognize the shop stewards, officers and grievance committees of the union as being exempt from the provisions of the seniority clause and that during their term of office the above are the last to be laid off in the plant."

The anti-labor ordinance of the Hague administration limits pickets to four. The union maintains most of the 300 strikers across the street from the struck plant, however, ready to act in defense of their jobs.

Following the failure of its frame-up attempts against militant workers in Minneapolis and San Francisco, Communist Party forces in the International Furriers Union are now attempting to frame a vice-president of that organization working in Toronto, Canada. Max Federman, manager of two furriers' locals in Toronto, has been charged with embezzlement of funds by the Stalinist clique running the union. At a joint membership meeting of the two Toronto locals, the membership voted overwhelmingly, 268 to 71, to acquit Federman, who is a member of a radical Jewish workers' organization, the Left Paole Zion.

The CIO Longshoremen's strike which began January 3 in San Juan, Puerto Rico, continues to tie up that port, no cargo having entered or left the island for five weeks. Strikers are demanding 75c hourly (former wages were 32c hourly); a settlement for clerks, checkers and watchmen, and the discharge of all cargo at ports of destination, regardless of the cargo's size. The company's offer of 40c was voted down by the strikers.

As the strike of Ford workers in St. Louis goes into its eleventh week, workers are getting a new glimpse of the viciousness of Ford's labor policies. Gantner, personnel director of the Ford plant in St. Louis, accompanies the police every time the union's headquarters are raided, and directs the coppers in their arrest of leading union militants. At police headquarters, Gantner directs the examination and questioning of the arrested men. The Ford



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

Three-Day Truce Granted to Clark

Must Sign Contract Within That Time or Furniture Workers Will Renew Strike

A strike of the workers, a request by the boss for a three-day truce during which, he promised, a new contract will be negotiated, and a return to work on that basis were the rapid developments this week in the struggle of Furniture Workers Local 1859 to gain a new contract with the J. R. Clark Woodenware plant, Second avenue north and Aldrich.

The previous agreement between the union and the company expired December 31, 1937. For over a month, the union's negotiating committee had attempted to gain a new contract, but to no avail. On Monday morning at 8 a. m., the workers at the Clark plant decided unanimously to strike, that being the sole road left to them to win their contract. Employees immediately convened in the union headquarters, 257 Plymouth avenue, and set up committees to handle the strike.

On Tuesday morning the strike committee met and heard a request that had come from the management that a three-day truce be declared. During the truce, Clark asked that the union permit its members to return to work. He pledged that within the three-day period, a contract would be negotiated. The Clark workers then met and voted to return to the plant Tuesday noon. A meeting between the union negotiating committee and Mr. Clark was held Wednesday morning.

Higher Wages, Seniority The union is demanding that the same contract as before be signed, with a wage increase and with a seniority clause stating that the qualified employee with the highest seniority has the right to accept or reject any job opening at the plant. This seniority clause, plus the question of wage increases, have been the two major bones of contention in the negotiations so far held.

Carl Johnson Buried Monday

Members of Milk Drivers Local 471 learned with deep sorrow of the death of Carl Johnson, long-time member of the union, Brother Johnson had been a member of Local 471 for 19 years. For 18 years he had served as a member of the Executive Board.

Representatives To Meet Thursdays

At the luncheon of the Minneapolis Board of Union Business Agents, held Tuesday, Feb. 8, it was voted to change the meeting day of the board to Thursday of each week. The next meeting will be held Thursday, Feb. 17.

Casket Workers to Meet Thursday 5 P. M.

Employers in the Minneapolis casket industry have proposed a new working agreement to Furniture Workers Local 1859, stipulating the same wages as in effect in the old contract, with a strict seniority clause. Casket workers met Tuesday evening at 257 Plymouth to hear the report of the union negotiating committee. After lengthy discussion, it was voted to hold a special meeting of the casket section on Thursday at 5 p. m., at which a plan of action against the casket bosses will be considered.

Marshalltown Union to Elect Officers

Marshalltown, Iowa—A delegation of drivers' officials from the Twin Cities came down here Sunday, February 6, to assist the Marshalltown Drivers Local 790 to re-organize its activities and plan for an organizational campaign. Coming from the Twin Cities were Robert Fleming and Harold Meddicott of St. Paul Local 120, and Curt Zander and George Frosig of Minneapolis Local 544.

A meeting was held, at which a slate of candidates was nominated, from which a new set of officials for 1938 will be chosen. Candidates for president are Harry Roberts and Red Edwards; for vice-president, Louis McCreary and Edward Schaffer; for secretary-treasurer, Frank Cronin; for recording secretary, Claude Cox, Richard Swanson, and Forest Wilson; for trustee, Don Lane (3-year term); for business agent and organizer, Howard Ward.

Local 790 has about two hundred members. On Sunday plans were made for a membership drive which is expected to bring in many hundreds of drivers in this city. A real spirit of enthusiasm was shown at the Sunday meeting. As a result of the plan of action outlined by the visitors, plus the prospect of a new set of officials, over 40 members came forward to pay their back dues and pledge their aid in building the union.

A special meeting of the union will be held Sunday afternoon, February 20, at which officials for the new year will be chosen.

Thief River Falls Workers Hold AFL Rally

A most successful Labor Rally was held in Thief River Falls, Minnesota, last Wednesday evening, sponsored by the American Federation of Labor. Speakers included Jack Hammelsmith of Grand Forks, organizer of the Retail Clerks; Floyd Coverston, business agent of the Grand Forks General Drivers Union, and Ray Sawyer, organizer of the Minneapolis Teamsters Joint Council.

So interested were Thief River Falls workers in the organizational work of the AFL that the Odd Fellows hall was packed and scores of workers had to be turned away. Certain stooges of the Minneapolis CIO leaders who have earned the enmity of organized labor by their policy of splitting established unions, had the gall to accuse the AFL locally of following such a ruinous policy. They were answered in no uncertain manner by Ray Sawyer, whose straightforward account of the splitting role of the CIO under its irresponsible leadership in Minnesota put a damper on the slanderous lies being peddled by CIO splitters in the Thief River vicinity.

Drivers Discuss Area Negotiations

A meeting was held at 257 Plymouth avenue Monday of sub-committees of drivers unions in this district, to discuss methods of procedure for the creation of a contract committee for this trade area, and to reach decisions as to the course of action to be followed in securing area negotiations for over-the-road drivers with the employers.

Representatives of several Wisconsin unions, and of drivers unions in Des Moines, St. Paul and Minneapolis were present at the meeting. Attending were John Pritchard of Green Bay; C. J. Siewert of Madison; Harold S. Marhenke of Racine; J. F. Sieslowski of Milwaukee; L. Ranney of Milwaukee; John Picago of Milwaukee; Robert J. King of Wausau; Carl Kuel and Leo Quinn of Des Moines Local 90; Art Hudson of Local 120, St. Paul; and Bill Brown, George Frosig and Farrell Dobbs, Minneapolis.

Auto Union Takes Anti-War Stand, Is Attacked by Pro-War Communists

The long-smouldering struggle between the leadership of the Auto Workers Union and the Communist Party has broken out anew, this time primarily around the question of support or opposition to Roosevelt's war policies.

Previous conflicts between the two groups revolved around issues within the union, but were always patched up. Observers have pointed out that these previous quarrels were not deep-seated so far as union policies were concerned and that Martin and the Communist Party both advocated measures designed to curb the militancy of the auto workers. On the basic question of stripping union locals of their power to strike and vesting punitive powers against the locals in the hands of the International Executive Board, they were of one mind.

likely to go on for a long time. Martin, anxious to portray himself as a real progressive, and aware of the overwhelming anti-war sentiment among the organized workers, joined the supporters of the Ludlow amendment for a national referendum before Congress can declare war when the United States is not actually invaded. The Executive Board of the United Auto Workers voted unanimously in favor of the Ludlow amendment.

Collide With Stalinists In doing so the United Auto Workers came into head-on collision with the war program of the Communist Party which supports the Roosevelt war policy. Wherever the Stalinists could muster strength, they began a vigorous campaign against Martin. Martin finally struck back. In

Milk Drivers Score Sale of Scab Butter

Call Attention to Chain Store Methods of Importing Butter; List Union Brands Available Here

The practice of various Minneapolis chain stores in buying butter made outside Minneapolis by non-union workers receiving low wages was scored this week by officials of Milk Drivers and Dairy Employees Union Local 471. "Such butter, while it sometimes sells for a cent or two less than locally made butter, constitutes a direct threat to the livelihood of our union members," said William Sinnott. "I appeal to all trade unionists, their families, and friends of labor, to purchase butter made under union conditions in Minneapolis."

All butter sold from milk wagons in Minneapolis is made by members of Local 471. In addition, the following brands are union-made: Cloverleaf Creamery Butter, made at the Cloverleaf Creamery (not to be confused with a Cloverleaf butter made by the Tilden plant in St. Paul); Gold Medal and Minneapolis Brand Butter, made by the Minneapolis Creamery; Ace Brand Butter, made by the Nein Creamery; DeSoto Butter, made by DeSoto Creamery; Tonka Butter, made by Minnetonka Creamery; and Land o'Lakes Butter, made by Land o'Lakes Creamery. By purchasing the above brands of butter, the buyer can be assured that he is getting a commodity made under union conditions.

Unions Donate to Back Voorhees Case

Austin, Minn.—The Austin Labor Defense Committee reports this week that \$553 has been contributed to date to carry the Voorhees case, involving the right of unions to picket without being hamstrung by injunctions issued in violation of the state anti-injunction law, to the U. S. Supreme Court.

Joe Voorhees reported he found the Minneapolis unions before whom he appeared on a personal speaking tour last week, very sympathetic and interested in his case. Among the recent contributions were the following: \$25 from Electrical Workers Local 292, Minneapolis; \$25 more from the Albert Lea Defense Committee; \$5 from the Auto Mechanics Local 382, Minneapolis, etc.

The Minnesota Supreme Court on January 31, took up the release of the case to the U. S. Supreme Court.

Repeat Demand For Adequate Minimum

Relief Officials Invited to Discuss Rural Problems

Union Representatives, Workers to Question County Officials Regarding Relief Responsibilities Feb. 18

Rural Hennepin relief and WPA issues will be threshed out next Friday, Feb. 18, at 8 p. m., in a mass meeting at the General Drivers Hall, 257 Plymouth Ave. N., where all the County Commissioners and relief officials will then be asked pointed questions which the workers want answered.

Despite many promises and motions passed by various township boards to provide the Minneapolis standards of supplementing WPA wages for rural Hennepin workers, and one gesture after another to keep the workers from taking drastic steps, the old inadequacy of relief is still in general effect. Township village and county officials still pursue their old bad habits of buck-passing and evading, of promising and then finding excuses.

To make matters still worse and bring them to a point where the workers realize they must plan their work jointly and quickly, local officials have tried to split the workers away from organization, and an outside entangling alliance has tried to come in with a policy of inaction, of abandoning militancy and of sole dependence upon election ballots, promises of candidates and special favors and discriminations of public officials. Those workers who see through the schemes to the great dangers ahead, have called this mass meeting to put the facts before the mass of the workers—to open their eyes—as a first step toward their living standards.

Burning Questions

A list of questions has been propounded for the County Commissioners and relief officials to answer at the mass meeting. Union speakers will then give their versions. Following is a tentative list of the questions: How much relief is being given; how much supplement? Who gets it? What local sources of funds are available for relief? Who has authority—and how much—over relief in rural Hennepin? Can clients get "favors" by having a "pull"? Does it pay to work on WPA? What must be done to get the Minneapolis supplements in rural Hennepin? What will make the Legislature

Bakery Drivers Now Negotiating Joint Pact

The joint negotiating committee of the two Twin Cities locals of the Bakery Drivers Union—Local 289 of Minneapolis and Local 409 of St. Paul—held its first meeting last Wednesday afternoon with the committee representing the bakery employers of the Twin Cities.

Sympathy of ITO Extended H. Carlson

Members of the Independent Truck Owners Section of Local 544; and of the driving crafts in Minneapolis heard with sorrow that Mrs. Herman Carlson, wife of our member, died in childbirth at Asbury hospital on January 20. The mother and infant were buried together at the funeral held January 22.

Type Founders Strike Settled

The brief strike of General Drivers Local 544 against the American Type Founders Corp., involving two employees, was settled temporarily last Thursday, it was reported by the union. Back pay was obtained for the driver.

\$15 Offer of Bosses Turned Down by Membership of Locals 125 and Cab Section of 544

Firmly united for joint action, membership meetings of both Cab Drivers Local 125 and Yellow Cab Section of Local 544 on Monday reiterated their demand for an adequate guaranteed weekly wage. As a counter-offer to the demand of the joint negotiating committee for a weekly minimum of \$24, a committee representing the owners had offered a \$15 wage. Yellow Cab drivers, meeting at 1 p. m. and 7 p. m., turned thumbs down on the offer, as did the Local 125 membership meeting.

Up to now cab drivers have been paid solely on a commission basis, so that they have borne the brunt for any dislocations in the industry, excess number of cabs, etc. If successful in their attempts to secure a weekly guaranteed minimum, they will make the most important step since the establishment of unions in the industry.

Backed By Joint Council Backed by the Teamsters Joint Council in all their moves, the cab drivers are determined to win their point. Yellow cab drivers met Wednesday in two section meetings to plan further steps in their campaign.

Illinois Strike Has United Labor Support

There was no apparent change in the strike of 400 coal and transfer drivers of Rockford, Ill., members of Teamsters Union Local 325, who two weeks ago went out on strike for higher wages, paid vacations, union recognition and seniority. The Rockford Central Labor Union has accepted responsibility for the strike, and is giving its complete cooperation to Local 325's struggle. The United Furniture Workers, Local 707, largest union in Rockford, has offered complete financial and moral support to the strike. The Union Relief Committee is taking action to assist union members and their families in getting relief. Arrangements have been made with the township supervisor that only coal firms who have signed up with the union will be sent coal orders.

The Chicago Tribune, bitter opponent of organized labor, carried the news that eight A. and P. trucks turned back from Rockford by pickets last Thursday morning were given an escort of armed squads of deputy sheriffs, after a labor-hating judge, Arthur Fisher, had granted a stiff injunction against picketing.

According to the Rockford Labor News, the slogan of workers in that town is "Your Fight is Our Fight." The paper urges all workers to register for picket duty, to make financial contributions to Local 325's strike fund, and to refuse deliveries made by any firm unless its drivers are union members.

A delegation from the Rockford Central Labor Union called upon the city council and was successful in forcing that body to call off its convoys of police cars which accompanied scab trucks during the first week of the strike. Henry Birger, Indianapolis, an international representative of the Brotherhood of Teamsters, is in Rockford to assist in the carrying on of the strike.

Make Minneapolis a Union Town

Relief Officials Invited to Discuss Rural Problems

(Continued from page 1)
and Congress provide more funds?
What makes public officials act?
What's better than ballots?
Are the workers satisfied with present relief standards?
Have they enough to eat, wear and enjoy?
How much do they need?
Who determines that, and how?
What about the children, their earnings?
What is a good parent, a good worker?
For whom and for what should we FIGHT?
Will families of 3 or less be kicked off of WPA? When? Why?
How should we organize for a better living?
What's back of the Federal Workers Section?
What plan of action should now be adopted?
All rural FWS members, WPA workers, relief clients, members of other unions and just plain unemployed workers are asked to attend this meeting and to bring along the older children and wives by all means. Those who drive cars are asked to pick up some neighbors. LEARN WHAT THE FWS STANDS FOR AND FIGHTS FOR.

On WPA Projects

An open mass meeting of all rural Hennepin WPA workers will be held Friday night, February 18, at 257 Plymouth avenue, first floor. County commissioners have been invited to attend.

The regular monthly meeting of the WPA veterans will be held Saturday, February 19, at 10 a. m., 257 Plymouth.

The officialdom of WPA should make a requisition for more bags for the men at Fort Snelling. About 40 minutes of every noon hour is consumed in traveling to and from lunch. The men quit early on one project, and were immediately 403-ed. The union is taking up the question of reinstatement for the men involved.

Our roving steward scamped a little too near the edge of the Mississippi bank the other day and took a slide for life. It's all in the game, Squirrel.

The village Boake Carter of Columbia Heights, has been taking raps at organizations of relief workers in his column. While he has a nice style, he reveals a decided lack of knowledge on matters economical and political. To use a borrowed analogy, we remind this budding champion of reaction that the cart will never be pulled from the mud by starving and bleeding the horse.

We learn the Workers Alliance reiterated their People's Front program at their St. Paul convention.

Don't forget the card party at Deitrick's hall Saturday night, February 12.

Harold Plumadore, who has been laid up for two years, is back on the coal truck again. Good luck from now on.

The mild weather gives the ice men a break.

Don't forget the big dance on Saturday night, February 26, at 257 Plymouth. The Union Bowling League is going to a lot of trouble to see that everybody will have an enjoyable evening.

Friday night is Teamsters Joint Council meeting. It's important that our delegates attend.

Have you got a grievance? Bring it in to the Grievance Board on Thursday night at 7 o'clock.

The Sibley Coal yard has some good cribbage players. How about a tournament?

Say, what's on top of the Frog's Ford? Looks like a couple of extra bumpers. Sometimes upside down, maybe?

The members of Local 221 extend their deep sympathies to Brother H. Karrow, whose young son recently died of pneumonia.

Ed Solberg did a job of work last week when he secured a signed contract from Ruff Bros. The 22 members have all paid initiation fees.

Come on, members, how about

What's become of Jay Levy and George Anderson? Let's see you guys Monday night.

Only a small percentage of the stores are observing the 6 o'clock closing. Gotta get busy.

Monahans are expecting this spring.

Everything is rosy over at Red Star Yeast since the big battle.

Russ at Monahan's seems to

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Sam Ash complained of a peculiar smell at the last steward's meeting.

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and ... ON THE Other Hand

... By the Cynic

"No large employer of labor in Michigan knows whether he is going to increase or decrease his payroll later this winter. He hopes with all his heart that he is going to increase it. Idle men make no products for him to sell and without the sale of products his own business is headed toward ruin."
—Grand Rapids (Michigan) Herald

Yeah, verily, 'tis difficult to exploit idle labor. But then that is the trouble, labor has been exploited to such an extent that it is unable to buy back that which it has produced. The boss has the goods in his warehouses and his money in the bank and the workers are holding the bag. It's a great system.

"Roosevelt does not have to wait for a problematic increase in business to give him a problematic increase in revenue. Why is no action taken on the fifty billion dollars of tax exempt securities now in the hands of the Wall Street cliques? Why did not the Government find means of taxing the four billion dividend handout of this year, the greatest on record, etc., etc."
—The Daily Worker

Because we are living in a capitalist country and Roosevelt is his chief representative and must obey the mandate of the capitalist class. Are the Stalinists really so naive that they think Roosevelt will put the burden on the rich to support the 11 million unemployed and at the same time furnish the billion dollar naval expansion money? Ever read the Communist Manifesto?

"President Roosevelt's naval building plans are explained by the Japanese newspaper Kokumin as due to the need to provide domestic employment rather than to international circumstances."
—New York Times

Japan thinks it is unfortunate to be made the hypothetical enemy of the United States but no doubt the need for new enterprises is very pressing. Imagine—greater arms expansion to help the unemployed! That's a new one. Perhaps a war to make the world safe—or unsafe—for the unemployed will soon be the order of the day. Any subterfuge that will help to deliver the workers over to the war mongers, that's the task now before the bosses in every capitalist country.

Wonder if Red Johnson at Purity North plant lost his shirt, as he didn't show up at the last meeting.

If you want to be taken, play highball, lowball, with Jerry Chapman.

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The nice thing about St. Cloud, says Slim, is that he gets away from all those swedes in Minneapolis.

But this one soon converted though became: For lo a Union fist was timely sunk—what shame?—Through rows of teeth of simple uncouth grade, And caused a wagging tongue and utter snake To reconsider other people's rights and make— A moral some apprentice—NRA men too should take.



Bill Brown Says—

Speaking of concentration camps, you should have been to the Electricians' Dance last Saturday. It was so crowded, I had to walk two blocks away before I had room to set my eyes.

BILL BROWN President of 544

The Business Agent's Widow

The other night I listened To a lot of funny talk About the business agent's work, How he the chalk line walks.

What they forgot to tell you folks, Is what I'll tell to you About the business agent's widow, And believe me, it's all true.

She has set the supper table And kept the vittles hot, Perhaps he'll come and eat them, Again—most likely not.

She waits and waits for hours, To eat she does not care, So she drinks a cup of coffee, Opposite a vacant chair.

All evening long she sits at home, Imagination working overtime, Wondering, hoping, fearing for him, Without reason, without rhyme.

Widows, when at last he's come, You are mighty glad, but heck, When you see he's all in one piece, Couldn't you just wring his neck?

We widows are often angry, Like as not we often pout, As for me I don't know what I'd do, Without him to worry about.

There are real widows, grass widows, Golf widows and such, But I'd rather be the sort I am, Now don't that beat the dutch?

—NELL OGG

BAKERY BLAB

By A. M. Ogren

Next meetings: Inside Workers, Saturday, February 12. Retail Drivers, Sunday, February 13. Specialty Men, Monday, February 14, 7:30 p. m.

Who's doing the elbow bending down at Bridge Square since French Bistodeau of Lakeview got hurt?

Gene Anderson of Grennan's is kinda marking time these days waiting for May 15 when fishing season opens.

Sincere sympathies to Art Lynch, whose dad died January 31.

When you read this it will be deadline for paying dues. After the 10th, there's a 50c fine.

Gene Langseth, Gladness, has a dog that has him buffaloes. The pup is so tough even Gene is scared of him.

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Majority of Nation Thinks Mooney Framed

Fifty-three per cent of the American people are convinced Tom Mooney is an innocent man! That is the result of a nationwide survey of public opinion just completed by the American Institute of Public Opinion, which has won a high reputation for the accuracy of its polls.

For 21 years the case of the State of California vs. Tom Mooney has agitated the conscience of the world. Today new developments in the affair seem imminent.

Before the justices of the U. S. Supreme Court lies an appeal of Tom Mooney for his freedom. The action of that court is being closely watched by workers everywhere, for their decision will determine labor's action to free labor's martyr.

St. Cloud Organizes Bakery Drivers

Representatives of the Minneapolis Bakery Drivers Local 289 spoke in St. Cloud Sunday afternoon to bakery drivers in that city. The meeting was sponsored by the bakery drivers section of General Drivers Local 329 of St. Cloud. Joe O'Hare, A. M. Ogren, and Loren Johnson represented the Minneapolis drivers.

Seven new members were taken into the St. Cloud Local, and a check-up revealed that only eight bakery drivers have not yet joined the union. It is expected that most of these drivers will join within the next few weeks.

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What Other Workers Do:

I. A member of the Independent Truck Owners Section Tells His Story — And What the Union Did for Him

"Sure, I've been a member of the ITO ever since it started," said Oscar Smith.

I outlined a series of questions that wanted answering, and Brother Smith began:

"Well, in 544 an independent truck owner is a driver who operates his own truck. Any member of the Union who owns one truck which he drives himself is eligible

to join our section. We have our trucks for hire, and regulate our actions on a basis of drivers' seniority."

"What about driving jobs? Can you also work as a 544 driver?" I asked.

"Sure! We retain all our drivers' rights, but are required to 'put up' our trucks when driving company equipment."

"How long has the ITO been in existence?"

"History of ITO.

"I started in the autumn of 1934. Many of the drivers who operated a truck for hire chose to cast their lot with the drivers in industry, that is, with the union, in the May and July strikes. In the reorganization period following the strike victory, these independents were grouped into the Independent Truck Owners' Sec-

tion. I have heard we are the first such group within the teaming crafts in the United States."

"What's been your experience in the ITO. How has the section gotten along?"

Members, Wages

"Oh, we've increased in membership from about 50 to over 600 truck owners. Wages, to begin with, have increased corresponding to the wage increases in all industries with which 544 has contracts. Our organizers are careful to keep in effect the proportionate balance existing between 'company drivers' and hired trucks in all contract dealings with employers. That goes for hours and working conditions also."

"Have you other contracts?"

Many Jobs, Contracts

"Lots of 'em. If we hadn't, our job would be plenty simple—if we had a job. We have work from the WPA and the state, county and city engineering departments. Besides this, there are a flock of road contractors all over the state. My jobs in 1937, for instance, came under all these divisions, and took in a good deal of territory in the state."

"In your opinion, what's your main problem and how much of it has been solved through organizational activity?"

Wanted: Steady Work

"We've taken a big jump up the ladder since we started. The big job facing the independent truck owner is getting more steady work. This, plus better working conditions."

"What kind of a year did you have in 1937?"

"Well, I figure I put in 33 weeks of work last year. According to my records I worked 18

(Following is the first of a series of interviews with members of various Minneapolis unions, describing the work done by these unionists. Every one is interested in the peculiarities of the other fellow's job, and we hope to tell our readers just what a lineman, a warehouse worker, a sanitary driver, a mail order clerk, an inside dairy worker, etc., does for a living. These interviews will appear from time to time in the NORTHWEST ORGANIZER. The interviewees will be members of the staff, or persons delegated by the unions for this work.

Our first interview is between R. F. Hornig, writer of the popular weekly column, "Independent Truck Chatter," and Brother Oscar F. Smith, member of the Independent Truck Owners Section of General Drivers Local 544.)

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Northwest Organizer

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

The War Question and "The Minnesota Leader"

The now famous October 5 Chicago speech of President Roosevelt marked an open turn of the Government to preparation for war. This was demonstrated to the hilt by the systematic moves made by Roosevelt to create a war psychology during the Panay incident. This was demonstrated to the hilt by Roosevelt's budget message to Congress on January 5th, in which he called for appropriations for the Army, Navy and the Marine Corp for the next fiscal year totaling well over a billion dollars, the largest peacetime appropriation in American history. This was followed by further demands for supplementary sums for the Navy. And that Roosevelt was preparing for war was demonstrated to the hilt by the vicious lynch-spirit which the administration developed against proponents of the Ludlow amendment. Roosevelt is pushing us toward war as fast as he can go.

Anti-War Sentiment Widespread

The widespread alarm at these moves toward war crystallized in support of the Ludlow amendment to provide for a national referendum before Congress can declare war unless the territory of the United States is actually invaded. A sample poll made by the Institute of Public Opinion showed that seventy-two per cent of the American people favored the Ludlow amendment. The International Executive Board of the United Automobile Workers Union, the Steel Workers Organizing Committee, the National Farmers Union and, indeed, countless other organizations voted to support the Ludlow resolution. In the vote in the House of Representatives on January 10, practically all of the progressive congressmen voted for it. All five Farmer-Labor congressmen from Minnesota—Bernard, Buckler, Johnson, Kvale and Teigan, voted to support the Ludlow amendment.

Capitalism vs. the Ludlow Bill

On the other hand, every reactionary force in the country backed Roosevelt in smothering the Ludlow proposal. The entire big capitalist press: the New York Times, the New York Herald Tribune, the Hearst press, etc. Herbert Hoover spoke to the Women's National Republican Club on a nation-wide hook-up; Alfred Landon wired his solidarity to Roosevelt; the veterans bloc was mobilized by Daniel J. Doherty, national commander of the American Legion.

Roosevelt Leads the Pack

Roosevelt himself led the fight against the Ludlow bill with a special message to the House, read by Speaker Bankhead, who added a charge that "alien influences" were backing Ludlow. The world of privilege united solidly to smash the movement which would hamper Roosevelt's war policy.

And the Daily Worker Joins

Loud among the voices denouncing the Ludlow amendment was that of the "Daily Worker," organ of the Communist Party. Doing Roosevelt and Hoover's work for them on a level to which even they dared not stoop, the "Daily Worker" linked the Ludlow Bill supporters to the Nazis and Fascists of Europe. For the "Daily Worker" subordinates everything to one objective: it wants the United States to fight Japan, and seeks to palm off such a war as a progressive one.

The objections of Roosevelt, the reactionaries and the "Daily Worker" to the Ludlow Bill have no merit whatsoever. They all flow from the desire to give the American imperialists a free hand in their sinister intrigues. No trade unionist worthy of the name cannot for one moment associate himself with this reactionary bloc.

Ludlow Bill Can't Prevent War

A very different order of objections to the Ludlow Bill can be made. These objections sum up to the fact that the bill could not really prevent the American imperialists from pursuing a course toward war. This fact was somewhat inadvertently revealed by one advocate of the amendment, Mr. A. F. Whitney, president of the Brotherhood of Railway Trainmen, writing in the organ of the United Automobile Workers:

"There is nothing in the Ludlow Amendment that would prevent our ships from turning their guns on attacking planes, just as was recently done in the Panay incident on the Yangtze River. There is nothing in the Ludlow Amendment that prevents the vigorous defense of the Monroe Doctrine. There is nothing in the Ludlow Amendment which would prevent Congress from spending 100 per cent of our national income for defense purposes. Under the Ludlow Amendment, Congress could even conscript American citizens in contemplation of a conflict. Our warships may continue to be manipulated in peace time just the same under the Ludlow Amendment as at present."

What's wrong with the Ludlow Amendment, therefore, is that it does not go far enough; in reality no legislative enactment, no matter how stringently drawn, can be a substitute for the mass opposition to war led by the organized working class on a militant program of action.

For the present, however, we limit ourselves to recording the progressive significance of the genuine mass support which crystallized behind the Ludlow Amendment.

Commend Farmer-Labor Congressmen

The least one would expect from any trade union Farmer-Labor organization, therefore, would be that it firmly and publicly fight against the enemies of the Ludlow Amendment. The stand taken by the five Farmer-Labor congressmen from Minnesota was particularly commendable, since they had a great deal of pressure put upon them by the Communist Party, which has praised and courted them and provided them with many a platform. It can be recorded as a sign of health that Bernard, Buckler, Johnson, Kvale and Teigan resisted this foul attempt to shove them into the camp of reaction.

1914 — 19 — ?



Where Was "The Minnesota Leader"?

In making up their minds to withstand the government and Stalinists' lynch-spirit, our Farmer-Labor congressmen certainly got no help from the "Minnesota Leader." There have been recent references in the "Leader" to Roosevelt as "our great humanitarian president." The "Leader" also congratulated Roosevelt on his Chicago speech. But we are unable to find a single item in the "Leader" on Roosevelt's Panay policy, his armament budget, his stand on the Ludlow Bill. One would think that with the whole country aroused and taking sides on the Ludlow Amendment, and with a delegation of Farmer-Labor congressmen scheduled to vote on this crucial question, the "Leader" would have taken a stand on it. Yet the only reference to be found in the "Leader" is a short and perfunctory news item (January 15th issue) on the smothering of the Ludlow Bill!

Not a Word!

Did not the "Leader," which is presumably the organ of the Farmer-Labor movement, which is presumably the forum in which the voices of Farmer-Labor spokesmen should be heard on such crucial questions, did not the "Leader" have a clear and solemn duty to acquaint the Farmer-Labor congressmen with the prevailing opinion in Minnesota? Did it not have a clear and solemn duty to acquaint Minnesota with the opinions of the Farmer-Labor congressmen? Yes, incredible as it may seem, the "Leader" did not even publish the news that our five congressmen had supported the Ludlow Bill!

Why This Silence?

Why this studied silence? Why this deliberate avoidance of the issues raised by Roosevelt's war policy? Is it that A. I. Harris knows that the Minnesota farmers and workers stand overwhelmingly with the opponents of Roosevelt's war policy, while he agrees with Roosevelt? In that case, who has appointed him the censor of what opinions of the Farmer-Labor masses shall or shall not be expressed? By what right does the "Leader" arrogate to itself censorship of the overwhelming sentiment of Minnesota labor?

The "Minnesota Labor Review" and the "Northwest Organizer" expressed the anti-war sentiment of Minnesota labor on the occasion of the Panay incident. If Harris and his cohorts needed any prodding, the editorials of the "Labor Review" and the "Organizer" certainly provided it. But Harris resists and continues to resist expressing the opinions of Minnesota's workers and farmers.

Who, we should like to know, sings the tune to which Harris dances? To what voices does he listen? Certainly not the voices of the farmers and workers of Minnesota.

Keeping Step With 544

By Micky Dunne

Bill Brown spent a pleasant week in Rockford, Ill. Ask him about it.

A Northwest over-the-road conference was held here Monday and Tuesday.

Everyone in the driver's building mourns the passing of Carl Johnson.

G. Dunne is still in the hospital.

The annual strike took place at the J. R. Clark company this week.

544 members will hear of new meeting plan next Monday.

New faces on C. L. U. committees.

Jack Smith is down with a lung complaint.

There was an all day round-up of all 544 staff members Saturday.

There has been a house-cleaning in the steno's union.

George (Friend-of-Labor) Leach closed the Teamsters' Joint

Council clubrooms last week. How about the Big Boys' clubs, now, General?

Very Hot
Jean Larson (471 boss) is going to have a private office.

Daily Riddle
How is it that whenever a matter of importance to relief clients is due for a vote in the Welfare Board, labor's representatives (Hoyer excepted) are always absent?

At this writing the cab situation is still very much in the air.

Ray Sawyer was in Thief River Falls last week—the CIO is playing with the drivers there.

A. Johnson is back on his feet.

I'll Bet He Is
Skoglund has been granted a month's leave of absence. He says that he is NOT going back to Sweden.

Local 125 and the Yellow Section have had a love feast. They are just like that now.

It Would Be Quiet, Anyway
Local 544 may hold its next

Back Wages Won From Aberdeen Co.

George Froisig and Harold Meddico have collected \$137.75 in back wages due Harold Voss, a driver for the Hyman Transfer company of Aberdeen, South Dakota. Before the union intervened, Voss was working from 70 to 80 hours weekly for \$20. There is still more work to be done before the Hyman concern is straightened out.

Special Anniversary Issue Next Week

Four years ago next week a coal strike was led in Minneapolis by the General Drivers union which laid the basis for the present powerful drivers movement in this section of the country. Two months after the successful coal strike of 1934, three thousand drivers were already in the union.

This first strike in 1934 was the first general drivers' strike in the city since 1916, at which time the Citizen's Alliance pulled out a victory at a cost of twenty-five thousand dollars. The February strike not only sent a wave of new morale into Minneapolis workers but ushered in such new strike tactics as the cruising picket squad, later copied in labor struggles throughout America.

In commemoration of the February, 1934, coal strike, the Northwest Organizer will publish an anniversary issue next week. Watch for it.

Injunction Hearing Set for Thursday

On Monday morning a hearing was held on the injunction obtained by Edward Miller of the Union Club, 257 Plymouth Avenue, restraining Mayor Leach and Police Chief Forestal from closing the bar. Judge Baldwin, who heard the case, continued the hearing to Thursday morning, Feb. 10. Gilbert Carlson acted as attorney for the Union Club, whose bar was closed last week by Leach in a move to curry favor with reactionaries. Leach has filed for governor on the Republican ticket.

With the Limousines

Tickets are going like hot cakes for our dance Saturday, February 26. That's the spirit. Hats off to our entertaining committee.

There still is a fink chauffeur pulling out of 510 Groveland. He sure can make a lot of promises, but can't keep them.

Notice all chauffeurs. When sending in dues, please address it to Private Chauffeurs Local No. 912, 257 Plymouth avenue north.

Jos. Fredericks please take notice: The doorman at Dayton's wishes to see you. I know you will get rid of another dance ticket there. Keep up the good work.

All the boys that attended the stag party last week, don't tell Carl what happened after he left. We know he missed the best part of the show. The Irish Chauffeurs were well represented there. Just leave it to the Irish.

Next regular meeting is Tuesday, February 15. Let's all get down to the meeting. It is important that each member attend. Also, don't forget the dance Saturday, February 26.

From the Northwest Organizer Mail Bag: The Drivers Union Local 383 in Sioux City informs us that an injunction has been granted against the Cooks and Waiters by the union there. The Grand Forks Drivers have suggested a bit of labor legislation setting hours for over-the-road drivers at a maximum of 8 hours daily. Newly elected officers of the Fargo Trades and Labor Assembly are Dan Brattland, president; Frank Dickey, vice-president; Howard Watson, secretary; and Burr McDermott, recording secretary. 1,600 new members have enrolled in Grand Forks unions during the past year. Drivers in Minot are preparing for an organizing campaign. H. C. Kiehn has been chosen president of the Labor Assembly in Minot. Harley Nickerson, vice-president of the International Association of Machinists, writes to thank the Northwest Organizer for assistance rendered their union in the past few months. Francis Heiser, Chicago attorney for the Workers Defense League, informs us of a decision handed down by the Appellate Court of Illinois doing away with the threat of injunctive restraint to the thousands of laundry and milk-wagon drivers, coffee, tea drivers, etc. The decision clearly establishes the right of any worker who has a personal relationship with his customers, to secure the patronage of such customers after leaving his former employer.

Louisville Paper Urges Reopening Kentucky Miners Case

New hope for the release of the four Harlan County miners now serving life-terms for the alleged murder of three coal-company deputies came recently when the Louisville Times, one of Kentucky's foremost dailies, urged the reopening of the cases. The strike-breakers were killed in the historic battle of Evarts on May 5, 1931, when they attacked a picket line.

Said the Louisville Times, in part: "No disinterested Kentuckian who takes the trouble to investigate the case will be altogether unimpressed. . . Thousands of union workers, in and out of Kentucky, believe the men are innocent. . . It would be difficult for any one to deny that the basic origin of the trouble was in the ugly system of company-paid deputy sheriffs—a system which the operators no longer defend."

Governor Chandler has before him a mass of evidence of their innocence; petitions for their release by 46 of the living jurors and two of the three trial judges; and from thousands of labor unions and individuals.

Local 221 Bowlers Set New High

Remember the Bowlers dance, February 26, in the third floor hall at 257 Plymouth. Two bits each.

Local 125 rolled a new high single of 998 while taking a pair from the second place Phillips Liquor. Al Klein had a 566 for the winners. Perlman rang up 534 for the losers. The Ice Drivers dumped the Meats out of third place by taking three games, Hed in leading with a 587. The Ice Men set a new high for the three games, 2790. The Warehousemen blanked the Soft Drinks, and the Teamsters Joint Council fought hard but dropped two to the Consolidated.

The standings:

Team	Won	Lost
Local 125	41	16
Phillips	34	23
Local 20316	33	24
Ice Drivers	33	24
Meat Drivers	32	25
Soft Drinks	24	33
T. J. C.	16	41
Consolidated	16	41

Executive Board meeting at St. Barnabas hospital if the staff continues to.

The NORTHWEST ORGANIZER has outgrown its present quarters and may move soon.

Milk Drivers Union has enlarged its office space to meet increased activity.

Good Reading
Upon her retirement as business agent of the Office Workers Union last Monday, Florence Huber was presented with a gift from the Executive Board. It proved to be that popular book, "How to Win Friends and Influence People."

On the NATIONAL PICKET LINE

(Continued from page 1)
company, working through the local relief officials, sees that every Ford worker is forced immediately onto WPA, thus diminishing the number of strikers available for picket duty.

Agent provocateurs have been introduced into the strike by Ford's agents. A number of acid-throwing cases, in which Ford cars and scabs have been the targets, have occurred recently, causing the public to react sharply against the cause of the strikers. Investigation by the union has shown that no evidence has been found to link any unionist with acid-throwing tactics.

The seven-months' strike of the Seattle Newspaper Guild against the Star paper was settled February 4th. The settlement provides for reinstatement with full back pay (over \$29,000) of all strikers listed in the complaint with the National Labor Relations Board; recognition of the Guild as sole bargaining agent for editorial, business and advertising department employees. Should the court uphold the Labor Board order, the Guild will also be recognized as agent for the circulation department. It was this issue that brought about the strike. Other provisions guarantee the five-day, 40-hour week, with paid vacations in all departments.

A committee of nine persons, formally three from labor, three from the employers of the industry, and three from the "general public" have made a unanimous decision, setting the minimum wage for laundry workers in New York State at \$14 per week. This award will be given to the Industrial Commissioner who may give a mandatory order instituting the minimum wage as a law. He may also put it to a three month trial period, and then hand down his final decision on the basis of his findings during this period.

But some time ago a member of the Department of Labor of New York State, made an intensive study of wage conditions in this industry, and recommended that the minimum wage for laundry workers should be not less than \$1,280 per year, on the basis

of prevailing cost of adequate living.

The laundry industry is the fourth largest employer of mass labor in New York State. The investigation carried on to establish a minimum wage revealed that as many as 34 per cent of the workers engaged in this industry received less than ten dollars a week, and this on a seasonal basis. The establishment of a \$14 weekly minimum is an advance, but even this minimum does not solve the problem for many thousands of workers. Intensive organization and concerted efforts to get for these workers a decent standard of living is the job of trade unions.

Faith in Roosevelt was the keynote of the United Mine Workers convention, which ended in Washington last week. Although over 200 resolutions were introduced asking for the right to district autonomy, the Lewis administration forestalled such moves by pushing through a resolution which kept in Lewis's hands the right of appointing key posts of president and secretary-treasurer. The salary of Lewis was raised from \$12,500 to \$25,000 yearly, and other officials received like raises.

Today Makes 7,968 Days . . .



UNION MEETING SCHEDULE

LODGE 382 Lodge 382, I. A. of M., meets the second and fourth Fridays at 8 p. m., at 501 East Hennepin.	LOCAL 471 The Milk Wagon Drivers and Dairy Employees Union Local 471 meets the first and third Tuesdays of each month at 7 p. m.
LODGE 1313 Lodge 1313, I. A. of M., meets the second and fourth Thursdays, at 501 East Hennepin.	LOCAL 292 Inside Section—First Tuesday Radio Section—Second Tuesday Shopmen's Section—Second Wednesday Utility Section—First Thursday General Membership—Third Thursday Seniority Board—Every Monday Utility Advisory Board—Every Tuesday General Executive Board—Mondays preceding first and third Thursdays Inside Advisory Board—Alternate Mondays from G. E. B. Examining Board—Second Wednesday Utility Stewards—Wednesdays preceding first and third Thursdays
LODGE 1037 Lodge 1037, I. A. of M., meets the first and third Thursdays at Olson's Hall, Hopkins.	LOCAL 131 The Laundry and Dry Cleaning Drivers Local 131 meets the first and third Wednesdays of each month.
LODGE 664 The City and Sanitary Drivers Local 664 will meet the first and third Fridays of each month.	LOCAL 125 The Taxi Drivers Local 125 meets on the first Tuesday at 4 a. m., and on the third Tuesday at 7:30 p. m.
LODGE 1086 The Retail Clerks Local 1086 will meet on the first and third Tuesdays of each month.	SIoux CITY DRIVERS Grievance Committee—Each Tuesday, Friday night Stewards Meeting—Each Friday night
PETROLEUM DRIVERS Regular Membership Meeting—First Wednesday each month.	PRIVATE CHAUFFEURS The Private Chauffeurs and Helpers Local 912 meets the first and third Tuesdays of each month.
FEDERAL WORKERS Regular Membership Meeting—Second Friday each month. Stewards' Meeting—Every Wednesday, 8 p. m.	MEETING SCHEDULE JANUARY, 1938 LOCAL 544 Friday, Feb. 18—Job Stewards Sunday, Feb. 20—Over-the-Road, 11 a. m. Monday, Feb. 21—Building Material; Furniture Stores Tuesday, Feb. 22—Taxi Drivers; Night Drivers, 1 p. m.; Day Drivers, 7 p. m. Sunday, Feb. 13—Wholesale Grocery, 10 a. m. Monday, Feb. 14—General Membership Thursday, Feb. 17—Tent and Awning; Printing; Newspaper, 10 a. m. Seniority Committee meets each Tuesday at 7 p. m. in hall No. 1. Grievance Committee meets each Tuesday and Friday at 7 p. m. in Hall No. 2. Executive Board meets each Wednesday at 9 a. m. in Staff Room.
LOCAL 289 Retail Drivers—First Thursday. Wholesale Drivers—Second Thursday. Yeast Drivers—Third Tuesday. Cake and Pie—Third Thursday. General Membership—Fourth Thursday.	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.
LOCAL 1859 Casket Section—Feb. 8 J. R. Clark Section—Feb. 16 Executive Board, Local 1859—Every Friday night, 8 o'clock Executive Board, Local 20481—Feb. 7, Feb. 21 General Membership, Local 1859—March 2 General Membership, Local 20481—Feb. 18 Twin City Stewards—Feb. 14, Feb. 18	
LOCAL 20316 Stewards—First and third Tuesday Regular Membership Meeting—Fourth Tuesday Executive Board—Regularly every Monday	