

Death Takes Holiday — Cemeteries Strike

On Wednesday morning 200 workers in cemeteries all over Minneapolis went out on strike. They are organized under a federal charter, Local 2031 of the A. F. of L., and are striking to change their intolerable working conditions which hitherto have always been covered with a sanctimonious veil.

Independent Truck Chatter

Questionnaires have been mailed out to about one thousand truck owners in the city to get complete information as an aid in taking care of the unemployed situation. If you haven't received one, inquire at the union office. Print legibly and answer all questions asked. It will be to the trucker's advantage to return these forms immediately.

Highway Requirements According to Mr. Kipp, Construction Engineer of the Bureau of Public Roads, hydraulic dump boxes seven feet long can be used on State paving work this year. Minimum amount of floor space allowed is 38.5 square feet. He also gave the information that no tires smaller than 7.00x20 balloons or 32x6 ten-ply tires will be permitted.

Buttons and Signatures The sod and dirt men of the city have been given the once over. Those new dirt contracts are very—popular.

Lost Opportunity The Belt Line is beginning to look deserted after the wholesale transfer of single men to work camps. Too bad for WPA that the truckers didn't go on a strike a few weeks ago, and incidentally hold the bag for layoffs and transfers. Truck drivers do make such good scapegoats.

Permanent Basis It is about time that the word emergency is forgotten when referring to relief and public works. Unemployment and relief will always be here until people take the right to consume all they are capable of producing. The big surprise should be worn off now after about six years of so-called depression. Congress must realize that the last minute appropriations had hurry-up emergency measures imply waste and inefficiency.

Suggestion Some of the motor companies allow no more discounts to fleet owners. It's becoming more difficult to get discounts on equipment purchases, and steps should be taken to protect and extend agreements now in effect. If all ITO members narrowed down their patronage to a smaller group of dealers, more attractive discounts could be arranged because of a greater volume of business.

Overheard at the Underpass "You should have been here at seven," said the boss sharply. "Why, what happened?" yawned the trucker.

Contractor? When the Independents get the city backed into a corner on some issue, they like to think that after all, the ITO members are contractors anyway, and therefore shouldn't have so much consideration because the city is pledged to day labor. Then Tom McCue comes back with an unanswerable argument. He says Independent truckers can't be considered contractors any more than the teamsters were in the old days, whose work the truckers are now doing; and teamsters used to hold civil service rights. The ITO has been fighting on the side of day labor since the start.

Tell them that you saw their ad in the NORTHWEST ORGANIZER.

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Processors Sign Up General Mills

The young National Council of Grain Processors, an A. F. of L. affiliate, has taken another long stride forward by concluding during the past week an agreement with the General Mills corporation, covering all employees in twenty cities throughout the nation.

The working agreement provides for recognition of the union as sole collective bargaining agent in all plants where a majority of workers are members of the union; the 5-day, 40-hour week; time and a half for overtime; one to two weeks vacation with pay, depending upon length of employment; seniority rights; general wage adjustments. The agreement covers General Mills plants in Chicago, Louisville, Buffalo, Kansas City, Detroit, Johnson City, Great Falls, Kalispell, Wichita, Oklahoma City, El Reno, Kichita Falls, Amarillo, Vernon, Vallejo, Ogdens, Portland, Spokane, Tacoma and Minneapolis.

Meyer Lewis, president of the National Council of Grain Processors, negotiated the agreement for the workers. Under its terms, the General Mills company throughout the nation should be completely organized within a short time, which would give the union movement a strong foothold in the industry.

FOUND—Chauffeur's badge, No. 2205. Loser may claim at switchboard, 257 Plymouth Ave.

How Much? An authority has stated that total overhead costs of WPA amount to 39 per cent. This figure includes cost of all materials, equipment, and also 3 1/2 actual overhead.

Court Agitation Cools Looks like all this hallyhoo about the Supreme Court was raised to cloud over the issue on relief and unemployment. After all, it is much safer to bicker about nine old men than to squarely face the facts of unemployment in the nation. Too bad the constitution can't be straightened up so that even the most conservative judge couldn't lose his way.

It Helps It is believed that the one cent raise in gas tax will furnish \$1,500,000 to the State highway fund this year.

That Is Economy! Hopkins fears WAP appropriations will be cut to \$1,350,000,000, which means 406,000 men will be thrown out of work. Congress voted down a bill to reduce Navy appropriations for the year.

The State should bear in mind that it is bad business to skimp on maintenance work. The roads already built should be properly cared for first, then expand into new construction work.

Get Your Hat Curt has had a lucky run on those elusive jackpots.

Blame It on Short WPA Hours A couple of Sundays ago Helen, one of the office stenos, had to buy turkey dinners for some WPA truckers with her "mad money." Such a business! Something has to be done about this WPA mess. Get FDR on the phone.

Ask Me Another Emergency relief funds have provided the War Department with \$942,000,000 in the last four years. How much of this went to protect investments of big business in foreign countries?

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Bill Brown Says—I see where Adjutant General Walsh and Brigadier General George E. Leach have recommended to Congress that the local national guard unit needs additional men and equipment. Of course the Indians might take to the war path again. And then the Japs are always a threat to the women and children of Minnesota. BILL BROWN President of 244

Drivers' Council Continues Work in Minnesota, Dakota

(Continued from page 1) The total membership of General Drivers Local No. 74 in this town to 188. Dobbs was the guest speaker. A decision was reached to set a ten-day deadline for all sections to complete their demands and ratify them, so that negotiations with the bosses can be opened immediately. Representatives of the North Central Council and officers of the Minot Trades and Labor Assembly will participate in the negotiations.

The power of the city-wide organization committee in Minot is shown by the fact that two workers discharged from jobs because of union activity have been reinstated through pressure from the committee. Three non-union barber shops were being bannered. Membership in the retail clerks' union in Minot has already passed the 100 mark, and negotiations will be opened next week. A majority of the food stores now prominently display union cards in show windows. Nothing like the present unionization drive has swept Minot since the 1919 influenza epidemic. A meeting is set for next week to organize a local of the Flour, Feed and Cereal Workers Union; a temporary organization already has the majority of the workers in local mills and elevators.

Fargo Moves Plans have been laid by the North Dakota State Federation of Labor and the Fargo Trades and Labor Assembly to hold a city-wide organization mass meeting before Decoration Day. The workers are also active in Grand Forks. With the assistance of Secretary-Treasurer Mero of the state federation, a sizeable nucleus of drivers has already been organized and a charter applied for.

The St. Cloud General Drivers Local is continuing its vigorous growth, according to Jack Smith and Kelly Postal, council representatives who spoke there Tuesday night. Last week, 13 new members were taken in; this week 25 more were initiated. The growth of the local is so impressive that on Tuesday night a delegation of workers from Willmar came over and asked to join. The council representatives advised the St. Cloud unit to take them in. A committee from St. Cloud will go to Brainerd on Saturday to enlist drivers there in the campaign which is taking hold in that section of the state. Moran, president of the St. Cloud local, is pushing the organization work at a rapid pace.

Watt Notes The last meeting of the Utility Section was a stormy one. All members should carry their last official and any temporary receipt with them at ALL times.

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Steel Strike Lasts Only 36 Hours; Unions Fight Ford

(Continued from page 1) was a lockout by the company and that foremen had sent the workers home.

Another strike at Cleveland, called at about the same time the Fisher Body strike was settled, involved 1,000 workers at the Weatherhead Company, manufacturers of body parts, and was called because of the discharge of several active unionists. Meetings between the management and the union have been set for May 18.

In Janesville, Wis., a strike against the Fisher Body Plant was settled on May 14, the men returning to work on Monday, May 17. The strike was called on May 12, and revolved around the refusal of union men to work with non-union men. The terms of the settlement were not made public.

In St. Louis a strike against the Emerson Electric Co. was settled on May 14. This strike was 68 days old and was called in the name of the Electrical and Radio Workers Union. Gains made were union recognition, the establishment of a maximum work week of 44 hours, and a new wage scale representing a 5 per cent increase for all workers making 50c an hour or less.

In London the striking bus men voted to continue their fight for a seven and one-half hour day and adjusted time schedules. They recommended to their executive council that the strike be immediately widened to include trolley, sub-way, and "green line" (long distance) drivers.

The 11-day-old strike of the Kansas City bakers was ended on May 13 by an agreement providing for 10 per cent increase in wages for all those receiving \$18 per week, and a five-day, 40-hour work week.

At Naswaak, Minn., a threatened strike was averted when the Butler Brothers Co. signed an agreement with the Amalgamated Association of Iron, Steel and Tin Workers. This is reported to be the first contract ever signed by a Minnesota mining company with the Amalgamated. The strike had been set for Friday, May 14, and would have involved about 500 workers.

There are now more strikes going on in Canada than there have been at one time since April of 1920. More than 20 strikes are being conducted at the present time, and are giving the various provincial governments a large headache. Many of them are against manufacturers, and as such do not come under the jurisdiction of the Dominion's Labor Ministry.

The strike of the movie technicians in Hollywood still goes on. Picketing of large movie theaters throughout the country was begun last week. The Screen Actors Guild which last week won recognition and a considerable wage increase for extra and bit players, signed a long term contract on

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(Continued from page 1) gone over the agreement with Mr. Miller and some of the department heads, and apparent unanimity of opinion was reached; invariably, however, a fresh crop of interpretations—one for each department—would show up the next day.

No definite improvement in the company's willingness to live up to the agreement can be noticed. It has become plain to all that this attitude on the part of the Northern States Power firm is studied and deliberate, with the intention to sow confusion, dissatisfaction and dissension in the ranks of the union, thereby rendering the latter ineffective.

Since early last week it has been impossible even to get a meeting with the company. The usual company excuse for calling off or postponing such meetings is that union matters in other districts must be taken up. But on checking in these other districts, it is found that they are getting precisely the same treatment—stalling, subterfuge and alibis.

To fully acquaint the membership with the details of the recent happenings and to devise an immediate program to enforce compliance with the agreement in ALL departments, a series of departmental meetings are being held by the union this week. In each meeting the general attitude of the company and the specific problems of the particular department, together with ways and means of enforcing the contract provisions will be thoroughly discussed. Action thereon will be outlined.

The advisory committee of the union met Tuesday night at 18 North Eighth Street, where all the meetings will be held. On Wednesday night, the Overhead and Underground will meet; on Thursday afternoon the Operators (evening shift) will meet at 1 p. m.; Thursday at 8 p. m., the day and night shift of Operators; Friday at 7 p. m., the Stores department; Friday at 9 p. m., the Trouble department; Saturday morning at 10, the Special Construction workers. Additional meetings will be held next week. All stewards will pass out the word as to time of meetings, and every worker must make a special effort to attend the gathering of his department.

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