

THE NORTHWEST ORGANIZER

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

Official Organ of the Minneapolis Teamsters Joint Council

MINNEAPOLIS OFFICE:
257 PLYMOUTH AVENUE NORTH

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

VOL. 2, NO. 37

MINNEAPOLIS, MINNESOTA, THURSDAY, DEC. 31, 1936

PRICE 5 CENTS

TRANSFER WORKERS WAGE RAISED BY NEW CONTRACT

PAST YEAR IS REVIEWED BY LAUNDRY 183

Progress of Laundry Work-
ers Union Pointed Out
in Article

Growth of Local 183 Has
Been Due to Spirit
of Members

As this is near the end of the
old year and the beginning of the
new, we feel a decided call to do
a little reminiscing.

SPECIAL

On Saturday morning, Decem-
ber 26, the office of Local 183
was honored by the arrival of
Wm. Brooks, new president of the
Laundry Workers International
with offices in San Francisco.

Those of us who were fortunate
enough to meet Mr. Brooks were
impressed by his knowledge of the
labor movement in America today.
His advocacy of putting scab
concerns on the unfair list will be
hailed as another weapon in the
fight of labor. However, many
unions in this town will still be
old fashioned and stick to the mass
picket line.

Mr. Brooks will leave here for
Duluth and thence back to the
west coast.

In looking back at the past year
we have reason to be thankful and
proud. The signing of the present
agreement can be mostly attrib-
uted to the aggressive campaign
by which the workers were organ-
ized and by the masterly methods
used during negotiations which at
the conclusion of the negotiations
the bosses found them outmaneu-
vered and outsmarted on all fronts
(Continued on page 2)

Local No. 20316 Will Hold Giant Rally January 13

Warehouse and Inside Workers
Local No. 20,316 will hold a giant
city-wide mass meeting at General
Driver's hall, 257 Plymouth Ave.,
Wednesday evening, January 13,
at eight o'clock.

Special attention to the organ-
ization of Sears-Roebuck will fea-
ture the meeting with speakers
from the labor movement.

Urge your friends and acquaint-
ances working at Sears-Roebuck
to attend this meeting.

James Bartlett and Ray Lind
are delegates to the C. L. U., from
this Union and Robert Tibbetts
and Axel Jensen are alternates.

Wood Workers, Local 1859 Challenge Clark Company to Make Good Its Move Threat

Clark Company Threatens to Move Factory
to Location Outside of Minneapolis
to Avoid 'Labor Trouble'

In a statement to the press
dated Dec. 27, 1936, J. R.
Clark, Jr., president of the
J. R. Clark Company, said:
"We are seeking a new loca-
tion in some city where the
labor situation is more sta-
ble."

The executive board and
members of the Furniture
Workers Union, Local 1859,
contend that this statement
by Mr. Clark is a gross mis-
statement of the actual situa-
tion. The fact is, the labor
situation in this city is stable,
due to the establishment of
union conditions in a great
part of local industry, and
where the labor situation is
not stable it is due to the
machinations of chiseling
employers who seek to evade
the fair and equitable con-
ditions embodied in union
agreements. In the case of
Mr. Clark and his company
the whole cause of the diffi-
culty between him and the
union lies in the fact that he
seeks to evade the condi-
tions imposed upon the J. R.
Clark Company by virtue of
its agreement with the union.

On Tuesday morning, Dec.
1, 1936, the workers of the
J. R. Clark Co., who are
members of the Furniture
Workers Union, Local 1859,
declared a holiday, which
later was turned into a strike
because the J. R. Clark Com-
pany has repeatedly refused
to live up to the contract
signed with the Furniture
Workers Union, Local 1859.
As early as March 23, 1936,
the company tried to break
the union by refusing to
abide by the provisions of
the union contract, this forc-
ing the "sit-down" strike of
March 23, 1936, which
brought about a settlement
which reads in part as fol-
lows:

J. L. Lewis on Air Dec. 31st, 8 P. M.

Mr. John L. Lewis will make a
radio address over a nation-wide
hook-up on the Red Network of
the National Broadcasting Com-
pany, from 7:30 to 8 o'clock, p. m.
Eastern Standard Time, on Thurs-
day, December 31.

"We (the J. R. Clark Co.)
are willing to clarify and in-
terpret the phrase "legal
cause" contained in Article
III of our contract to mean:
drunkenness, dishonesty, dis-
obedience of a reasonable
order, inability to work, wil-
ful destruction of property,
and such other causes as may
be deemed sufficient by the
union shop committee, or, if
that committee does not
agree with the management
as to such cause, then the
question shall be submitted
to arbitration as provided in
our contract."

However, in total disre-
gard of the above stipula-
tion, the company, on or
about July 15, 1936, dis-
charged a worker, thereby
failing to live up to the terms
of the agreement. The union
attempted to settle this
grievance without going out
(Continued on page 2)

Plumbers Union, Local 15, Annual Elections Held

Al J. Williams was unanimously
reelected president Plumbers Local
Union No 15 at the election of
that organization held December
15, and the following were unani-
mously reelected to their respec-
tive offices:

Vice president, Frank Maecht-
len; financial secretary-treasurer,
A. J. Pieri; recording secretary,
A. H. Axsen; inside sentry, Art
Hillstrom; statistician, Dan Fal-
lon; finance committee three year
term, Frank Musala; delegate card
and label committee, A. C. McIn-
erney.

Robert Rubinger was elected to
the Executive Board for the
three year term and Walter Soder-
lin for the two year term.

Art K. Anderson, Adolph Okan,
Arthur T. Axsen, Roy Heverly,
A. J. McInerney were elected dele-
gates to the Minneapolis Central
Labor Union. Dan Fallon and
Robert Rubinger were chosen dele-
gates to the Building Trades
Council.

Charles Lamb, Frank Maecht-
len, Art V. Lindquist, Art K. An-
derson and Roy Heverly were
unanimously elected delegates to
the Twin City Pipe Trades Coun-
cil.

Battery Workers Thank Local 544

December 19, 1936

Brother William Brown
President of Local 544
and Members

Dear Brothers:

We wish to thank Local
544 for your kind support
and help to us in organ-
izing a new union in the
City of Minneapolis.

We are now organized
and we have our charter
B 1034, International
Brotherhood of Electrical
Workers.

We are progressing
rapidly in membership
and hope to have a 100%
membership in a short
time.

We wish to thank espe-
cially the Dunne brothers
and Brother Skoglund for
their advice and help in
all of the talks that they
gave us at our meetings.

We appreciate the use
we had of your halls dur-
ing our strike and the
writeups we got in your
paper, the Organizer.

Hoping that in the near
future we can be of the
same service as you have
been to us.

Fraternally yours,
International Brother-
hood of Electrical
Workers Local Union
B 1034
FRANCIS BARLAND
Recording Secretary

TRANSFER PACT IS SIGNED WITH DRIVERS LOCAL

Agreement Calls for New
Conditions and Wage
Raises

All Workers Will Come
Under Provisions of
Contract

Last week saw the sign-
ing of a new transfer agree-
ment between the Minneapo-
lis Transfermen's Associa-
tion and General Drivers
Union, Local 544. The con-
tract, which will run for one
year and which calls for a
wage increase of 62½ cents
per hour, brings new and
better working conditions
for workers in the transfer
industry. The signing of the
agreement came about after
negotiations between the
bosses and union representa-
tives which covered a period
of three months. Drivers,
helpers, platform and inside
men are covered by the con-
tract. All workers involved
are urged to study all the
provisions of the agreement
which is printed below, in
order that they may know
their rights. The contract
follows:

The Compliance Committee of
the Minneapolis Transfer Men's
Association, Incorporated, a Min-
nesota Corporation, hereinafter
(Continued on page 2)

Workers Alliance Report On the State Convention

Packed Meeting Greet the
Delegates from Fed-
eral Section

(Continued from last week)

(Last week's Organizer gave
the beginning of this report which
showed how the WAM convention,
held in St. Paul December 12 and
13, was stacked against the FWS
and how attempts were made to
make FWS delegates bolt the
Convention so they could be
blamed for a split. It also told why
the FWS declined all posts in the
state setup as a protest against the
handpicked two-thirds majority on
the State Executive Board, trickily
slipped over by the Benjamin-
Bean Watson clique, and which
has power under the WAM consti-
tution, to disrupt county and local
organization.)

Peculiarly enough, there was al-
most unanimous agreement upon
program. That is, the FWS reso-
lutions for demands upon the state
and federal governments were the
only such presented and went over
without dissent. It is widely ac-
cepted that organizations which
agree in program and principles
should have no barriers to unity.
What, then, prevented the comple-
tion of unity in St. Paul? It was
the unprincipled sparring of the
Benjamin-Bean clique for an
opening to split the FWS from the
Drivers Union and disperse its
membership into the numerous
neighborhood and project skeleton
locals officered by Benjamin's
close followers.

The major concern of the FWS
was its responsibility to keep its
own successful organization in-
(Continued on page 3)

Make Minneapolis a Union Town

TRANSFER PACT IS SIGNED WITH DRIVERS LOCAL

(Continued from page 1)

referred to as the Committee, recognizing its obligations to maintain harmonious relations between employers and employees, hereby enters into the following agreement with the General Drivers and Helpers Union, Local No. 544, hereinafter referred to as the Union, to establish wages, hours of labor and other conditions of employment for the mutual benefit of all concerned.

ARTICLE I

The Union shall be the representative of its members in collective bargaining with the employer. There shall be no discrimination against any employees because of Union affiliation, or otherwise.

ARTICLE II

General Provisions

1. The wage scale and working conditions of this agreement shall apply only to employers represented by the Committee and their employees engaged in warehousing, operating, loading or unloading motor trucks or trailers and platform workers in connection therewith.

2. All differences having to do with the interpretation of and/or adherence to the terms of this agreement which cannot be settled directly by the parties concerned and/or by the Committee and the Union shall be referred to a Board of Arbitration. Said Board of Arbitration shall consist of two men selected by the Union, two men selected by the Committee and the four men so selected, if unable to agree, shall choose a fifth man who shall serve as an impartial chairman. The decision of the majority of said Board shall be final and binding upon all parties concerned.

3. The following working conditions will govern both the employer and employee:

(a) All employers and employees shall co-operate to the end that all city and highway ordinances shall be observed.

(b) Fines for traffic violations shall be paid by employee violators if the violations are contrary to posted working rules.

(c) Drunkenness, dishonesty, insubordination or repeated negligence in the performance of duty shall be considered sufficient grounds for discharge.

(d) Seniority rights shall prevail as explained in paragraph (e).

(e) Any employee qualified to fill a position in a classification other than his regular employment shall be given preference in the new classification when there is more work available than the regular crew can perform, and shall be placed at the bottom of the list in the new classification. When there is no further need for such employee in the new classification he shall be permitted to resume his duties in his former classification with no loss of seniority rights. When a senior employee in a specific classification is called and is not available or is already working, then the senior available employee may be called and the senior employee shall not have the

right to replace the younger employee during that particular job. Senior employees shall not ask for daily or weekly overtime work when junior employees, who have not put in daily or weekly full time, are available.

(f) When, in the opinion of the employer, an employee's efficiency is seriously impaired as the result of age or otherwise, such employer shall in the case of any dispute as to the merits of his contention, submit the facts to the Committee. If the Committee cannot agree, the matter shall be submitted to arbitration.

(g) Driver's time shall begin when the truck leaves the garage and end when the truck is returned to the garage, or other regular point of release.

(h) Employees are to be paid weekly on any scheduled legal working day most convenient to the employer.

(i) Should the employer request the employee to give a bond, the same shall be paid for and furnished by the employer.

(j) Any driver who shall allow anyone on truck without authority from his employer shall be subject to immediate dismissal.

(k) Helpers, when used as truck drivers, shall receive driver's scale of wages. Drivers, when used as helpers, shall receive helper's wages.

(l) When making a pick up or delivery of merchandise for car-load forwarding companies, railroad and/or long distance haulers, drivers shall not be required to pick up or deliver merchandise above or below street floor, except where ramps are provided in the buildings.

ARTICLE III

Wages

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

MERCHANDISE HAULING:

1. Commercial Drivers, 62½c per hour; Commercial Helpers, 52½c per hour; Warehouse and Platform Men, 52½c per hour.

(1a) All hours worked over the established eight or ten hours per day and/or 48 hours per week shall be paid for at the rate of time and one-third. All in accordance with the practices as established by the previous elections of employees.

HOUSEHOLD GOODS MOVING:

Drivers, 62½c per hour; Helpers, 57½c per hour; Warehouse and Platform Men, 57½c per hour; Furniture Packers, 62½c per hour.

(2a) All hours worked over the established eight or ten hours per day and/or 48 hours per week shall be paid for at the rate of time and one-third. All in accordance with the practices as established by the previous elections of employees.

HEAVY HAULING:

Drivers, 65c per hour; Helpers, 55c per hour; Foremen, 75c per hour.

3a) All hours worked over the established eight or ten hours per day and/or 48 hours per week shall be paid for at the rate of time and one-third. All in accordance with the practices as established by the previous elections of employees.

LONG DISTANCE CONTRACT HAULING

Length of Round Trip—Under 160 miles, semi-trailer 62½c per hour; straight, 62½c per hour; over 160 miles, semi-trailer, 2.5c per mile; straight, 2.2c per mile.

(4a) All hours worked over the established eight or ten hours per day and/or 48 hours per week shall be paid for at the rate of time and one-third. All in accord-

Bill Brown Says—

The J. R. Clark Company has come to bat with another classic, as far as the trade union movement is concerned. Last week's press carried a story to the effect that this slave driving employer was going to pick up his factory and move to new scenes. What he actually means is that he wishes to go somewhere he can continue to pay starvation wages and work his employes under slave conditions. The trade union movement says to Mr. Clark: If you cannot pay decent wages, the sooner you leave Minneapolis the better for all concerned.



BILL BROWN
President of 544

ance with the practices as established by the previous elections of employees.

(4b) Drivers time loading or unloading shall be at above established hourly rate.

(4c) On breakdowns where drivers work on trucks the wage to be 62½c per hour

(4d) Layovers caused by waiting for orders, road conditions or repairs to truck to be figured at \$4 per day to cover expenses

(4e) Employees shall be advanced expense money. Expense allowance will be made to cover actual cost up to \$2 per day on trips over 160 miles, or where required to be out over night. Where the basis is ten hours per day and/or 48 hours per week, up to 75c will be allowed for actual expenses of the extra meal.

LONG DISTANCE FURNITURE MOVING

Under 160 miles, 62½c per hour; over 160 miles, 2.4c per mile.

(5a) Driver's time loading or unloading shall be at above established hourly rate; overtime to be time and one-third over 8 hours.

(5b) On breakdowns where drivers work on trucks the wage to be 62½c per hour.

(5c) Layovers caused by waiting for orders, road conditions or repairs to truck to be figured at \$4 per day to cover expenses.

(5d) Employees shall be advanced expense money. Expense allowance will be made to cover actual cost up to \$2 per day on trips over 160 miles, or where required to be out over night. Where the basis is ten hours per day and/or 48 hours per week, up to 75c will be allowed for actual expenses of the extra meal.

6. Seniority rights shall be observed at all times and when notified men, according to seniority, will report for work and be guaranteed at least four (4) hours pay. This does not apply to Household Goods Moving, same to be adjusted through working rules.

7. All mileage to be figured as per the Official Rand McNally mileage book.

8. There shall be no strike lockout or interference with the business of the employers who are signatories to this agreement so long as the terms and provisions of same are complied with by said employers.

9. In case of strikes or lockouts affecting the trucking industry represented by the Committee, the Committee shall a once be notified by the Union.

10. No employer represented by the Committee shall be held responsible for moving merchandise to or from an industry where a strike has been called unless the Committee has been previously advised of such strike by the Union.

11. Starting June 1, 1937, all the above hourly classifications to be increased 2½c per hour. It is understood and agreed between the contracting parties that the wage agreement as set forth in this contract may at the request of either party be opened for further consideration on or before June 1, 1937. The clause in the agreement calling for a 2½ cents increase to be in effect as of November 1, 1936. Any back wages are to be

Steel Union Wins Victory in Duluth Coolerator Plant

The organization of workers in the steel industry during the past months by the S. W. O. C. is beginning to produce spectacular results.

A sweeping three-day strike victory at the two Duluth, Minn., plants of the Coolerator Co. revealed the new-won strength of the Amalgamated Association of Iron, Steel and Tin Workers. Unionization started November 22. A week later an Amalgamated charter was granted, and in less than a week a strike had been called and won. The company's management, which had been bitterly opposed to the unionization of its employes, did an about-face and granted a signed agreement embodying an average wage increase of 22½ per cent, the 44 hour week, overtime pay, seniority rights and the reinstatement of ten union members.

From East St. Louis, Ill., comes reports of a victorious one-week sit-down strike at the Jacob Greenspons and Son Pipe Corp., which resulted in an agreement which recognized the Amalgamated as collective bargaining agent for the workers, slashed working hours from 60 to 48 a week, raised pay five cents an hour and granted other demands of the strikers.

Truck Shortage (Oh Yeah!)

That automobile strike situation back east is really coming right along. Suppose new truck shipments to the Twin Cities will be tied up if there is no change. And try to name one Independent trucker who is worrying about it.

paid as rapidly as proper pay roll checks can be made.

12. The original hereof shall be deposited with the Committee subject to examination at all reasonable times by any party hereto. A certified copy hereof shall be filed with General Drivers' and Helpers' Union, Local No. 544.

12. Each organization hereto acknowledging that this agreement is fair to all alike, pledges its support only to those co-signers who observe the spirit of this mutual agreement. It is further understood and agreed that standard working rules for each company which will become a part of this agreement will be posted in a conspicuous place and employees notified of such rules. Any flagrant violation of working rules brought to the attention of the Committee and/or the Union will be reason for dismissal. Understanding and agreeing on all of the articles in this contract both parties hereto attach their signatures and seal.

MINNEAPOLIS TRANSFER MEN'S ASS'N., INC.
By W. M. Hardin
By George LaBelle
By Ed Brugger
By Willard A. Morse
By J. E. McReavy
Art Trenholm, Jr.
By Walter Girod, president.
GENERAL DRIVERS AND HELPERS UNION LOCAL NO 544, A. F. of L.
By G. J. Dunne
By William S. Brown.

PAST YEAR IS REVIEWED BY LAUNDRY 183

(Continued from page 1)

which resulted in the signing of an agreement at the eleventh hour conference with a ten per cent increase in wages and other concessions for the workers. While the gains were not all that could be desired, nevertheless the wage scale obtained was the highest of any except on the west coast. Nevertheless, we can now consolidate our forces and go forward to greater gains. The transfer of drivers from Local 183 to 130 has since proven to have been a wise step.

We are thankful that our union has not adopted any "draft" of workers into the union without an increase in wages which would draw severe criticism upon the heads of leaders as has happened in other unions, and rightly so. We believe that wages and hours and working conditions are the things most important and vital to the worker and whenever the workers are forced into a union under a long term contract without any benefit in either wages or hours that this constitutes a violation of trust of the workers and in our opinion verges on treachery.

We as a union can shed no tears over the passing of the old NRA, a code that from its inception was boss ruled and boss controlled. The NRA fixed minimum wage scales that later became maximum wage scales and only those unions that relied on their own militant might were able to make gains. In the future let us view with suspicion any price-fixing and minimum wage scale law as any other instrument of the law that has any of the earmarks of the old NRA. Unions are not organized for the purpose of pulling chestnuts out of the fire for the bosses. Let them take care of their own interests, and the union will take care of theirs.

We are especially proud that our union collectively, has always taken its rightful place with the other real progressive unions on every issue that concerned the Minneapolis labor movement, and that the unions' own policy is and will be, barring misfortune, to gain and maintain a greater share of the fruits of their labor for the workers in our industry; and never to use the name and prestige of the organization merely as a stepping stone to enhance the political aspirations of any individual.

In the coming year let us bind ourselves closer together and hereby place ourselves in a position to use the great power which is ours and make it available for whatever course of action may be necessary to prevent encroachment on our rights as workers and enforce the agreement.

Fog Over Lilac Lane

Tough going at the belt line on the days of the heavy mist. There was a high number of headlights and fenders on the casualty list.

MEETING SCHEDULE LOCAL 544

Monday, Jan. 4 — Department Store and Package Delivery; Coal Workers.
Thursday, Jan. 7—All Job Stewards; Independent Truck Owners.
Monday, Jan. 11 — Full Membership.
Grievance Committee — Meets each Tuesday at 7 p. m.
Executive Board — Meets each Wednesday at 9 a. m.
NOTE—The balance of the meeting schedule will be subject to approval by the membership on Jan. 11.

Local 1859 Meeting Schedule

Executive Board—Dec. 5.
Committee men, Executive Board—Dec. 12.
Box Section—Dec. 15
Clarks Section—Dec. 16.
Puffer-Hubbard Section — Dec. 18.
Executive Board—Dec. 19.
General Membership—Jan. 15.

CLARK COMPANY THREATENS TO MOVE FACTORY

(Continued from page 1)

on strike, but the company refused to discuss the issue, which was finally dropped by the union when the workers left the industry to work elsewhere.

Later the company again attempted to force the union to go on strike when the company laid off some fifty workers because of seasonal slack, and at the same time fired one worker without cause, and without living up to the terms of the present contract. Here again the union averted a strike.

However, on Dec. 1, 1936, when the company again violated the contract without dealing with the union, the workers of the J. R. Clark Company declared a one day holiday in order to come to some sort of understanding with the management and also to enforce the contract between the union and the management which has been violated by the company time and again.

The union contends that agreements are made to be lived up to, and not to be broken at the whim of the employer. The Furniture Workers Union, Local 1859, is ready at all times to deal with the management and work and live up to the terms of the contract, providing, however, that the J. R. Clark Company does the same, and it reserves the right which belongs to the workers, that is, to strike on every violation of the contract when the management refuses to meet and to deal with the union in regard to wages, working conditions and seniority rights within the plant.

(Signed) Executive Board
Furniture Workers Union,
Local 1859.

Yellow Notes

Well, "Broadway Jack's" wife retaliated with a nice Xmas present. What was it? None of your damn business.

The committee ensemble made a trip the day before Xmas and spread a little Xmas cheer around. The Yellow Taxi Company generously provided a complete Xmas basket of food to our two most outstanding cases, namely Bill Saunders and Fay Cipperly. It is certain these two recipients appre-

MEETING SCHEDULE LOCAL 160

- Jan. 5—Stewards and Executive Board.
- Jan. 6—General Membership.
- Jan. 12—Executive Board
- Jan. 19—General Membership.
- Jan. 26—Executive Board.

MEETINGS FEDERAL WORKERS SECTION

- FWS membership meetings, first and third Friday of each month, 8 p. m.
- FWS Leadership class No. 1, each Tuesday, 7:30 p. m.
- Direct relief grievance hours, Monday, Wednesday and Friday, 10 to 12 a. m.
- Federal Workers Stewards Meetings—Each Wednesday at 8 p. m.

Auto Unions Are Preparing for Final Showdown With Motors; Bitter Fight Is in Prospect

Definite indications that the open shop, proud boast of the industry since 1921, would be challenged before the spring production peak was reached were seen last week in a wave of sit-down actions and strikes that swept the industry.

Preparing for the general strike in the industry to humble the auto barons, leaders of the United Automobile Workers have begun negotiations with unions in allied industries, such as glass manufacture, for joint action against their common employers.

In Washington, Homer Martin, international president of the union, was promised the support of the powerful Committee for Industrial Organization by John L. Lewis, miners' leader and CIO head. Martin also conferred with Glen W. McCabe, president of the Federation of Flat Glass Workers.

General Strike

Lewis, in Washington, issued a blast against the General Motors Corp., biggest of the "big three," for its failure to agree to union recognition, and warned of a strike affecting 200,000 workers if the attitude did not change.

GM, he declared, "practices widespread discrimination against members of the union." He pointed to the huge dividends of the GM and other automobile companies as the basis for union demands for wage increases.

That action in auto should begin in parts plants rather than in the assembly factories is not surprising to observers of auto labor. The parts plants have always been easier to organize because, removed from the public eye, they have emphasized practices of paying starvation wages. It was recalled that the last great strike wave was started in the spring of 1933 by the 10,000 workers in the Briggs Manufacturing Co., body builders of 17,000 tool and die makers in the fall of that year.

Four Year Effort

The strike this spring will mark the climax of a four-year effort to organize automobile labor. After the war and the post-war anti-labor period had smashed the United Automobile and Vehicle Workers Union, an independent industrial union that had attained real power, organized labor vanished as a force in the industry as a whole. Even the unions of the skilled craft collapsed before the onrush of mass production.

Thousands of Southern workers ciated this little piece of thoughtfulness.

Clairemont, "The Chief" suffered an injury the other night when he slipped and fell on the garage floor. How serious his injuries are has not been determined. We all hope they prove to be of a minor nature as it wouldn't be the same place with the chief minus.

Al Johnson, the washer, learned to his sorrow that a union button is a poor place to hide behind when shirking on the job.

The resolution of the Ways and Means committee to the Executive Board and the adoption of the new rules governing the discipline of drivers has already produced a healthy improvement in the morale. Here's hoping it continues to show improvement and that the majority of drivers see the real intention of the committee in proposing this improvement.

The Yellow Notes are somewhat scarce this week either because the editor is a little bit dumber than usual or due to the lack of events,

were lured to Detroit by rosy promises of high wages and short hours—promises posted in large letters on the highway billboards and in newspaper advertisements. They were invited to come to the Automobile Belt—where capitalism was heaven on earth.

They came—and saw! They learned when they got their first pay check that the promises were phoney—that their employment would mean \$700 a year if they were lucky. They were forced to live in ramshackle huts where their children knew only hunger and ache. But if they began grumbling it was too late. For the auto barons had developed a highly systematized spy system—so effective that a worker dared not talk to his fellow on the same bench for fear that he was a dreaded "service man."

Early Failure

The first attempt at labor organization came in 1927 after the American Federation of Labor had authorized an intensive drive. It was an early failure; the half-hearted tries of the AFL organizers were made ineffective by the refusal of the selfish craft unions to allow the men to be organized on an industrial base.

For it was evident then, as now, that a mass production industry could be organized only in large powerful unions that could meet with the bosses on an equal plane; that to organize the skilled while neglecting the assembly lines would be suicide.

The murder of five workers in 1932 during a "hunger march" on the Ford plant excited the industry. When this was followed by the beginning of organization among the tool and die makers, "the aristocracy of auto labor," men began to talk open defiance of the hated stool-pigeons, of the bosses. Finally, in the early spring of 1933, 10,000 workers at the Briggs plant walked out.

Thousands Joined

They fought a losing fight—for they had walked out in spontaneous protest without proper preparation. But their fight itself paved the way for the union drive in 1933-1934 of the American Federation of Labor, inspired by the organization wave that swept the country after the introduction of the NRA. Thousands of workers joined the union as strike preparations began.

The AFL leadership, however, feared the effects of the strike and were bribed by the golden (if empty) personal promises of the President, and the establishment of the now defunct Automobile Labor Board. The Board early showed itself to be anti-labor in spirit and in act; with its failure, the unions lost thousands of members and existed on a skeleton base.

The Atlantic City convention of the AFL authorized an international union for the federal locals—a procedure that was effected after some delays by the AFL executive council. Once removed from the direction of AFL representatives who had discouraged militant action, the union once more began an organizational campaign. Its success will be measured by the extent and effect of the coming strike.

The union in the automobile industry is there to stay—no matter what the outcome of the strike. Its membership is now composed of men and women who have braved the baptism of fire and have remained loyal. A successful strike in auto, however, will mean far more than that; it will mark the zero hour of the drive for a Union America.

Independent Truck Chatter

Assessment

Recent layoffs suffered by WPA truck bears out the good judgment of the ITO Section in voting an assessment on the membership. Some of those that couldn't see the handwriting on the wall two short weeks ago, probably are beginning to appreciate the efforts of some of the far-sighted members of this section. The first week of the assessment collection showed fair results through the work of the stewards on various jobs. Since that time very poor headway has been made. Only about half of the money is in at this time. It has been possible to extend the deadline for collections cause the committee won't have to be in Washington until several days after that. All collections must be in without fail by January 7, 1937. To avoid a last minutes rush pay a steward before that time if you can, otherwise be at the meeting on the night of January 7. The penalties to be put on the assessment dodgers will be considered at the same meeting, so be prompts, no excuses will be accepted. Remember this is an issue that involves all trucks, whether you haul gravel, dirt, ice or coal. If all these trucks are taken off WPA road building work, it means that a large number of trucks will be shifting to other lines of truck activity already overcrowded.

Brothers Under the Skin

The Federal Trade Commission has been carrying on an investigation about the well advertised "6 per cent Finance Plan," the credit companies have sponsored in the last year. According to reports by the commission these huge finance corporations compare favorably with some of the chiseling loan sharks that so many have come to grief with.

County Work

The WPA has made a very good showing as far as county roadwork is concerned. The county is getting a complete report prepared covering work done in the last year. Roughly, about 95 miles have been graded and graveled which means that if there has been any boondoggling done the trucks haven't heard of it.

Who Is Buying Trucks?

In a recent case of truck buyer against car dealer a decision was given that might be of interest to truckers. An agent represented a truck as having a greater load capacity than was true. After complaint of the buyer, the court ruled that the motor company was bound by the words of the salesman, and would have to pay damages covering loss to the buyer.

Workers Alliance Report Continued

(Continued from page 1)

tact, which required that the movement be given a democratic regime. Every other contention is pure poppycock. It was only the attempt to split up the largest single unit of organized unemployed in the state which still threatens to prevent the completion of unity.

The FWS wants its position clearly understood as follows: 1. The FWS is a part of the WAA and the WAM. Unity of the unemployed in Minnesota will prevail. Whoever prevents it must bear the responsibility.

2. The organizational form of the FWS must remain as it is, in the interest of the unemployed whom it serves.

3. The support and advice of the General Drivers Union and of the Labor Movement in general, which the FWS receives, must be maintained.

4. In counties, such as Hennepin, where county organizations exist, only the minimum of adjustment will be required to comply with the constitution of the WAM. This means that in Hennepin county the FWS is and will remain in the county organization of the WAM.

5. The FWS pledges itself to carry out loyally the purposes and program unanimously agreed upon at the convention.

6. The points stated above are subject to ratification by a general membership meeting of the FWS which will be called at once.

David Lawrence closes with a honey:—If the labor unions just want recognition, they can get it tomorrow from almost all of the so-called non-union industries in the country.

Would be interesting to know if that covers jobs guaranteed by salesmen to sell a truck.

For Sale

A four hoie power take-off for a Chevrolet truck can be bought cheap at 11 East 17th Street.

Bronko

Why can't these trucks be trained to take care of themselves when the driver has all these holidays to think of. Tooheys truck played him a bad one if you can get him to tell of it. Its pretty bad when the driver not only gets thrown out of the cab, but on the rebound is also run over by his own truck.

ANNOUNCEMENTS

- Election of officers, Wednesday, Jan. 6, 1937.
- Unemployed Benefit Dance, Saturday, Jan. 16, 1937.
- Laundry Workers Union, Local 183.

CO-OP COAL ASSOCIATION

To the Patrons
the Profits



739 Johnson Street N. E.
Phone: Granville 4394

THE CO-OPERATIVE

- Nature Organized people.
- Purpose To serve its members at cost.
- Methods
 1. Each member has one vote and only one vote. Democracy—the people rule.
 2. Capital is paid a minimum rate of interest. Money is the servant of the people.
 3. Surplus savings are distributed to the members in proportion to their patronage. The people receive the benefits.
- Results Wealth is equitably distributed among the many.

THE CORPORATION

- Nature Organized capital.
- Purpose To serve the public for profit.
- Methods
 1. Each share of stock has one vote. Plutocracy—money, in control of the few, rules.
 2. Capital receives all the profits. Money is the master.
 3. Profits are distributed among the stockholders in proportion to their holdings. Money receives the benefits.
- Results Wealth is centered in the possession of the few.

THE NORTHWEST ORGANIZER

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

The Harlan Victims

New York City, Dec. 30—Refusal by Gov. A. B. Chandler of Kentucky to free the four Harlan county miners serving life-terms despite strong new evidence that they were framed up by anti-union coal interests has given new momentum to the fight for their liberation.

Chandler's decision came at the end of a two hour hearing on Dec. 24, at which liberation of the prisoners was urged by two key witnesses, labor leaders, state legislators, and defense representatives. Testimony by the witnesses corroborated the defense contention that these men were unjustly convicted. But the governor said "not enough evidence" was presented to convince him.

"As far as the record goes, I can't grant your request," Chandler stated. "I don't feel that I would be justified now. Bolster up your record and I will consider it further. I'm sorry I can't do anything now."

"I'll appeal to the Maker of my soul to guide me in making a final decision when the record has been completed. I would rather let these men out than keep them there. I hate to deny a father the joy of being with his family on Christmas, but on what record you have presented, I cannot grant your request. . . . Because I haven't given a pardon to any one yet doesn't mean that I won't. I probably will."

Immediate steps will be taken to assemble additional evidence of the innocence of the prisoners, and to arrange for its presentation to the governor, according to Herbert Mahler, secretary of the Kentucky Miners' Defense.

"To meet the difficult requirements of Gov. Chandler," said Mahler, "we will be compelled to carry on extensive further investigation. Work on this task will be started at once. One encouraging factor is the fine spirit of co-operation established between the trade unions of Kentucky and the Kentucky Miners' Defense."

"This unity of action was largely responsible for the splendid showing at the Frankfort hearing. In advising us to 'bolster up the record,' we consider that Mr. Chandler conceded an open doubt that the conviction of the Harlan men was justified."

One of the witnesses was Dolly Hudson Daniels, young widow of the chief mine-guard killed in 1931 in the battle of Evarts. She had come to the state capital to back up an affidavit in which she had attested her belief that the four were innocent. Lately that affidavit had been denied in a letter written to the governor by some one whom she declares forged her name.

She testified that on the morning of the battle the Black Mountain Coal Company superintendent came to her house and ordered her husband to the scene of the strike picketing, and "wouldn't let him wait long enough to get breakfast or shave." Her testimony strongly supported the defense contention that the mine-guards precipitated the Evarts clash by attacking the picket-line with machine-guns hidden in automobiles.

The other witness was Sherman Percival, former mine guard, who was badly wounded that day. He told the governor he had been unable to identify any of the accused miners as having taken part in the battle, and that George Daun, one of the Commonwealth's principal witnesses, urged him to "say you saw them there whether you did or not."

Chandler was urged that day to free the prisoners by a delegation from the State Federation of Labor. Headed by Robert Childers of Jellico, Tenn., secretary of District 19, United Mine Workers of America, this delegation included Peter Campbell, secretary of the Federation; John Schneider, chairman of its legislative committee; William Shea, its legislative representative; and Samuel Caddy of Lexington, president of District 30, U. M. W.

Others who joined in the appeal were four state legislators, one of whom was named Van Bibber, son of a coal operator in Bell county, adjacent to Harlan; Judge Sanders Clay, who was an associate attorney in one of the trials; Captain Ben B. Golden, defense attorney; and Herbert Mahler, defense representative from the beginning. Looking on anxiously were the wife and son Elmer, 22, of one of the prisoners, W. B. Jones, who was secretary of the U. M. W. local in Evarts.

When the hearing ended, several of those who took part visited the four life-termers in the ancient prison a mile away. These visitors included Mrs. Daniels, Percival, Childers, Elmer Jones, Captain Golden, and Mahler. They gave word of the governor's decision to Jones, Chester Poore, Jim Reynolds, and Al Benson.

The prisoners took the news calmly, found fresh hope in Chandler's comment, asked that their thanks be sent to all supporters of the fight to free them, and voiced their continuing faith in the American labor movement.

Keeping Step With 544

By Mickey Dunne

The Christmas party staged for the strikers and their families was an affair that will be long remembered by those trade unionists that attended.

The newly signed transfer agreement brings a 2 1/2 cents an hour raise for all workers in the truck transportation industry. . . A nice Christmas present.

January will see the new meeting schedule go into effect. There will be only one general membership meeting each month.

Corcoran, Dobbs and M. Dunne spoke to the General Drivers in Duluth Tuesday night.

Local 544 mourns the loss of Brother Adler Harris who was killed in an accident in Fuel Distributors yard last week.

Contractors have started work on the remodeling of the new Joint Council headquarters.

Plans for a giant mass meeting of warehouse and inside workers is being planned by the new Warehouse Workers Union.

Pat Corcoran will take over his new duties as Organizer for the Teamsters Joint Council shortly after the first of the new year.

Local 160 will submit to arbitration on the case of a discharged member at the N. S. P.

Transfer drivers, helpers and platform men met in the union hall Tuesday night. It was on the new transfer agreement.

All driving unions will have held their yearly election by the end of January.

Red Golden donated a large quantity of food to the Christmas party.

Cabinet Makers Union, Local 1865, gave the writer a beautiful wrist watch for Xmas. It is inscribed, "Miles Dunne, from Cabinet Makers Local 1865."

Leaders of Local 1859, Wood Workers Union, were served with an anti-picketing injunction Monday.

Three filling station attendants unions are trying to make it go here now.

NOW QUIT FOOLING!

The J. R. Clark Company announce that they are going to move out of town.

By the way, does anyone know of an actual instance of any plant, firm, company or industry leaving Minneapolis on the account of labor trouble.

PRIZE STORY

A helper at one of the local transfer companies, who had evidently celebrated Christmas well but not wisely, went about his work Monday morning with a gloomy face and finally said to a fellow worker, "And the h—l of it is, we have to go through the same thing this week-end."

Duluth Drivers are striking against some of the large companies at the head of the lakes.

Coal drivers report the poorest season in years.

DeBoer visited his home in Crookston over the holidays.

Smith, Rainbolt and Skogland were all on the sick list last week.

Candy Workers have the Hollywood and Pearson plants right where they want them.

The circulation of the Northwest Organizer is nearing the 10,000 mark.

G. Dunne was also ill over the weekend.

A mass meeting for the driving crafts will be held in Fargo sometime during the coming month.

A northwest conference of all driving unions will be held in Minneapolis January 10.

Union buttons look good on department store drivers.

Happy New Year.

LABOR... Looks at the Press

By Carl O'Shea

From Geneva comes news to start the year aright: In 1913, the world expenditures on armaments was 750 million pounds; in 1925 it was 1,000 million pounds; in 1935, it was 1,500 million pounds.

Daily Doubt:—It is my personal opinion that the time will come when every honest man and woman will be glad to have his or her fingerprints on file.—J. Edgar Hoover.

Barnyard Scrapings:—I wish to assure you that the National Union is not dead. It is merely resting.—Father Coughlin.

Enzesfeld, Austria, news item: Peasants hereabouts are sending Edward fresh trout because they have been told Edward likes nothing better.

He likes Mrs. Simpson better.

Washington news item: For every vote they polled in the last election, the parties spent the following:

Communists\$2.02
Republicans45
Democrats12 1/2
Socialists11

Yes, but look what the Communists got for their money. They not only defeated Reaction, and the Hearst-Liberty League-Dupont gang, but they also achieved a Free, Happy and Prosperous America.

Minneapolis headline: Trainers Guarantee to Cut Fat off Policemen for \$18,000.

Off the heads and all?

Frank "Peace Pact" Kellogg sez: There will be no general war. European nations are in a settling mood.

Like Mussolini settling with Ethiopia and German and Italian fascism settling with the Spanish Loyalists.

Dreamy Eyes—The influence of the American press is about the same as it was in the past.—F. E. Murphy, Minneapolis publisher.

Minneapolis news item: Major Bowes has been made an honorary member of the Minneapolis police department.

And if you don't think THAT'S

Bowling League Off for 2 Weeks

There will be no bowling until after the holidays. We have now finished one-third of the schedule. Captain Ebert and his National Teas have been the main guns so far but according to Captain Kenzie of the Meats and Johnson of the F. W. S., "We shall see". Dobbs' "544" team got a bad start but is now coming along fine. President Sinnott claims the J. C. will soon be out of the cellar.

UNION BOWLING LEAGUE

	W.	L.	Pct.
National Teas	17	4	.809
Meats	19	8	.704
Consol. No. 2	17	10	.629
F. W. S.	16	11	.591
Independents	7	8	.466
544 Office	12	15	.444
Consol. No. 1	6	21	.222
T. J. C.	3	18	.167

AVERAGES

R. Ebert, Nat.	174
D. Flatz, F. W. S.	167
M. Max, "544"	166
F. Harves, Ind.	162
Ittner, "544"	160
T. Nelson, F. W. S.	159
Thoreson, Nat.	159
J. H. Johnson, F. W. S.	156
A. Johnson, "544"	155
Williams, Meat	152

HIGH GAMES

Single, Anacher	232
Three, Ebert	591
Team single, Meats	1,023
Team three, Meats	2,331

On WPA Projects

On to Washington. The official call for an unemployed mobilization and demonstration at Washington, D. C., on January 15 was received Saturday. Demands are to be: For continuation and expansion of WPA; for federal direct relief; for a \$1,250,000,000 deficiency appropriation; for a 20 per cent increase in monthly wages.

The FWS has always held to the belief that nationwide action is essential if the unemployed are to make any substantial gains or even hold the little handouts they now receive. Therefore the FWS will give the National Demonstration its immediate attention.

Local Trade Union members in need of relief have been sent to the FWS for aid in obtaining it. In each case they have received both the aid and the relief which they requested. Some have asked whether they must join the FWS to obtain this. The answer is always that the FWS gives all the aid requested by Minneapolis Unions. FWS extends a standing invitation to all Unions to send their needy members to the FWS for such assistance. This is but a token of the co-operation which is necessary between the employed and the unemployed.

The next FWS membership meeting will be held on Friday, January 8, because its normal date would fall on New Years day.

an honor, ask any Minneapolis worker.

From a Minneapolis STAR editorial—Differences between employer and employe groups are always settled eventually by talk and conciliation, and no one has yet been able to give good reason why such talk should not precede trouble and avoid it. . . .

No one has yet been able to produce a boss who would take a Union's word that it represented the workers.

Headline: Stuffing Youngsters with Food Can Result in Serious Trouble.

It must be a particularly serious problem with WPA fathers.