

BUILD A LABOR TEMPLE - A UNION RADIO STATION

THE NORTHWEST ORGANIZER

Official Organ of the Minneapolis Teamsters Joint Council

MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.

MINNEAPOLIS, MINNESOTA, THURSDAY, SEPT. 15, 1938

VOL. 4, NO. 22

PRICE 5 CENTS

North Central Drivers Back Omaha 554's Strike

On the National Picket Line

The truth of those seemingly trite words of the old song—"The rich get richer and the poor get poorer"—are proven again with the publication of the following facts by the Income Tax Bureau of the National Treasury.

The year 1935-36 saw the birth of twenty new million-dollar-a-year incomes. Previous to 1935 there were but forty-one persons enjoying a million a year or more. Now there are sixty-one such individuals who must struggle along on a mere million.

The total income for the year 1935-36 for these sixty-one people was \$86,000,000,000.

During that same period there were 12,000,000 jobs and more than 25,000,000,000 living on relief in these United States.

Another interesting bit of data never elaborated upon in the daily press... According to a Professor Rautenstrauch who made a study of the question.

In the fifteen year period between 1917 and 1932 the annual income of property owners here increased 128%; bankers and financiers, 60%; professional classes, 25%.

During the same fifteen year period the income—annual—of the working class DECREASED 45% and that of the farmers DECREASED 60%.

In other words during the same period when the workers were losing an annual nine million dollars from their combined income, the boss class was gaining that same amount. The purchasing power of ninety percent of the population fell. The speculative power of ten percent of the population rose.

And this continues to go on. The "haves" get more and the "have nots" get less. Great system.

In San Francisco the strike against the thirty-five department stores holds strong. This strike was called by the AFL Retail Clerks Union on September 8 after negotiations had been broken off by the bosses. The employers demanded as a term for their signing any contract that the union drop its demand for a closed shop and a thirty-five hour week. The union agreed to this, substituting instead a clause for store-wide registered lists of employees as of January 1, 1938, or of employees having three months' (Continued on page 4)



Who Killed Him?

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

Grand Jury Report Supports Unions In Refuting Boss Lies

Clears Labor of Boss Charges That Union "Racketeering" Exists; Takes Slam at Leach, Wall

The long-awaited report of the summer panel Grand Jury, issued last Friday, exploded like a bombshell in the camp of enemies of labor, who had hoped for powerful support from the Jury in the campaign to smear the union movement with charges of "labor racketeering and gangsterism."

The Grand Jury report summarizing a four-months investigation, cleared the labor movement of these boss-inspired charges, and stigmatized Mayor Leach, spokesman for the employers, as a dishonest falsifier.

For many months now, the bosses of Minneapolis, caught between the deepening economic crisis on the one hand, and the rising union movement on the other, have systematically sought to propagandize the people with lies that "labor racketeering and gangsterism" were prevalent in the city, and that consequently the unions must be "cleaned up" and the "right kind of leaders" put in.

This slanderous campaign has been systematically spread by the boss press. The suit of the five finks against the General Drivers Union was a vehicle to carry such slanders. The many court cases against various unions and union leaders in the past few months have furthered this anti-labor campaign.

The subject of "labor racketeering" was pressed upon the summer (Continued on page 4)

131 Drivers Prepare for Negotiations

Laundry Drivers Local 131's executive board prepared this week to go into next week's membership meeting with recommendations which will cause the employers to think twice about any ideas they may have in forthcoming negotiations.

Clair Johnson, 131 business agent, reported to the Teamsters Joint Council Friday night that the employers had served notice for re-opening the question of wages and working conditions when the present contract expires November 1st. The Council expressed its approval of the plans of the laundry drivers in the coming tussle.

Minneapolis employers are attempting to float rumors that Local 131 will have to accept a wage-cut because the St. Paul laundry drivers, Local 319, took a drop in wages. Such hopes of the employers are, however, an illusion, as they will shortly discover. The cut taken in St. Paul—the only wage cut accepted by any drivers' local in the Twin Cities—was taken in spite of the offer of General Drivers Local 120 to back up the laundry drivers, and can in no wise be considered as in line with the policy of the drivers' movement. It sets no precedent whatsoever for Minneapolis. The united drivers movement of Minneapolis stands ready to thwart any assault on the working conditions of the laundry drivers.

This Is NEWS! Grand Jury Denounces Leach for Seeking to Smear Unions

Following are excerpts from the report of the summer panel Grand Jury, made public last Friday:

Charges of Labor Racketeering

"The summer panel Grand Jury was presented with charges that racketeering, gangsterism and violence were utilized by union labor organizations to attain their ends in Minneapolis. Much newspaper publicity developed around this subject. Many rumors, anonymous letters and phone calls were received by the Jury. The only signed communication in support of such charges was that received from the Mayor.

"The Grand Jury investigated and received testimony dealing with charges of labor racketeering. One of the witnesses called to the stand was the Mayor, who was interrogated on his charges. The Grand Jury felt that the Mayor, being head of the Police Department and thus equipped with a powerful fact-finding apparatus, would best be able to present facts bearing on the charges. Following a lengthy and detailed questioning, it developed that the Mayor had no evidence to offer to the Grand Jury to substantiate his charges and opinions. The Grand Jury considers it unfortunate that a person in high official position should make charges, both in public and before the Grand Jury, concerning organizations embracing a large section of our population without being in a position to substantiate such charges and accusations. The Grand Jury recommends that, in the future, public officials confine themselves to making only those charges which are based on facts in their possession.

Death of William Brown

"The case receiving the most attention during the term of the summer panel Grand Jury was that involving the death of William S. Brown, late president of the General Drivers' Union. After a four-weeks investigation into the murder and its background, the Grand Jury, on the basis of a mass of evidence and testimony, had no alternative save to indict Arnold Johnson as being responsible for the murder. As with the general charges of labor racketeering, there were many reports that dark forces were involved, but a persistent search by the Grand Jury failed to bring forth evidence to substantiate such reports..."

Benson Endorsed by State Federation

AFL State Convention Backs Minneapolis Teamsters in Fight Against CIO Commissars

Endorsement of Governor Benson for re-election and approval of numerous progressive demands upon the legislature featured the annual convention of the Minnesota Federation of Labor, which opened Monday morning at Mankato.

Following an address by Miles B. Dunne, the convention recorded itself in support of the Minneapolis Teamsters Joint Council in its stand against the union-splitting and union-raiding of the CIO. All legislative proposals made by the teamsters' movement were adopted by the convention.

Carl Skoglund was designated chairman of a permanent Unemployment Committee, with funds provided for its functioning regularly to aid the unemployed.

Farmers and workers in rural areas were backed by the passage of a resolution introduced by the teamsters, calling for equal pay in rural areas on all WPA and state projects.

As we go to press, the convention is still in session. A full report of the proceedings will appear next week.

1859 Wins Strike at Wicker Plant

Furniture Workers Local 1859 struck the American Wicker Works Saturday afternoon and won a settlement by Tuesday noon. The union won its demands for a closed shop and wage increases. Wages will be higher by increases ranging from 10 to 17½ cents an hour.

New Phone Number Of Local B-160

During the daytime, the business office of Local 160 of the International Brotherhood of Electrical Workers can be reached by phone through the following numbers: Geneva 4691, 4692, 4693, 4694, 4695, and 4696. Ask for Extension 16. After 5 p. m. on week-days, Local 160 can be reached only by calling Geneva 4696.

To All Members of All Teaming Craft Unions

September 7, 1938
To All Members of All Teaming Craft Unions Affiliated to the Teamsters Joint Council:

All members of the teaming craft unions are hereby officially notified by the Teamsters Joint Council that a restraining order has been signed against the Teamsters Joint Council by District Judge Baldwin on behalf of the Direct Service Oil Company. This order is binding upon all officers and individual members of all the local unions affiliated to the Teamsters Joint Council.

The order restrains us from interfering with or picketing the properties of the Direct Service Oil Company, and in order to avoid violation of this order, we advise all members not to trespass upon the properties of that company.

Driving by or entering the stations may be construed as picketing or patrolling, hence a violation of the judge's order, and we therefore advise all members to refrain from entering or loitering in or near the stations of the Direct Service Oil Company.

MINNEAPOLIS TEAMSTERS JOINT COUNCIL
EXECUTIVE BOARD
By Miles B. Dunne
Secretary-Treasurer

Court Hearing on Fink Suit Sept. 22

Decide Then Whether Court Will Hear Case on Merits—Direct Service and CIO Injunction Suits Come Up Today Again

Whether or not the State Supreme Court will review on its merits the decision of District Judge Reed ordering General Drivers Local 544 to open all its records to five finks, will be decided during the coming week, on September 22nd.

On that day the high court will act on a motion made by the attorneys for the five finks, asking the court to quash the writ of certiorari issued by a Supreme Court judge, which stayed execution of Judge Reed's order.

The motion to quash was made by the finks' attorneys in order to prevent, if possible, a hearing of the case on its merits. Argument on the motion will not involve the merits of the issue, being by law and procedure limited to the legalistic question whether or not the Supreme Court bench has authority to issue writs of certiorari in such cases—i. e., the finks argue that Judge Reed's decision is not appealable.

Legal counsel here were asked by organized labor groups in other parts of the country to report to them on the Supreme Court hearings, which are being watched closely nationally, for if Judge Reed is upheld, it sets a dangerous precedent against the labor movement everywhere.

Judge Hall Declines

The injunction suits of the Direct Service Oil Co. and the CIO against the teaming crafts came up yesterday before District Judge Levi Hall who, however, declined to hear them and referred them to another judge. Judge Hall was sitting in a special term of court, and stated that the injunction suits would take two weeks to hear and that it was impossible for him to give the time. He asserted from the bench that he was not avoiding the issue.

TJC Chooses Farmer-Labor Campaigners

An intensive campaign for the re-election of Governor Benson and the rest of the Farmer-Labor slate was decided upon by the Teamsters Joint Council at its monthly meeting Friday night.

A Campaign Committee was chosen to carry on the fight. It includes Harold Seavey, Miles B. Dunne, Ray Rainbolt, Joe O'Hare, Gene Larson, Clair Johnson, M. I. Smith, Tom Ammerman, William Sinnott, A. P. Eberl, Ed Arlandson, Grant Dunne and Chester Ryan.

Omaha Trucking Equipment Tied Up Throughout Area — Union-Farmer Pact Enables Farmers to Enter City — Union-Busting Scheme of Omaha Reactionaries Thwarted by Effective Strike of General Drivers Local 554

The powerful strike machinery established by the North Central Area drivers' movement went into action this week in eleven states in support of Omaha General Drivers Union Local 554's struggle against a union-busting move of an unholy alliance of city and over-road trucking corporations and certain financial interests.

Gamble-Rob Strike Solid, Fifth Week

A special meeting of all business agents representing unions involved in the eight-city Gamble-Robinson strike was held in Minneapolis last Friday to take stock of the struggle, now in its fifth week. Union officials from Grand Forks, Waterloo, Thief River Falls, Albert Lea, Austin, Bemidji, Aberdeen, etc., reported the strike was solid as ever, with all branches of the company closed down tight, and the sentiment of the general public behind the union.

Company Game Exposed

From the reports given, it was apparent that in almost every town company officials and their stooges were seeking to undermine the strike by spreading stories that every other branch was back to work. At the conclusion of the reports, a motion carried that all unions involved were to hold firm until the company agreed to sign a contract on an area scale embracing the strikers' demands.

The next meeting of business agents from the seven unions involved in this strike will be held September 17th if a contract has not been signed prior to that date.

Local 471 Starting-Time Report Ready

At the next regular membership meeting of Milk Drivers Union Local 471 on Tuesday, September 20, the committee of five appointed by the president to study data received from other cities in regards to delivery starting time, will report their findings and recommendations.

It is absolutely necessary that every driver salesman attend this meeting. The delivery starting time is a mutual problem and everyone concerned should be present to voice his opinion and register his vote.

1859 Pickets Shut Puffer-Hubbard

The Puffer-Hubbard plant has been shut tight since Friday night, when Furniture Workers Local 1859 declared a strike.

The union is demanding the scale prevailing in like shops in Minneapolis, and a flat increase of ten cents an hour for every man in the plant. Eighty cents an hour is standard rate for skilled men. A lively picket line is on guard at the plant.

Guild Wins Six-Day WTCN Strike

A successful six-day strike of the local Newspaper Guild against radio-station WTCN ended Friday with the signing of a contract covering announcers, continuity writers and clerks.

A feature of the strike was the cooperation extended the strikers by Electrical Workers Local 292 of the AFL, whose members refused to go through the 24-hour-a-day picket line. Salary raises totaling \$5,200 yearly for eleven employees, the 5-day, 40-hour week, dismissal indemnity to 12 weeks, sick leave and paid vacations, were won.

The strike brought to a head months of fruitless negotiations with the St. Paul Dispatch and Pioneer Press and Minneapolis Tribune, joint owners of the station.

Omaha trucking companies had their equipment tied up in all terminals throughout the area. Among the union centers where Omaha equipment stood idle were Denver, Grand Island, Lincoln, Norfolk, Sioux City, Mason City, Marshalltown, Cedar Rapids, Ottumwa, Burlington, Rock Island, Clinton, Peoria, St. Joseph, Kansas City, Atchison, Topeka, Minneapolis, St. Paul and Chicago.

Any fink trucks that might have sneaked through this vast dragnet were met by Local 554 pickets who effectively patrolled all the highways into Omaha.

Outside firms which have signed the North Central Area Agreement were permitted to operate in and out of Omaha.

Inside the city, all trucking was affected except wholesale groceries, fruits and other perishables and foodstuffs, which were not involved.

Farmers Aided by Union

By agreement between the General Drivers Union and the farmers' organizations, farmers driving their own trucks to market were permitted to pass through the picket lines. The farmers are in full sympathy with the union in this fight.

About 3,000 men are involved.

Cause of Conflict

Local 554 last week presented to all highway operators for signature the area agreement which had been already signed by operators throughout the area employing over 70% of the drivers in highway transportation. The Omaha operators had evidenced their hostility to the area negotiations last June when they attempted a lockout, and had to be driven into line to sign a temporary agreement on June 20th. In accordance with this agreement, a permanent contract was to be subsequently negotiated, and it was in line with this that Local 554 presented the area contract, together with the 48-hour notice of strike action provided for in that temporary agreement.

At the same time, Local 554 presented for signature a similar agreement covering city trucking to the transfer companies.

Unholy Alliance

But before the agreements were presented, it became clear, both highway and city trucking companies had combined with certain other forces in an undercover plan to try to break Local 554. Fearing that the union's initiative in presenting contracts would demoralize the individual trucking companies, the Nebraska Commercial Truckers Association precipitated a lockout before the expiration of the union's 48-hour notice of strike action.

Area Subcommittee in Omaha

The attempt of the employers to take the offensive, proved small comfort, however. Backed by the entire drivers' movement of the North Central area, Local 554 made the strike fully effective. Cooperating on the spot with Local 554 was an authoritative subcommittee of the permanent North Central Area Negotiating Committee which was elected last week in Indianapolis at a meeting of 175 drivers unions. The strike will be maintained until the employers involved sign both city and area contracts.

Make Minneapolis a Union Town

Local 160 Wage Review Demands on NSP

The full text of the wage review demands made by Electrical Workers Local 160 upon the Northern States Power Company appears below.

The proposed schedule is of interest not only to utility workers everywhere, but also to other unionists, for it embodies an intelligent method of cutting across departmental lines to establish uniform wage rates for equal skill, including equalization within classifications and equalization as between qualifications involving equal skill.

The union is awaiting the company's answer to the proposed wage review. All wage increases finally agreed upon will be retroactive to January 1, 1938.

No. of Men	Job	Present Wage	Proposed Wage	Increase
1	Chief Load Dispatcher	\$275.00	\$300.00	\$ 25.00
1	Asst. Chief Load Dispatcher	255.00	275.00	20.00
4	Senior Load Dispatcher	225.00	250.00	100.00
1	Relay Foreman	225.00	250.00	25.00
1	Meter Dept. Shop Foreman	245.00	250.00	5.00
8	Average percentage increase	\$1,900.00	\$175.00	9.2%
	Average monthly increase			\$21.87

Proposed Scale \$230.00				
No. of Men	Job	Present Wage	Proposed Wage	Increase
1	Boiler Room Engineer	\$230.00		
4	Watch Engineer	230.00		
2	Heavy Crew Foreman	225.00	10.00	
2	Utility Foreman	240.00		
1	Arc Foreman	230.00		
1	Chief Operator (Riverside)	225.00	5.00	
4	Jr. Load Dispatcher	265.00	100.00	
1	Cable Splicer Foreman	230.00		
1	Station Meter Man	225.00		
1	Communications Supervisor—Relay	205.00	25.00	
1	Asst. Chief (Insp. Dept.)	215.00	15.00	
20	Average percentage increase	\$4,450.00	\$170.00	3.8%
	Average monthly increase			\$8.50

Proposed Scale \$210.00				
No. of Men	Job	Present Wage	Proposed Wage	Increase
1	General Tester (Arc)	\$200.00	\$ 10.00	
1	Armature Winder (Arc)	200.00	10.00	
2	Paint Foreman	185.00	25.00	
3	Crew Foreman (U. G.)	190.00	20.00	
6	Crew Foreman (O. H.)	1205.00	60.30	
1	Tree Supervisor	4 195.00	60.00	
6	Feeder and Local Patrolman	2 210.00	15.00	
1	Relief Watch Engineer	4 205.00	20.00	
1	Auto. Insp. (Utility)	185.00	25.00	
22	Average percentage increase	\$4,370.00	\$250.00	5.7%
	Average monthly increase			\$11.36

Proposed Scale \$200.00				
No. of Men	Job	Present Wage	Proposed Wage	Increase
10	Rural Patrolman	\$190.00	\$100.00	
1	Asst. Communications Supervisor	185.00	15.00	
1	Shop Tech.	185.00	15.00	
1	Relay and Comm. Technician	190.00	10.00	
4	Relay Technician	185.00	60.00	
1	Battery Foreman	200.00		
5	Class B Chief Operator	190.00	50.00	
3	Insp. Dept. Foreman	190.00	30.00	
1	Laboratory Tester	190.00	10.00	
27	Average percentage increase	\$5,110.00	\$290.00	5.6%
	Average monthly increase			\$10.74

Proposed Scale \$190.00—Foremen				
No. of Men	Job	Present Wage	Proposed Wage	Increase
2	Garage Foreman	\$180.00	\$ 20.00	
1	Asst. Crew Foreman (U. G.)	152.00	38.00	
2	Tree Crew Foreman (O. H.)	1 190.00		
3	Stores Dept. Foreman	1 155.00	35.00	
4	Chief Operator Class C	2 180.00	20.00	
1	1 180.00	5.00		
1	2 165.00	50.00		
4	Boiler Room Foreman	175.00	60.00	
1	Woodworker in Chg. (Arc)	185.00	5.00	
1	Machinist in Chg. (Arc)	190.00		
1	Yard Foreman (Riverside)			
2	Paint Sub Foreman	173.00	34.00	
1	Insp. Dept.—Sub Foreman	185.00	5.00	
1	Range Service Supv. (Kelv.)	1 185.00	5.00	
1	Refrig. Service Supv. (Kelv.)	1 165.00	25.00	
24	Average percentage increase	\$4,043.00	\$297.00	8%
	Average monthly increase			\$13.62

Proposed Scale \$190.00—Journymen				
No. of Men	Job	Present Wage	Proposed Wage	Increase
3	Machinist (Riverside)	(1) \$210.00		
1	(1) 205.00			
1	(1) 175.00	\$ 15.00		
1	Blacksmith (Riverside)	195.00		
1	Electrician (Riverside)	187.00	3.00	
2	Steamfitters (Riverside)	180.00	10.00	
1	170.00	20.00		
1	Welder (Riverside)	162.50	27.50	
1	Carpenter (Riverside)	180.00	10.00	
1	Locomotive Crane Eng. (Riverside)	175.00	15.00	
5	Cable Splicers	185.00	25.00	
22	Lineman	180.00	220.00	
21	Troubleman	180.00	210.00	
7	Electricians (Utility)	170.00	140.00	
2	Relay Tester (Relay)	175.00	30.00	
1	Shop Tester (Relay)	175.00	15.00	
5	Riverside Operators	185.00	25.00	
2	Hi Tension Testing	1 185.00	5.00	
	1 180.00	10.00		
75	Average percentage increase	\$13,509.50	\$780.50	5.1%
	Average monthly increase			\$10.40

Proposed Scale \$180.00				
No. of Men	Job	Present Wage	Proposed Wage	Increase
25	D. C. Large Capacity (Meter)	\$170.00	\$ 10.00	
1	Class B Operators	22 165.00	330.00	
1	1 180.00	60.00		
5	Downtown Trouble	4 170.00	40.00	

No. of Men	Job	Present Wage	Proposed Wage	Increase
1	Radio Interference	175.00	5.00	
5	Asst. Boiler Room Foreman	162.50	\$7.50	
9	Insp. Mechanics	175.00	45.00	
4	Turbine Operators	165.00	60.00	
2	Asst. Sta. Meter Man	1 175.00	5.00	
	1 170.00	10.00		
2	Request Tester	1 185.00		
	1 165.00	15.00		
1	Small Cap. 3c Tester			
4	Large Capacity and Hi Tension Installer	175.00	5.00	
1	Serviceman (U. G.)	160.00	40.00	
1	Shop Foreman (Kelv.)	160.00	20.00	
60	Average percentage increase	\$10,072.50	\$732.50	7.2%
	Average monthly increase			\$12.21

Proposed Scale \$170.00				
No. of Men	Job	Present Wage	Proposed Wage	Increase
10	Firemen	\$152.00	\$180.00	
8	Pump Operator	157.50	100.00	
3	Repairmen (Riverside)	180.00		
	170.00			
1	Pipe Coverer (Riverside)	152.50	6.00	
4.	Helpers (Riverside)	165.00	5.00	
	164.00	6.00		
	182.50	7.50		
	152.50	17.50		
	157.50	12.50		
1	Locomotive Engineer	149.00	21.00	
1	Relief—Loco. and Crane Eng.	149.00	21.00	
1	Elec. Crane Operator	149.00	21.00	
10	Transformer Winders	165.00	150.00	
7	Tree Trimmers	162.50	62.50	
3	Material Men (O. H.)	180.00		
	175.00			
	170.00			
1	Motor Repairman	152.00	18.00	
1	Insulator Tester	170.00		
1	Asst. Tester (Arc)	157.50	12.50	
3	Transformer Winders	165.00	15.00	
5	Transformer Assem.	157.50	62.50	
2	Outside Str. Lt. Maint. (Arc)	170.00		
1	Utility Man (Arc)	157.50	12.50	
1	Lamp Repairman (Arc)	152.00	18.00	
1	Blacksmith (Arc)	162.50	7.50	
1	Blacksmith Helper (Arc)	144.00	26.00	
1	Woodworker (Arc)	144.00	26.00	
1	Machinist (Arc)	170.00		
2	Battery (Gen.)	1 165.00	5.00	
	1 160.00	7.00		
1	Regulator Insp. (Utility)	162.50	7.50	
1	Lineman (Utility)	170.00		
2	Bldg. Maint. Eng. (Land and Tax)	160.00	20.00	
4	Trouble Board Operator	2 165.00	10.00	
	2 170.00			
1	Radio Operator	170.00		
25	Class C Operators	152.00	450.00	
1	Relief—Class B	155.00	15.00	
1	Class A 1st Ass't.	160.00	50.00	
1	Garage Foreman—6th St.	163.00	7.00	
21	Testers and Installers	10 \$160.00	\$100.00	
	4 162.50	30.00		
	7 165.00	35.00		
1	Inspector	170.00		
4	Repairmen	2 162.50	15.00	
	2 160.00	20.00		
1	Asst. Lab. Tester	165.00	5.00	
1	Asst. Hi Tension Tester	160.00	10.00	
1	Voltage Tester	160.00	10.00	
12	Refrig. Service Man (Kelv.)	\$155.00	\$180.00	
5	Range Service Man (Kelv.)	2 165.00	10.00	
	2 155.00	12.00		
4	Electricians (Kelv.)	1 170.00	30.00	
	1 158.00	36.00		
161	Average percentage increase	\$25,389.50	\$1,859.50	7.3%
	Average monthly increase			\$11.55

Proposed Scale \$135.00				
No. of Men	Job	Present Wage	Proposed Wage	Increase
1	Brick Mason Helper (Riverside)	\$135.00		
7	Cable Splicer Helper	122.50	\$ 87.50	
3	Paving Breakers	122.50	37.50	
3	Mason Helpers (U. G.)	122.50	25.00	
3	Lamp Mainer and Globe Cleaner	1 131.00		
	1 135.00	14.00		
	1 125.00			
4	Globe Cleaners (\$35.00 extra for car)	157.50	50.00	
6	Fireman-Watchman	125.00	60.00	
5	Delivery Men	4 \$121.00	56.00	
	1 \$117.50	17.50		
31	Average percentage increase	\$3,977.50	\$347.50	8.7%
	Average monthly increase			\$11.21

Proposed Scale \$125.00				
No. of Men	Job	Present Wage	Proposed Wage	Increase
3	Floorman—Garage	\$125.00		
3	Conduit Crew	117.50	\$ 22.50	
5	Cable Crew	117.50	37.50	
31	Groundman	117.50	232.50	
2	Pole Yard Labor	(1) 137.50	15.00	
2	Ash Handler—Riverside	(1) 121.00	4.00	
6	Coal Handlers—Riverside	(1) 124.00	1.00	
	(1) 124.00	6.00		
52	Average percentage increase	\$6,181.50	\$318.50	5.1%
	Average monthly increase			\$6.12

Proposed Scale \$115.00				
No. of Men	Job	Present Wage	Proposed Wage	Increase
9	Elevator Operator	(1) \$110.00		
	(7) 115.00			
	(1) 125.00			
9	Average percentage increase	\$1,040.00		

Proposed Scale \$110.00				
No. of Men	Job	Present Wage	Proposed Wage	Increase
16	Janitors	\$110.00		
3	Switchman (Arc)	110.00		
19	Average percentage increase	\$2,090.00		
671	Men TOTAL	\$105,616.00	\$6,735.00	6.3%
	Average monthly increase			\$10.03

Hourly Wage Scales				
Category	Rate	Rate	Rate	Rate
Linemen	\$11.25	\$11.25	\$11.25	\$11.25
Laborers—1st 6 mo.	.65	.65	.65	.65
On regular 2nd 6 mo.	.67 1/2	.67 1/2	.67 1/2	.67 1/2
Crews and 3rd 6 mo.	.70	.70	.70	.70
For Jobs, 4th 6 mo.	.72 1/2	.72 1/2	.72 1/2	.72 1/2
Thereafter, per month	125.00			
Temporary Laborers	.75			

Any laborer hired for regular crew or job on sliding scale who is laid off before completion of first 6 months of service shall be considered temporary employee and shall be reimbursed at the rate of 75c per hour for all work performed.

No changes in the present starting wage for the general help in the Stores Department except adding to the present graduating wage scale:

3rd year \$120.00 per month
4th year and thereafter 125.00 per month

No changes in present apprenticeship wage scales except that boiler room and pump room apprentice rate on completion of 4 years be set at \$150.00 per month, or \$5.00 over 8th 6-months rate which will make these apprentice schedules conform to general rule of agreement.

Rates Outside Minneapolis
Excellent to have same scales and classifications applied as set up for Minneapolis.

St. Croix to have same scales and classifications applied as set up for Minneapolis less a 10% differential.

St. Anthony to have applicable scales and classifications of Minneapolis applied.

No. of Men	Job	Present Wage	Proposed Wage	Increase
1	Switchman (Riverside)	135.00	10.00	

San Antonio Strike Faces Police Terror

San Antonio, Texas—A strike of Drivers Union Local 657 against two labor-hating transfer firms—the Merchants Transfer company and the Scobey Storage company—was called last Tuesday morning, September 6, following months of unsatisfactory negotiations during which time the companies continually stalled and refused to sign with the union.

Local 657 is striking for union recognition. The companies have persistently refused to grant this right. The Scobey company was recently stigmatized as unfair by the national labor relations board.

Though the strike began as a relatively small one, it has been met with the most vicious campaign of strike-breaking on the part of the companies and the city and county officials.

Strike-Breaking Officials
Mayor C. K. Quin, Police Chief Kilday, Sheriff Wood, and Theo Weiss, attorney for the transfer company, have vied with one another in seeking to break the strike and slander the workers involved.

As a broad rule, the further South one goes, the more viciously anti-labor are public officials. San Antonio is only 200 miles from the Mexican border.

The police department and the sheriff's office are functioning openly as strike-breaking agencies for the companies. No sooner had the strike got under way than Chief Kilday and Sheriff Wood put more special deputy officers and cops, armed with black-jacks, clubs and guns, at the disposal of the bosses to escort trucks driven by scabs.

A group of 75 business men have publicly offered to pay all strike-breaking expenses.

Pickets Beaten
Several union pickets have been badly beaten by the thugs and gangsters mobilized by the sheriff. Though Sheriff Wood stated that his office would not act as a strike-breaking agency, this is a piece of revolting hypocrisy, of a piece with Chief Kilday's claim that he is "only keeping law and order."

"Bosses Real Law-Breakers"
At a conference called Friday by Mayor Quin, the attorney for the bosses failed to put in an appearance. During the session, a

Many Firms Sign Uniform Area Contract

Daily new trucking firms are adding their signature to the over-the-road contract negotiated by drivers' unions with employers in the eleven-state area.

The following is a partial list of the companies which have signed the uniform area over-the-road contract:

- Advance Transportation Company.
- American Freight Lines.
- Anderson Freight Lines.
- Anderson Motor Service.
- Apperley Transportation Company.
- Arthur, W. P., Co.
- Associated Truck Lines.
- Bartel Motor Freight.
- Bates Motor.
- BeMac Transport Co.
- Benedict Freight Lines.
- Brady Freight Lines.
- Brady Transfer & Storage Co.
- Brashear Freight Lines.
- Campbell 66.
- Capitol Freight Lines.
- Central Motor Freight.
- Checker Express Co.
- Chicago Motor Express.
- Chicago & Southeastern.
- Clover-Leaf Motor Freight.
- Commercial Motor Freight.
- Commercial Truckers.
- Consolidated Lines.
- Co-Ordinated Transfer Co.
- Creston Transfer Co.
- Cripps Overland Express.
- Cushman Motor Delivery Co.
- Day's Transportation Co.
- Decatur Cartage Co.
- Des Moines Transportation Co.
- Duluth-Chicago Freight Lines.
- Dunn Transport Co.
- Everready Transit Co.
- F. & S. Transit Lines.
- Farmers Rapid Transit.
- Ferguson Transfer Co.
- Fruit Belt Motor.
- Gateway City Transfer Co.
- Gateway Motor Freight.
- Glendenning Motor.
- Globe Cartage Co.
- Gordon's Transport.
- Grand Rapids Motor Freight.
- H. & K. Truck Lines.
- Hall Freight Lines.
- Hancock Truck Lines.
- Harris Forwarding Co.
- Hart Motor.
- Hastings Express.
- Hayes Freight Lines.
- Hincliffe Motor Lines.
- Hoy Cartage Co.
- Holdcroft Motor Freight Lines.
- Illinois Motor Carriers.
- Husman-Roper Freight Lines.
- Illinois Motor Carriers.
- Interstate Dispatch.
- Interstate Motor Transportation System.
- Imperial Trucking Co.
- Joliet Transfer Co.
- Keeshin Mootr Freight Lines.
- Kovich Truck Lines.
- Kramer Bros.
- Landon, F. Trucking Co.
- Lawrence Trucking Co.
- LeCrone Motor Freight.
- Lee Bros.

committee from the San Antonio Trades Council appeared and protested vigorously against the strike-breaking moves of the authorities. "The real law-breakers in this situation are the Scobey and Merchants Transfer company," declared W. R. Williams, AFL representative.

Constable S. M. Meeks confessed Friday that the special deputies were armed with blackjacks and were receiving \$3 per day from the transfer companies.

Threatens Militia
On Saturday, Mayor Quin, tool of the bosses, threatened to mobilize a city militia to break the strike.

A number of pickets have been arrested for alleged violence since the outbreak of the struggle.

The spirit of the strikers is very good. They are determined to better their wages and conditions. Most of the drivers never received more than \$9 or \$10 weekly for long hours of work.

Ask for Aid
Local 657 is in desperate need of funds to continue its brave fight against great odds, and is appealing to all drivers' unions to send financial aid to V. L. Wolfenber, business agent, Drivers Union Local 657, San Antonio, Texas.

The following patents were issued the past two weeks to Minnesota and Dakota inventors, as reported by WILLIAMSON & WILLIAMSON, Patent Attorneys, 225 Metropolitan Life Building, Minneapolis, Minn.: August 30—Burr, Leonard W., Walnut Grove, Minn., nail; Cornelius, Richard T., Minneapolis, Minn., faucet.

September 6—Beach, Charles H., Norcross, Minn., detachable traction lug; Becher, Daniel, Minneapolis, Minn., container; Bryant, John W., Jr., Minneapolis, Minn., bronze alloy; Butler, Clarence H., Austin, Minn., exfoliating vegetable and similar minerals; Fisher, Adolph E., Minneapolis, Minn., automatic clutch control; Johnson, Edward E., St. Paul, Minn., flat screen; Jwan, Ignition cut-out; Lundgren, G. C., Minneapolis, Minn., and Swan, J. D., Jr., Minneapolis, Minn., fishing reel; Tenney, Charles L., Minneapolis, Minn., mauling combustible gas; Stenstrom, Walfrid J., Federal Duff, Minn., Bell lure; Vanke, George F., Minneapolis, Minn., bedspring; Wischart, Hollice B., and D. L. Trail, Minn., skirt hanger; Wood, Everett N., Minneapolis, Minn., radiator apparatus and method; Stein, L., Minneapolis, Minn., manufacturing carbureted water gas.

Four Cafes Are Named Unfair

Because they are unfair to 3,2 Beer Dispensers Union Local 346, the following places have had their Union House Cards removed:

Dave Rorers, 1410 East Lake Street.

Tappa Kag, 2918 27th Ave. S. Uptown Cafe, 925 West Lake Street.

Baseball Tavern, 2923 Nicollet. All firms are guilty of refusing to live up to the union contract. Several other beer places whose managers are chiseling on union standards will be placed on the unfair list next week, unless they straighten up with Local 346.

The union is determined that Minneapolis beer dealers conduct union places.

Over 200 fair-minded beer dealers in the city are now living up to Local 346's contract and all display the Union House Card. Local 346 calls upon all friends of labor to patronize only those places displaying the House Card, which is a symbol that labor is working under fair conditions.

- Liberty Forwarding Co.
- Liberty Trucking Co.
- Lime City Trucking Co.
- Long Transportation Co.
- Mason & Reedy Freight Lines.
- Martin Transportation Co.
- McVicker Freight Lines.
- Mercury Motor Freight.
- Michigan Interstate.
- Midland Service.
- Mid-West Transit Co.
- Miller, Ray Trucking Co.
- Milwaukee Truck Service.
- Moland Bros. Trucking Lines.
- Monark Freight Lines.
- Mound City Forwarding Co.
- Murphy Motor Freight.
- National Freight Lines.
- Night Hawk Freight Lines.
- North Shore Motor Express.
- Northwest Truckways, Inc.
- Norwalk Truck Lines.
- O. K. Motor Service.
- Olson, Fred Transportation Co.
- Olson Transportation Co.
- Peoria Cartage Co.
- Pinegar Transportation Co.
- Pioneer Motors.
- Plaza Express Co.
- Powell Bros.
- Reefer Transit.
- Reliable Transit Lines.
- Rieke Motor Transportation Co.
- Roadway Express.
- Roadway Transit.
- Rock Island Transportation Co.
- Rooks Transfer Co.
- Roosevelt Cartage Co.
- Royal Transit Co.
- Scheffer Freight Lines.
- Scherer Freight Lines.
- Service Transfer & Storage Co.
- Shippers Dispatch.
- Silver Fleet Motor.
- Spector Motor Freight.
- Standard Freight Lines.
- Takin Bros.
- TransAmerican Freight Lines.
- Trucking, Inc.
- Truck Terminal.
- Tucker Freight Lines.
- U. S. Freight Lines.
- Union Transfer Co. of Omaha.
- United Express Lines.
- Viking Freight Lines.
- W. T. Transportation Co.
- Wade Motor Freight Lines.
- Webber Cartage Line, Inc.
- Werner Transportation Co.
- Western Transportation Co.
- Wisconsin Fox Valley.
- Yellow Truck Lines.
- Ziffirin Truck Lines.

On the Route With the Milk Man

By Mike Rusinko

Notice to all drivers—be sure and be at the next meeting as there is a committee of five appointed to bring in a report on the 8 o'clock delivery. Now is the time to be there. Be there and give your version on this plan, don't forget the meeting September 20, 7 p. m.

Joe Sherman finally traded off that concrete mixer. The checkers are sure glad, now they are in hopes that he will get down before 7 a. m.

Here is a poem that was sent in by a North Franklin driver, some class: GOOD OLD ARCHIE, WHO IS SIX FEET TWO, EVEN THE SQUIRRELS ARE SAYING PHWEW, THAT'S NOT ALL, HE IS DOPEY, TOO. Must be one of Archie's pals, eh what?

"Rosy has been unable to find the key to his 'Dusenberg.'" Say Rosy, do you suppose it was the same stuff that got rid of the crickets had anything to do with the disappearance of your key?

Sure had a heavy vote for the delegates and what a swell turn out we had at the meeting. Better be there at the next meeting gang, it's going to be hot.

Ray Hammer would like some back numbers of the daily papers, as he lost about a week's reading this summer—or he might be saving old paper, who knows?

Axel Williams Cassanova of the North Franklin I've box tells our readers he has found bacon drippings as good as anything to lay those six new hairs that have sprouted since this last heavy rain.

The Northland Co-signers of the Northland contemplated a boat excursion, but due to the fact that they would have to have one about the size of the "Normandie" it was postponed—that was tough on Uncle Mike.

Ray Graff has decided to make a change. He has left the L. O. L. and is now with the Ewald Bros. He is a Cow Boy on the East side.

Arthur Hoyt lost his father last Saturday. The funeral was last Monday and interment at Oak Hill cemetery.

Carl Zimmer, he is the bird with the large bay front and the El-Ropo in his mug, makes a very good companion on a fishing trip. What kind of bait do you take, Zimmy?

Gene Aitken sure feels highly elated since he came back from his trip, but doggone it, I can't get him to take off his hat to see how he parts his hair.

I was down town one day last week and ran into my old pal "Cop" from Ohleens, in one of the fashionable men's stores. What do you think he bought, a pair of pajamas and what passionate colored ones, too. They looked like a rainbow in distress, show them to the boys, Cop.

Jersey Joe Auld got rid of his old gallop and got a new Pontiac so he could make it to the Jersey's 5th annual picnic held at Christmas Lake August 31. There was a kittenball game between the insiders and the drivers.

Ed Bolman enjoyed a trip down the river on the Donna Mae only he complained about the quality of the chow mein, no wonder, his straw hat was missing.

Dear Mr. International Secretary: How many letters does Helen have to write before I will receive the I.B.T.C.S. & H. monthly magazine?

Anyone having hatch boards might call Curt and donate same for use of those who may be called for paving work.

Independent Truck Chatter

R. F. Hornig

For many weeks past this column has fallen to a level of staidness and mediocrity which speaks ill of either the attitude or efforts of the copy-writer or else there is a lack of cooperation from the boys. Many of you indeed, questioned our absence from the Organizer on the few times we played hooky, but it seems more likely such concern was due to a staunch pride in our ITO section. Most of the time our weekly copy is rattled off hurriedly Tuesday before press time; and even sometimes is scribbled out on the job early Wednesday morning.

Whereas,—etc., Now therefore be it resolved, at least for this week only will I, Richard F. Hornig, prepare this column on Sunday of this week, far enough in advance to make it look like something.

Poor Pops! When the weather gets you, you are out of luck. Ten days at Blue Earth for the boys, two trips back and forth and not a wheel turned yet. Getting another call, the whole crew piled out in Thursday's deluge to be on the job the next morning. They got as far as Jordan where they ran into a mud washout and lost the pavement. All hands piled out in their bare feet and waded around looking for the road. Pehm calls the crew the "bare-foot boys from Blue Earth."

NERTS!! To Whom It May Concern; all of you who failed to attend the September ITO meeting. What's the matter fellows; is one night a month too often? Your union is not a machine; do you think it can run by itself? Sure, I know meetings can be dull and stupid — arguments and quarrels over grievances are always unending and tiresome, but they can only be just what your attendance and your efforts will make them.

There are at least one hundred and fifty men who owe their jobs or at least their present high worth to the Union, although few of them show up for meetings either in appreciation, or to help others to equal their gains. Their interpretation of seniority in the Union seems to be a personal SELFISHNESS—I got mine, now you can get yours!

Please remove the numbers from your cabs when you trade in the old truck. Ditto emblems.

Dickering with the WPA has been going on all summer for an increase in hours. Now rotation is in order unless more work shows up. Apparently all we will get is the merry run-around unless the boys make up their minds to band together and give a demonstration of strength.

The Ways and Means Committee meets this week.

If you want to be sure you are not missed on work calls notify Gene Lundholm of changes in address and telephone number. The same holds true for the Organizer office if you want the paper to follow you in moving.

This dragging back of dues for two months or until delinquency is just avoided is not popular with the office force or the organizers. Pay your dues currently and do your share to help keep your record straight on the books.

Dear Mr. International Secretary: How many letters does Helen have to write before I will receive the I.B.T.C.S. & H. monthly magazine?

Anyone having hatch boards might call Curt and donate same for use of those who may be called for paving work.

Grand Forks Drivers Sign B-R Creamery

A contract covering 42 employees of the Bridgeman-Russell Creamery in Grand Forks, North Dakota, was signed on September 7th by General Drivers Union Local 581, following lengthy negotiations.

The pact provides for full seniority, one week's paid vacation, the eight-hour day and 48-hour week, with time and one-half for overtime. Wage adjustments were won for country drivers, who will receive \$95 monthly plus commissions on charge and cash sales, and on collections. The working agreement, the first to be signed with this dairy in Grand Forks, is retroactive to September 1, 1938, and will run until September 15, 1939.

Today negotiations got under way between the Bridgeman-Russell dairy in Minot and the Minot Drivers Union.

TAXI TOPICS

By Curle and Lunde

Old Jupiter Pluvius put a big double-cross on the fair weather. Now we must wait for the football games to pay off the well known mortgage.

That "only a quarter" spiel that Kenny Grapp used at the Nicollet thru Fair Week was strictly original as to verses but the lyrics had a strangely familiar sound.

Understand that a certain Bottling Company is dickering for Tony's photo to use on the shady part of their Black and White ads.

With the men who do things—While waiting his turn at the W. N. F. Harold Walters put his gaming ability to work and brought home the bacon plus a good sized rooster. Now how did that man get by the poultry building.

The St. Paul drivers We think, carried off honors for the loudest and best barking at the fair. Well, a City as hilly as the Capitol should produce good yodelers. They'd make good auctioneers, too.

The photographer missed a bet by not hiring Ray "Whiskers" Landis as a stand-in for the bear and gorilla props at the State Fair.

Understand C. S. M. offered C. P. two bits to ride the sausage balloon. We all think that's the first time he turned down a chance to earn money.

One of our well known drivers who usually takes good care of his money unintentionally played Santa Claus on Seventh Street today. He deposited a dollar's worth of change in a torn pocket and it didn't dawn on him 'till later why two Urchins picked things up behind him and bolted around the well-known corner.

A sure way to get the Little Boss to "blow off his top" would be to ask him how he liked to pay rent on Canal street on the Fair Grounds. Pardon our error, after wading in the water and mud we think it was a canal. Anyway, complicated income-tax figures won't be needed on that particular business.

Gunnar Bloomgren (The Arkansas Hill-Billy) is back on days. What with the pavement getting cooler and squirrel huntin' just a moon away he figgers he might as well get a fixin' to oil up his shootin' a'rns.

Everybody out for the next meeting, we need voters from all these units in attendance.

With the Limousines

It's been wisely stated, "Carry your book at all times (you know)."

Oh, boy! What a trial that was. Who said Kangaroo Court?

Hold on boys. The Little Colonel is going to pay your dues or something. The rumor has it that he promised some Finks immunity (from what?).

Flash—Oh, oh. We know where a certain Lincoln car is. No, it's not on Groveland.

Society News: Fashionable Wedding, Saturday Night. Covered by two Gentlemen (not of the Press) interviewing Members and FINKS (pretty swell!).

Which Judge is not going to whose vote this Fall?

We wish to thank all concerned for the fine lunch and refreshments served after the last meeting.

Did Swede Hanson get that job? Or did he win on the punch board?

Mickey's column — real facts, good reading. (How's the Plug, Mick?)

Latest style for Chauffeurs (PINK)—Stetson Hat.

Attend the meetings, boys. Find out what's going on.

Theme song of Twenty-Second Street: "Julius get your gun," or "Don't you come over to my house."

I want current buttons so I can see who I run over on the streets.

Song hit, 1938: "A Tisket A Tasket, A Flunk In A Basket."

Pictures of picnic available. See Cameraman (Johnnie).

Bill and Joe are gone again. How do you do it, boys?

Another slave freed after sixteen years. More power to you, Wallie.

Executive Committee back from vacations. Plenty of work confronts you now.

I want a lawyer. I'm being restrained.

Watson the golfer picking up a lost ball at Glenwood. (Fore!)

Attention, Johnnie! We want a picture of a "Hat Chauffeur."

Whistle while you work. Essex with an Ace full.

Old Lady on Nicollet Ave.: My, isn't it soft for those chauffeurs? All they do is sit.

(She ought to see some of the stool-less bar rooms in town.)

And when I die I want a Union funeral!

Sioux Falls Drivers Set Up FWS

Last Thursday night Max Geldman and George Veins, officials of the Minneapolis Federal Workers Section, spoke in Sioux Falls, South Dakota, at a meeting of 150 WPA workers. The Minneapolis unemployed leaders assisted the Drivers Union Local 749 of Sioux Falls in setting up a Federal Workers Section to organize all WPA workers in the town.

Vice-president Mero of the South Dakota Federation of Labor, who is also secretary of the Sioux Falls Central Labor body, also spoke, and pledged support to the new organization. A representative of the Amalgamated Meat Cutters Union promised assistance from the organization in building the Federal Workers Section.

Almost all WPA workers present immediately joined Local 749's unemployed section.

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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 8, 1879

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

Labor Injunction and CIO

Not even the use of police and the National Guard against unionism is as hated among the organized workers as is the use of the labor injunction. The cops and troops are obviously employers' weapons, almost as obviously so as stoolpigeons and thugs directly hired by the bosses. What makes the labor injunction such an object of hatred among the workers is the smug hypocrisy with which it is granted by judges against unions. The cops and troops attack picket lines openly and physically; the judges attempt the same result under the guise of impartiality and even-handed justice. The labor injunction is a cowardly stab in the back, and therefore is hated more than an open enemy's blow.

Labor Always Fought It

Ever since the infancy of the labor movement, it has fought against the labor injunction. Labor's political weight has been used continually to do away with the labor injunction altogether, and any number of laws have been passed designed to limit its use. Especially have efforts been made to wipe out granting of injunctions without a hearing at which the union could defend itself. To a large extent, however, judges have circumvented every attempt to limit their powers of granting injunctions, thereby rousing ever more hatred against this weapon. Time and time again, when judges have issued injunctions, organized labor has successfully violated the injunction with the backing of widespread public approval.

So fixed is union hatred of injunctions, that even the most reactionary type of union official has but rarely dared to resort to the use of this weapon against another union. So rarely, indeed, that not a single use of the injunction by one union against another in recent decades comes to mind.

Now Used by CIO Communists!

Yet this bitterly-hated, utterly discredited weapon has now been resorted to by the commissars of the CIO in Minneapolis! They have called in the reactionary courts to help them in their onslaught against the progressive drivers' movement! They did this, first, by instigating the application of the Direct Service Oil Company for an injunction against the Teamsters Joint Council. When the Council exposed the fact that Direct Service was merely acting as a front for the CIO, the commissars decided to brazen it out and apply for an injunction in their own name.

Furthermore, they provided every reactionary employer in the country with a useful precedent, by applying to the judge for the issuance of a restraining order without a hearing, and the same Judge Baldwin who gave one to Direct Service obligingly gave another to the CIO. The order attempts to restrain the drivers' movement and the filling station attendants local from recruiting membership from the employees of certain oil companies (we do not name the companies for the simple reason that their employees are practically all in locals of the Teamsters Joint Council).

Use the Usual Boss Language

Using the usual language of reactionary employees in their complaint to the court, the CIO commissars describe affiliation to the teaming crafts as being a process whereby the teamsters "have extorted from plaintiff's members sums of money under threats of bodily harm before permitting them to continue about their business," complains that the cops, "the public officers charged with the duty to protect plaintiff's property have failed to furnish adequate protection," and winds up with a plea to the judge not to give a hearing before issuing the restraining order, for "unless a temporary restraining order shall be issued without notice, substantial and irreparable injury to plaintiff organization will be unavoidable." The worst labor-hating boss couldn't have done better!

CIO Workers! Is This Your Will?

Let every AFL worker in Minneapolis ask his friends in the CIO whether this foul betrayal of the honor and interests of labor has been perpetrated with their consent. We know, of course, that it has not been done with their consent, for not a single CIO union in the city (apart from the fake oil local and perhaps similar fake organizations) has voted to approve this contemptible move. But are the workers in the few bona-fide unions affiliated to the CIO—the Newspaper Guild, the Amalgamated Clothing Workers, the Ladies' Garment Workers, the Fur Workers, the Minneapolis Moline, Strutwear and Musingwear workers—are they going to permit this foul thing to happen without making emphatically clear their disapproval? Every one of these unions just listed depends on AFL support to maintain itself. It is the elementary duty of these unions to dissociate themselves from the latest crime of the CIO commissars.

Down with Jim-Crowism!

The labor movement, whose struggles have established and preserved what civil rights there are in this country, can find satisfaction in the successful civil rights fight put up recently in the case of two Minneapolis Negroes, Earl Shamwell and Nellie Dodson.

Last May the Federal Drug company's store at 260 Hennepin Avenue refused service to Shamwell solely because he was a Negro. The same month the Bridgeman-Russell cafe on 7th and Hennepin refused service to Nellie Dodson, a Negro woman.

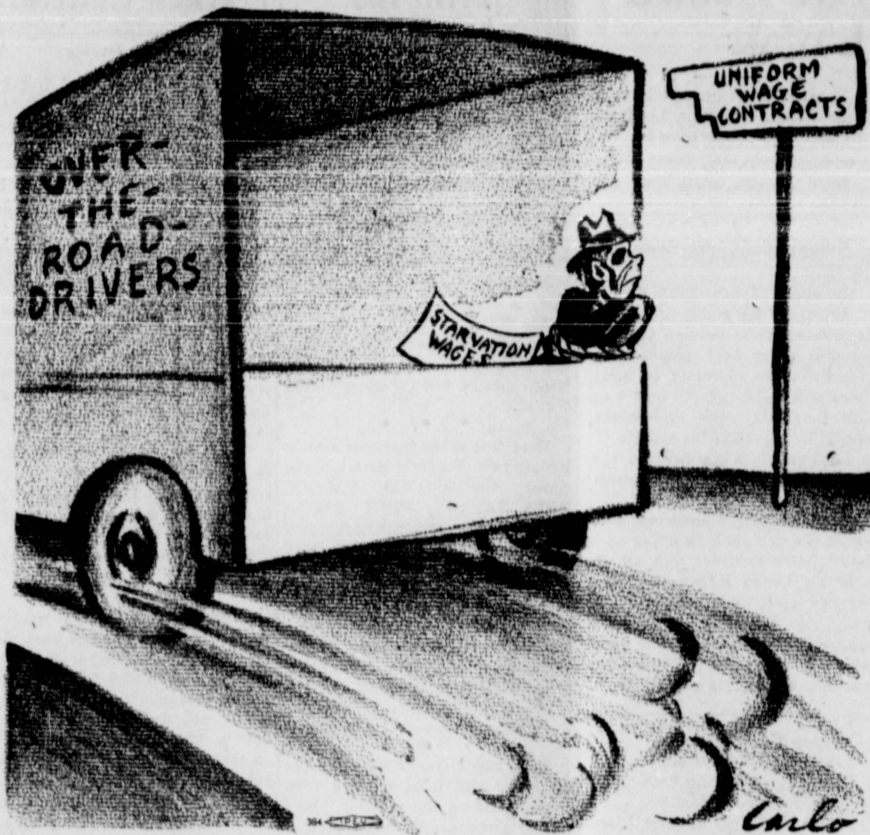
Shamwell, who is well known in local labor circles, secured a Negro attorney, Rufus H. Skinner, and brought the guilty parties into court in both cases.

A few days ago Judge William C. Larson of conciliation court found in favor of the plaintiffs, ordering the establishments guilty of violating the State Civil Rights Act to pay a nominal sum to Shamwell and Miss Dodson.

A Fascist Phenomenon

This growing tendency of certain establishments to discriminate against Negroes is part of the rising tide of

Taken for a Ride— And He Won't Come Back



Fight on One-Man Cars Backed by Labor, Mass Meets

As September 24th, the deadline of the street car corporation for expanding one-man car operation, drew nearer, the car men and the labor movement generally quickened its efforts to fight layoffs.

Three public protest meetings against the arbitrary and selfish plans of the street car corporation were held in the last few days. Last Wednesday night, in the Ascension school auditorium, several hundred in attendance pledged their whole-hearted support to Local 1005 in any action it may find necessary to preserve jobs of its members.

The meeting was addressed by I. G. Scott, State Legislators Bellman and Bennett, several aldermen, Ole Ogg, Carlos Hudson, Prindle and other unionists.

On Monday night another successful meeting was held in the fire station at 42nd and Cedar Avenue where Felix Morrow and Walter Millman, the latter a member of Local 1005, addressed the large audience. Support to Local 1005 and condemnation of the

street car company was embodied in a motion which carried at the end of the meeting. A third meeting was to be held Wednesday evening, September 14, at the West End Commercial Club in St. Paul. On Tuesday in Mankato, the State Federation of Labor passed a motion demanding that two-man car operation be compulsory. Local 1005 is resorting to the radio to spread its story to the public. Each night this week at 7 p. m. labor spokesmen are speaking over radio station WDGy.

Labor Lawyer Charges GPU Plot to Kill Leon Trotsky

Albert Goldman, well-known labor attorney, active figure in the 1934 Minneapolis drivers' strikes, this week in New York charged that a Communist plot was on foot to assassinate Leon Trotsky, Diego Rivera, the famous Mexican artist, and some of their friends.

Goldman charged that "the decision of the Mexican Communist Party was taken at the command of the Communist Party of the United States to which the Mexican Party is now completely subordinated."

That is so because Mexico has no diplomatic relations with the Soviet Union, thus compelling the agents of the G. P. U. to work from the United States where they enjoy diplomatic immunity and can therefore transmit the most secret instructions to those leaders of the Communist Party who enjoy the unquestioned confidence of the G. P. U. Those trusted persons, in turn, transmit the instructions to Mexico.

Herman Laborde, leader of the Mexican Communist Party, was in the United States illegally for the last few months, said Goldman. "His task was to prepare a decisive blow against Trotsky and his friends. To cover up his illegal residence in the United States, it was announced in the Mexican press that Laborde left for Moscow. Laborde was compelled to leave the United States because investigators of the Dies Committee stumbled on his tracks. Laborde is now in Mexico incognito in order to support the version that he went to the Soviet Union."

According to Attorney Goldman, the campaign against Trotsky is to be started at the Congress "against war and fascism" to be held soon in Mexico City. Among the delegates to the Congress will be a great number of foreign agents of the G. P. U. whose main task will be to create

reaction in Minneapolis, closely linked with the Silver Shirt and other fascist movements.

Just as labor is organizing to defend itself against the fascist gangsters, so should it join with the Negroes in fighting against every sign of race discrimination.

It is the game of the bosses to seek to foment the vilest feelings of race hatred among the workers, to divide them along lines of race and color, and to get them fighting among themselves. The game of "Divide and Rule" is as old as the story of social injustice in this world.

Labor must deal a smashing blow to this whole game.

Grand Jury Refutes Lies Of Bosses

(Continued from page 1)

Grand Jury by the boss press, by Mayor Leach, and by the Stalinist clique who pretends to speak in the name of the CIO in Minnesota.

So the Grand Jury investigated. It spent many, many weeks in a systematic search for evidence which would justify the charges of the bosses and the labor skates.

No one familiar with the set-up and character of the Grand Jury system in this county can doubt for a moment that the jury did its best to find the sort of evidence the bosses had claimed was there. Last Friday the Grand Jury report was made public.

What the Jury Found

The Jury stigmatized Leach as a liar, declaring that "a persistent search . . . failed to bring forth evidence to substantiate charges of labor racketeering." On the Bill Brown case, the Jury's investigator concluded that the story given by the union was the true one.

Unanimously Adopted

The report was unanimously adopted, which is all the more surprising in view of the fact that some members of the Jury were known to be friendly to the employers and the Mautsch-Smith gang of union wreckers. Confronted by irrefutable evidence to the contrary, these people did not dare attempt to claim there was "labor racketeering" in the Minneapolis movement.

Not only did this serious and hard-working Grand Jury expose the charges of labor racketeering, not only did it make several progressive recommendations for the handling of relief and taxation, it dug down and uncovered the widespread violation of laws governing gambling and liquor consumption, and broadly intimated that Leach, the police department and the sheriff's office were "playing ball" with the underworld.

In the face of the findings of this Grand Jury, we dare the bosses and their stooges to raise again their slanders and lies against the labor movement. Not even their own allies will any longer believe them.

TJC Bowlers Start Season Sept. 19th

The first meeting of the Teamsters Joint Council bowling league was held Thursday, September 8, in the Teamsters headquarters, and immediately went to work to organize for the coming season.

The league bowling season will get under way on Monday night, September 19th, at 9 p. m., at the Lincoln Alleys.

Because of the brief time left, all teamsters locals interested in entering a team for the winter's play are urged to get in touch immediately with William Sinnott of Milk Drivers Union Local 471, or to have their team ready for play at the Lincoln Alleys on September 19th.

Local 977 Signs Four Tire Firms

The first union agreements covering tire company workers were signed Tuesday morning between Filling Station Attendants Union Local 977 and four tire companies: The LaSalle; Gust Johnson; Kramer; and Dahl.

The pacts, covering 22 men, bring monthly increases of \$15 for vulcanizers, retreaders and service men; a week's vacation with pay; 48-hour week, with time and one-half for overtime and double time for Sundays and holidays. The contracts are retroactive to September 1, 1938, and will run until May 1, 1940.

Negotiations with eight major tire companies have also been completed, and only await an OK from the rubber capitol, Akron. The contract has already been approved by the workers involved, and by the local managers. The employers' committee representing the tire companies consisted of Joe Tomkinson, Diamond Tire; Arthur Brown, Goodrich; Ed Skarr, Goodyear; and Bain, Firestone.

Local 977 continued to make organizational gains among filling station attendants during the past week. The 9 employees of the two Zephyr Oil stations, some of whom are working for as little as \$11 weekly, have all joined the union. A contract will be presented to the company this week.

Carpenters Back Drivers In Fight

The Carpenters Union Local 7 has added its pledge of wholehearted support in the fight of the General Drivers Union Local 544 against the attempts of labor's enemies to gain access to the books and records of the union.

"If this attempt by our enemies should succeed," said Local 7 in a recent letter to the General Drivers, "they might want our membership records next."

The full text of Local 7's letter to Local 544 follows:

"Dear Sirs and Brothers:

"The Carpenter Union No. 7 wishes to extend its greeting to Local 544, assuring you of our whole hearted support and cooperation in your fight against the enemies of organized labor. We realize what it would mean, not only to you, but to the rest of the labor movement if this attempt by our common enemies to get access to your books and records should succeed. They might want our membership records next.

"Hoping with all sincerity that you will be victorious in your many struggles against our common enemies and their associates, we remain,

Fraternally yours,

CARPENTERS LOCAL UNION NO. 7

J. H. Bakken, Rec. Secy.

Teamsters to Sponsor WPA Theatre

Sponsorship of a Federal WPA Theatre was voted by the Teamsters Joint Council at its monthly meeting Friday night.

The resolution adopted declared: "WHEREAS there is increasing unemployment among the stage hands and other theatre employees, as well as among actors and actresses, and few, if any, of the present WPA projects make room for these categories of workers, and

"WHEREAS the Federal WPA Administration nationally has authorized the establishment of Federal WPA theatres to provide jobs for such categories of workers, and many of these theatres have been established in various parts of the country with much success, and

"WHEREAS a number of these theatres have been established with labor unions acting as their sponsors, and

"WHEREAS the Twin Cities do not have a Federal WPA Theatre; "BE. IT. THEREFORE. RESOLVED:

"That the Minneapolis Teamsters Joint Council apply to the WPA Administration for the establishment in the Twin Cities of a Federal WPA Theatre under the sponsorship of the Teamsters Joint Council and other labor unions which may desire to cooperate as sponsors, such theatre to be run under union conditions."

DEMAND UNION CLERKS

BUY UNION LABEL GOODS

On the National Picket Line

(Continued from page 1)

service as of August 16, 1937. This registered list was to have been under the supervision of a joint committee from the union and the employers. When the bosses refused this the strike was called. All compromise agreements were cancelled and the union is standing on its original demands.

The isolation of Stalinist Harry Bridges is now almost complete. Harry Lundberg, militant young head of the Sailors Union of the Pacific which has recently been chartered by the AFL, forged one of the last links in that isolation when he issued a statement last week relative to the Longshoremen's situation.

Lundberg, unlike many old line AFL officials who thought to squeeze Bridges to the wall by offering the shippers AFL longshoremen in the impending strike, offered the support of his seven thousand sailors to the rank and file of the Longshoremen's union.

Lundberg stated very flatly that his organization would have nothing to do with "Bridges and his Communist Party Stooges" but that "they would walk off the ships to a man" in support of the membership, who, he says, are very "tired of being told what to do by a bunch of Stalinists who sit around down-town in Party caucus."

The International Longshore Workers Union, under Mis-Leader Harry Bridges, has its contract expiring on September 30. The shippers demand as a term of a new contract, a clause which would make void the contract, FOR THE WHOLE INDUSTRY, any stoppage of work, surprise or "quickie" strike, or the refusal of one member to handle cargo loaded by non-union labor.

Last week the AFL marine

unions all had their contracts automatically renewed with the Shippers' Association. Bridges hurled charges against the leaders of the Sailors of the Pacific, the Marine Cooks and Stewards, and the Marine Firemen. He charged that the contract which his union refused to sign is the same one signed by the AFL unions. He further charged that the AFL leadership of the Marine unions had been offered and had accepted bribes to sign contracts now while the ILWU is fighting for its life.

These charges are false. Harry Bridges, driven to the wall, isolated, on one side—the sea—by the Sailors of the Pacific, and on the other, the land, by the powerful AFL Teamsters under Dave Beck, and further tormented by the knowledge that hatred for him and his clique is growing in the ranks of his own union, howls to high heaven. He uses slander, malicious and malignant, when all else fails him.

Slander is of course, the natural weapon for a Stalinist to seize upon. Tactically and organizationally, Bridges has been outmaneuvered. The question now arises—How will he get around Lundberg's offer of support—to his own membership? Or will he?

The Pan American Trade Union Congress, called ostensibly to cement friendship between the laboring masses of the North American Continent, is now in session in Mexico City.

Today Makes 8,724 Days . . .

UNION MEETING SCHEDULE

LOCAL 471 The Milk Wagon Drivers and Dairy Employees Union Local 471 meets the first and third Tuesdays of each month at 7 p. m.	LOCAL 160 General Membership—First and third Thursday. Seniority Board — Every Monday. Executive Board — Every Tuesday. Stewards — Wednesdays preceding first and third Thursdays.
LOCAL 131 Third Wednesday of each month.	LOCAL 103 Regular Membership Meeting—2nd Tuesdays. Executive Committee Meeting—On call.
LOCAL 259 Second Monday of each month.	PRIVATE CHAUFFEURS The Private Chauffeurs and Helpers Local 912 meets the first and third Tuesdays of each month.
LOCAL 664 The City and Sanitary Drivers will meet the second and fourth Thursday of each month.	LOCAL 958 Night Drivers — 1:00 p. m., third Thursday each month. Day Drivers—7:00 p. m., third Thursday each month.
LOCAL 1086 The Retail Clerks Local 1086 will meet on the first and third Tuesdays of each month.	LOCAL NO. 544 MEETING SCHEDULE SEPTEMBER Thursday, September 1—Greenhouse, Independent Truck Owners Friday, September 2—Job Stewards Monday, September 5—Package Delivery; Department Store; Coal Wednesday, September 7—Sausage; Petroleum Sunday, September 11—Wholesale Grocery, 10 A. M. Monday, September 12—General Membership Wednesday, September 14—Market; Wholesale Liquor Thursday, September 15—Tent & Awning; Printing; Newspaper, 10 A. M. Friday, September 16—Job Stewards Sunday, September 18—Over-the-Road, 10 A. M. Monday, September 19—Building Material; Furniture Stores Thursday, September 22—Transfer & Warehouse; Wholesale Drug Monday, September 26—Spray Water; Excavating; Sand & Gravel 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. The Executive Board meets each Wednesday at 9 A. M. in the large hall on the first floor. All regular meetings start at 8 P. M. unless otherwise indicated.
PETROLEUM DRIVERS Regular Membership Meeting—First Wednesday each month.	
LOCAL 977 General Membership—First Monday each month, 9 a. m.	
FEDERAL WORKERS Regular Membership Meeting—Second Friday each month Stewards' Meeting—Every Wednesday, 8 p. m.	
LOCAL 289 Retail Drivers—First Thursday, Wholesale Drivers — Second Thursday Yeast Drivers—Third Thursday Cake and Pie—Third Thursday General Membership—Fourth Thursday.	
LOCAL 346 Regular Membership Meeting 2nd Monday each month, 8:30 p. m. 4th Monday each month 1:30 p. m.	
LOCAL 1859 General Membership — August 3, Sept. 7 Executive Board — Every Friday, 8 p. m. Twin City Stewards — August 8, 22 Grievance Board — August 8 22, from 7:30-9 p. m.	
LOCAL 20481 General Membership — August 3, September 7 Grievance Board — August 8 22, from 7:30-9 p. m.	
LOCAL 221 Regular membership—2nd and 4th Tuesdays Executive Board—Every Tuesday, 7 p. m. Grievance Board — Every Thursday, 7 p. m.	
LOCAL 20316 Stewards—First and third Tuesday Regular Membership Meeting—Fourth Tuesday Executive Board — Regularly every Monday	