

# BUILD A LABOR TEMPLE - A UNION RADIO STATION

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

## THE NORTHWEST ORGANIZER

Official Organ of the Minneapolis Teamsters Joint Council

MINNEAPOLIS OFFICE: 257 PLYMOUTH AVENUE NORTH

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

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# St. Paul Transfer Workers on Strike; Minneapolis Bosses Sign With 544



"In the last five years the 60 principal nations of the world have spent a total of 52 billion dollars on armament."

—Chicago Tribune

What a price the workers of the world will be required to pay in order that capitalism may endure. Doesn't it remind you of cattle bringing their own hides to market?

"I wonder why striking steel workers, when they buried their dead after the clash with police near the Republic Steel Corporation plants outside Chicago, had to bring their children to stand and look at the caskets? What is the point in dragging them to participate in something which will leave its mark and color their lives for all time?"

—Minneapolis Journal

When these children distributed black-bordered pamphlets entitled "Blood on Steel" they were giving mute testimony to the world of the cold-blooded tactics of the boss class. It is true that flaming hatred has been engendered in their young minds and will remain there for all time to the everlasting shame of those responsible—the Republic Steel Corporation.

"Dr. Los Rios, Spanish ambassador to the United States, says, 'I object to the Loyalist government being termed 'communists'."

—New York Times

When the Stalinists in Spain raise the slogans of "the land to the peasants", and "the factories to the workers" then we may believe that Stalinism in that country is approaching communism in principle. Indeed, the People's Front government of Spain is a far cry from those principles of communism that marked the Russian revolution. Your objection is sustained, Doctor.

### Ness-Belor Plans Near Completion

Delegates from dozens of local unions are expected to attend the Ness-Belor committee meeting which will meet this Thursday evening, 7:30 p. m., at the Teamsters Joint Council headquarters.

With the full support of the local labor movement, the demonstration on July 18 this year will unquestionably surpass even the impressive ceremonies of twelve months ago. Minneapolis workers are just beginning to realize the immense debt they owe those who fell in that memorable battle in July, 1934, when the bosses used their cops to draw a line of blood between themselves and all who toil honestly for a living.

Plans for the July 18 program have almost reached completion. Ten thousand Ness-Belor buttons have arrived and will be sold for five cents each to help defray the expenses of the 1937 ceremonies. These buttons will be sold through the various union stewards.

### NSP Grievances Halted by Work of Electrical Union

Back Checks of \$745 Paid to Members of 292, Five Men Returned to Work, Two More Expect Jobs

An abrupt halt was brought last week to the campaign of the Northern States Power Company against the utility division of Electrical Workers Local 292. The mobilization of the union forces to resist and checkmate the company has brought excellent results, and it is reported that practically all grievances have been settled within the past few days.

As the result of a series of meetings between company representatives and officials of Local 292, four checks totaling \$745 due men for sick leave and back pay have been forthcoming from the NSP Company. Five men of the wiring department, which has been disbanded, have been put to work as electricians on special construction. There are still two men to be accounted for, but it is anticipated that jobs will be arranged for these workers very shortly.

Ted Kurth, who was given one-half month's suspension for alleged failure to make out a report, has been put back to work and the wages docked him by the company have been paid. A hearing on his suspension will be held in the near future.

Mr. Mike Boyle, international official of the Electrical Workers Union, came up from Chicago to participate in the conferences with company officials.

### LABOR BOARD TO HEAR LUND CASE

Woodworkers' Union to Prove Independent Ski Workers a Company Union

On Wednesday, June 30, the Labor Board will conduct a hearing into the charges of the Lund employes against this labor-hating employer. The Woodworkers Union will seek to prove that the Independent Ski Workers Union is an out-and-out company union dominated by Lund, that Lund uses unfair labor practices, and that he discriminates against union members.

In the meantime Local 1866 in Hastings and Local 20481 in St. Paul have circulated petitions which large majorities of workers in both cities have signed reaffirming allegiance to the bona fide American Federation of Labor unions.

On Sunday, June 20, a preliminary meeting of the Northwest Advisory Council of Furniture and Woodworkers was held at 257 Plymouth Avenue. Twenty-eight delegates from three states were in attendance. Among the local unions represented were Local 20481 from St. Paul, Local 1859 from Minneapolis, Local 1866 from Hastings, Local 1979 from Faribault, Local 20518 from New Richmond, Wisconsin (ski workers), and a representative of the Timber Workers from Michigan. Plans were laid for a further conference to be held July 18 at 2 p. m. at 257 Plymouth Avenue North. The Advisory Council will function for the purpose of coordinating and further organization work in the industry in this part of the country. Fred Diedrich was chosen temporary chairman and Bill Englebretson, temporary secretary.

Woodworkers in Faribault will hold a mass meeting this Friday night at which a speaker from the Advisory Council will be in attendance to explain the set-up and purpose of the new organization.

### Railway Express Co. Warned by 544 Drivers

At the special membership meeting of the Transfer Section of Local 544 which was held Monday night, a committee was chosen to call upon the American Railway Express and inform them that in case a strike develops, the trucks of this company will not be permitted to play their usual strike-breaking role. In the past, despite numerous commitments to the General Drivers Union, American Railway Express trucks have many times driven through picket lines to give aid to struck employes and do their bit towards breaking the strike. Such anti-labor practices will no longer be tolerated, transfer truckers decided at their meeting Monday.

### SEARS WORKERS ASKED TO NOTE WAGE SCHEDULES

Union Aroused at Chiseling of Employers; Local 20316 to Take Action

President James Bartlett of Warehouse and Inside Workers Union Local No. 20316 has requested The Northwest Organizer to point out that the Sears wage scales listed in the June 17th issue of the paper are the absolute minimums. No employe of six months or more should receive less than the hourly rates listed.

Many grievances have come into the offices of the Warehouse Union from workers employed in the various companies having signed agreements with the union. There is ample indication that the employers feel they may be able to take advantage of the new young union; many bosses appear to take the attitude they can violate the union contract at will.

This chiseling on the part of the bosses is arousing the intense resentment of the union membership and the organization is preparing to put an abrupt halt to such practices. At its last meeting the Executive Board of Local 20316 prepared to take drastic protest action—possibly in the nature of a strike, if need be—to force every employer to live up to the letter of the union agreements.

### TRADE COUNCIL TO BE ADVISORY BODY

On Monday night delegates from nine Twin City unions met at 257 Plymouth Avenue to give final form to the Twin City Trade Union Coordinating Council. The purpose of this new organization will be to assist and advise those so-called miscellaneous unions having headquarters at 257 Plymouth Avenue together with their St. Paul sister locals functioning in the same industries. The Council will have advisory powers only, and is not to interfere with the jurisdiction of the various union executive boards. It will act primarily as a coordinating force for mutual assistance among the unions involved.

Delegates were present from Furniture Workers Local 1859, from the woodworkers locals in both cities, from Warehouse Workers Local 20316, from the Pulp and Sulphite Workers Unions in Minneapolis (Local 259) and St. Paul (Local 264), and from the Dental Mechanics. Fraternal delegates were present from the General Drivers Union Local 544, and from the Federal Workers Section.

Emanuel Holstein was elected chairman, and John Janasco, secretary, of the new organization. The Council will meet every Saturday at 2 p. m. at 257 Plymouth Avenue.

### 544 Ball Team Breaks Long Winning Streak

The extraordinary winning streak of 544's ball team was finally brought to a halt last Sunday when the local nine came out on the south end of a game with the North End team. Manager Wagner, while refusing to go into such details as the score, etc., hinted that he is building slowly from the ground up and has his eye definitely on the title in the 1940 season. He scoffed at the rumor he is considering managerial offers from rival aggregations.

Workers have come to realize that in union there is strength. All this

### St. Paul Drivers, Local 120, Reaffirms Vote To Strike Thursday; No Transfer Rigs Moving

### FURNITURE MEN MEET THURSDAY. VOTE ON OFFER

Bosses Offer Week's Vacation, Time and One-half for Overtime, 70 Cents

Contract Would Run for Two Years, Retroactive to June 1

At a meeting of the stewards of the furniture, stove and refrigerator section of General Drivers Local 544 held on Wednesday evening, the negotiating committee reported on its progress with the employers' committee from this section of the driving industry. Agreement has been reached on one week's vacation with pay, on the 48-hour week with time and one-half for overtime and double time for Sundays and holidays.

The employers of companies involved have agreed to the following wage provisions: 70c an hour for drivers, warehouse foremen, shipping and receiving clerks, outside service and repair men, finishers, cabinet makers and furniture packers; 65c an hour for furniture stock men, drivers helpers, loaders and unloaders, platform men, setup men, stock pickers; 60c an hour for floor men, wipers and polishers and extra help.

If ratified by the union membership, the contract will be retroactive to June 1, 1937, and will run for two years to May 31, 1939, with a clause that negotiations may be reopened May 1, 1938, if either party gives notice at that time. Furniture workers will meet Thursday night to consider these proposals.

### Minneapolis Firms Agree to Keep Trucks Out of St. Paul Area, Settle With 544 for 70 Cents

After the breakdown of negotiations carried on all through Wednesday night between the committee representing St. Paul transfer drivers of Local 120 and the transfer employers of that city, the strike vote was re-affirmed at a membership meeting held at 6 a. m. Thursday morning, and the strike became immediately effective. No transfer rigs are moving in St. Paul. Trucks from the market, package delivery rigs, and sand and gravel trucks are being permitted to operate for the time being. All Minneapolis transfer companies have agreed to keep their rigs out of the St. Paul district for the duration of the strike. About 800 men are involved in the St. Paul action.

On Wednesday night the St. Paul transfer men met and voted to strike Thursday morning. However, the meeting voted authority to the negotiating committee to meet during the night and present its report to another membership meeting at 6 a. m. Thursday morning. When the committee made its report of unsatisfactory concessions from the St. Paul bosses, the strike action was reaffirmed. St. Paul transfer bosses refuse to sign with the union, but wish to sign through the St. Paul Compliance Committee (the equivalent of the Associated Industries of Minneapolis). This thoroughly unsatisfactory offer, which furnishes no real guarantees to the workers that the bosses will live up to their agreements, was refused by the workers. Already, there has been a split in the ranks of the employers, however. The Regulated Motor Carriers, consisting of employers of long distance, over-the-road drivers, has already agreed to sign directly with Local 120, and the trucks of these firms are therefore being permitted to run. A commissary has been set up in the St. Paul headquarters of the General Drivers Union Local 120, at 347 University Avenue, and this will be the strike headquarters for the duration of the struggle.

### Drivers' Council Lays Strike Plan

Detailed arrangements have been completed for cooperation from the Drivers Unions in the towns surrounding the Twin Cities in the event of a Twin City strike in any or all sections of Locals 120 and 544. The plan was perfected at a specially called meeting of the North Central District Drivers Council on Thursday, June 17. Under the plan other Unions will refuse to truck any commodities which are normally handled by members of the Twin City Drivers Unions.

Supervision of the plan will be in the hands of a special committee composed of one officer from each Local Union throughout the district. A large delegation from the St. Paul Unions was present at the special Council meeting and they informed the group that recommendations would be made at the next membership meetings of the St. Paul Unions to affiliate formally with the North Central District Drivers Council.

### Second Quarterly NCCDDC Meeting To Convene 11th

A call has been sent to all local unions affiliated with the North Central District Drivers Council, inviting them to attend the second quarterly conference of the council to be held in Duluth on Sunday, July 11. The conference, which will convene at 10 a. m., will be held in the new headquarters jointly taken over by the General Drivers and Milk Wagon Drivers unions in Duluth, at 122 East Superior Street.

Duluth drivers have set up arrangements committee which is in charge of preparations. The conference will analyze the work of the past few months and lay plans for further expansion of Council work.

Drivers in Bismarck have received their new charter from the International Brotherhood of Teamsters, and will be known as Local 123. Brainard drivers also received a charter on Monday morning. Walter Hagstrom, council representative from Minneapolis, has been in Minot for the past few days assisting in negotiations which are being carried on between the local union and the trucking industry. Employers in the creamery, wholesale grocery, and taxi industries have already met with the union.

### Warehouse Workers Organize in Dayton's

With the announcement this week by the Warehouse Union that organization work among the inside men is proceeding at the Dayton store, it becomes evident that the union movement is due to make yet further inroads into this once-stronghold of reaction. Several Dayton employes have already signed up with Local 20316.

A mass meeting for all eligible Dayton employes will be held at 257 Plymouth Avenue on Tuesday evening, June 29th. There questions of wages and working conditions in the Dayton store will be thoroughly discussed, and plans laid to complete organization work.

# Make Minneapolis a Union Town

# Strikes Follow Recovery; Steel Still Hangs Fire as Railroads Take Referendum

(Continued from page 1)  
have chosen this medium for the defeat of the Roosevelt administration. Still another hemoans the fate of the workers who want to return to their jobs, "and exercise their God-given right to earn for their families a living."

### Martial Law

Governor Earle of Pennsylvania and Governor Davies of Ohio have both declared modified forms of martial law to keep the steel mills closed and preserve the "status quo" during the negotiations being carried on by the new Federal Mediation Board appointed last week by Secretary Perkins. Twice the officials of the companies have walked out of the meetings. There have been no joint sessions as yet, but the corporation officials have voiced their willingness to have duly accredited representatives of the various companies meet separately with the union officials representing their workers, but state that these representatives will have no power to even discuss a written agreement.

Late flashes on the radio Tuesday evening indicate that another meeting between the officials of the steel companies and the federal mediators will take place on Wednesday, minus the presence of Tom Girdler, chairman of the Republic Steel, who is scheduled to testify at the Senate Postal investigation. The Republic Steel is asking for a writ of mandamus against the Post Office because of the refusal of postal officials in both Chicago and Warren, Ohio, to handle packages of food addressed to the strikebreakers housed within that company's plants in the two cities.

The truck drivers at Youngstown walked out early this week, in sympathy with the striking steel workers. They refuse to handle any merchandise for the truck plants.

### Auto, Rubber Help

A convoy of 3,000 auto workers from Detroit was stopped at the edge of Youngstown by police on Tuesday morning, and turned back. Another group of rubber workers from Akron was denied admittance to the beleaguered city. All cars entering Youngstown are being stopped by police and searched for concealed weapons. All strikers are being disarmed and arrested when caught alone.

In Port-au-Spain at Trinidad the British government has landed sailors and marines to "preserve order" in the strike among the oil workers. Several clashes with the police have occurred, two men having already met their death.

In Washington the CIO has announced the chartering of a Federal Workers Union, to be comprised of government workers. The new union will concentrate all of its efforts on the elimination of the spoils system, wherein every new administration means a large exodus of the employees of the former government. Eight thousand workers are expected to join the new union in record time.

In Chicago a sub-committee of 20 is considering submitting a strike vote for referendum among the nation's railroad workers. Five Brotherhoods, the Big Five, Trainmen, Engineers, Firemen, Switchmen, and Conductors, compose the board. All attempts at negotiations have failed. Under the Railway Act the president can appoint a special mediation board, composed of three members, and according to the law the status quo must exist during the board's hearings, and for 30 days after they hand down their decision.

The latest news on the Rand-Bergoff trial came with the appeal of the defense to the bench for the publication of the charges, government witness, etc. This was granted, and means a new delay in the trial of James Rand, Jr., and Pearl S. Bergoff for violation of the Brynnes Act which makes it a felony to transport strikebreakers across state lines. Government attorneys protested the action, saying that it was merely an attempt to learn the names of government witnesses.

failed to take care of this matter, and unless it is done at once they will be left behind with a far-away look in their eyes.

A committee didn't spend many weary hours mailing these forms and compiling the answers because it was such great fun. This data must be on record to aid in solving the unemployed truck situation. It is necessary for those that are working to make a reply also, otherwise complications may arise later.

### Errors!

Sometimes the list gets balled up at 218 so the Independents get down there early in the morning to help out.

### Graveling Is Different

That gas mileage test at the Parate Grounds netted Quinlin 25 bucks for having the most economical Ford.

### So! So!

C. B. Carlson is out of a job—so it's stopped raining.

He is delivering handbills gratis (500 pounds at a time)—so his truck holds up fine.

Mrs. Zander is insistent—so Curt is in debt for an electric refrigerator.

Wooley went fishing and brought back an eight pound pike—so he'll say 16 pounds if you're not critical.

Lundholm says we "pan" him in the column all the time—so we'll prove he's wrong.

Morris Olson wanted to blow the coal dust out of his ears—so he cut his cab off.

Moe is sick of coal dust and road dust—so he wants to sell his truck.

Some of the boys don't know where the next meal is coming from—so they are going fishing for it.

Most of the contract trucks have been dismissed from the Belt Line—so now the relief trucks have to go under the gas shovel.

Those tavern candy vending machines sometimes fall apart when T. Reimer investigates—so the owners are still trying to collect.

The Dakotas are going to stop diversion of gas tax funds—so some of you can look to the west for highway work.

Axel Soderberg has lots of time to spend with his Springer pups—so if you buy one from him you will know it's well trained.

### Where's That Check?

Art Karlen is taking care of the invoices on Lilac Lane since Ambrose started smashing furniture.

### Dilemma!

"You ought to get a new truck," says a sympathetic bystander.

"Yeh! You show me how, when I'm still paying installments on the truck I traded for the truck I sold in part payment for the truck I've got now," answered the ITO member.

### Learn from Rainholdt

Zander is developing a calloused epidermis from the eternal friction he has been getting in his new job. In other words he is learning how to "take it."

### Sure Shot

After figuring the percentages, Red Haley made a slot machine of his own out of a shoe box. After tossing in small change for a short time he discovered he had a jackpot of over \$35.

### Landmarks

Greasers' famous stock-piles on the Belt Line are disappearing rapidly.

Some of the five ton trucks are getting a run on paving. It helps keep peace.

### Every Little Bit Helps

According to F. D. R. one-third of the nation's people are ill-clad, ill-housed, ill-nourished and jobless. To help matters along, WPA appropriations are being cut down one-third, casting out one-third of the previously employed project workers.

## Bill Brown Says—

Every worker must realize by now that the Minneapolis employers are once again as strongly organized as they were in 1934. But what every boss does not seem to realize is that the unions are three times as strongly organized now as they were when the General Drivers began the fight to unionize Minneapolis. If the bosses permit themselves to be agitated into a strike, they will soon realize this significant fact.



BILL BROWN  
President of 544

## On WPA Projects

It's just too bad for the city but it appears that about 300 WPA workers on the Fort Snelling project will be compelled to apply for relief because of a "slip-up" in the WPA offices. These men were transferred from a different project and lost time in doing so—consequently they will be short \$10.31 each for the month of June.

About 93 workers at the Old Soldiers' Home hit the union sawdust trail last week and are now members of the F. W. S., Local 544.

Don't forget the F. W. S. picnic on Sunday, August 8, at Columbia Park. It's the social event of a busy summer season.

The union sent condolences to Brother P. E. Meade and family, who lost their son last week.

Relief would be denied any person on strike or who refused to accept suitable work offered him, under terms of a bill introduced in the house of representatives by 15 members headed by Henry Miller and Claude H. Allen. It makes it a misdemeanor for a state, city, or county employe to use public funds to pay in such cases, says an article in a Minneapolis newspaper. Some of the fascist representatives in this state would like nothing better than to have the state subsidize private employment, for that is exactly what it would amount to if the bill should become law. Many families in Min-

### Pauper Schools.

In such schools as did exist the standard of education was very low. There were very few laws governing the amount of education necessary to qualify for the job of teaching. Even where boards of education did exist, the members whose job it was to pass upon the qualifications of applicants knew so little themselves that their judgment was worthless. Politics played a large part in the selection of teachers. There were many real educators, but their services were not available to the children of the poorly-paid workers who had to depend on the charity schools and pauper facilities in the private academies. The pauper system was used in Pennsylvania where, if parents would declare their inability to educate their children, certain numbers of them were apportioned to private schools which had received state aid. These schools were of such an inferior type, and the poor children entered in them were accorded such scathing treatment that many parents, rather than submit their children to the humiliation of being acknowledged paupers, allowed them to go entirely uneducated.

New York state and Massachusetts were most advanced in their systems of education, prior to the rise of the labor movement. Many states provided absolutely no form of education for their poorer classes. New Jersey, for instance, had only such schools as were set up by religious societies, and these were frankly labeled "charity schools," with the attending onus for the children who sought learning within their portals.

### Liberals Support Labor

The labor movement, pressing ever harder for the establishment of free schools attracted to itself many liberal educators, and pseudo-liberal groups who saw in the issue an easy entry into the ranks of labor for political purposes. Real support and sustenance came, however, from the liberal educators, of whom Horace Mann was the leader. However, this group came into the fight only after the masses had been aroused, and as F. T. Carlton, the historian says, "They appealed to a constituency already awakened."

With the rise and fall of the labor movement during the nineteenth century came a corresponding rise and fall of the educational level. Each time the labor movement hit a temporary decline, so did the movement for free education. Despite these setbacks, however, labor was able to effect a constant, gradual improvement in the educational system.

In 1830 Labor adopted the slogan: "Next to life and liberty we consider education the greatest blessing of mankind."

In 1833 a committee of workmen was elected in Philadelphia to investigate the system of education then in use, and to recommend plans for an adequate system. They reported at the convention of the first National Labor Federation the same year. The report severely criticized the then existing systems and offered a plan which closely follows the one in use today. These men, all of them workmen, recommended that a system, supported by general taxation, be set up providing for kindergartens, common and high schools, trade and normal schools, and universities. Thus we see that more than a hundred years ago Labor laid the foundation for the present system of education.

The American Federation of Labor, from its first convention in 1881 took up the fight to further the cause, advocating laws governing compulsory attendance, and the raising of the age minimum for leaving school. Next week—Read "Reaction Fights Education."

## SCHOOLS AND THE LABOR MOVEMENT

By Marvel Dobbs

Contrary to general belief, the present system of free education, supported by taxation, has not always been an American institution.

Militant action by the new-born labor movement began the fight in 1825 which ultimately won for the American people all of the present-day advantages for the pursuit of knowledge.

At the start of universal education for rich and poor alike, another condition existed. The ruling classes, realizing that the new machinery whose invention had revolutionized manufacturing, would have to be operated by men whose intellectual level was higher than that of the average working man of that period, at last began to see that it would be necessary for them to permit a limited liberalization of the educational system. Originally the intention was to give the newly rising generation of workers only enough education to assist them in operating this intricate machinery.

In keeping with this policy, a law passed during the 1830s was interpreted to mean elementary schools only, until mass pressure by the labor movement forced the state supreme courts to rule that the law also covered secondary or "high" schools. There were more labor papers and periodicals then, in proportion to the capitalist press, than there are today. The immediate result of this ruling was the establishment of many high schools all over the nation.

The early labor movement found political expression in the Workingman's Party, and succeeded in placing in minor office many of its candidates. One of the principle platforms of this early party was the fight for universal free education, supported by general taxation, for the support of education had been set up and the common school had become an actual factor in American life.

### The Rich Resist

During the period following the Revolutionary War and extending up to 1830 many methods for the support and maintenance of education had been evolved. The ruling classes were united on one issue—they refused to be taxed for this purpose. Before 1820 a member of the Rhode Island legislature made the statement that any attempt to tax a community for public schools would be resisted at the point of a bayonet. As late as 1850, a resolution passed before a mass meeting of tax payers in New York branded the public school law as "infidel socialism in its principle; unjust and oppressive in its operation; immoral in its tendencies and injurious to the cause of education."

Some states established land grants, the incomes from the sale of which were made into trust funds and disbursed to communities who would match the amount granted by the state, by some local tax. Another plan used was the taxation of householders and "freeholders" (those who, holding sufficient property, were allowed to vote.) Some states designated the proceeds of the poll tax

## Bismarck Drivers to Get Union Charter

Adding to the rapidly growing ring of driving unions throughout the northwest a charter from Teamsters International has been applied for in Bismarck, North Dakota. The charter will cover all drivers, helpers, platform and warehouse men and should grow to be a union of substantial membership.

neapolis now are living on such starvation wages that they are obliged to seek supplementary relief. Most strikes are called in order to gain a living wage, but the purpose behind the move of these Tories is to starve the workers into submission to the lowest possible conditions of life. We doubt very much if the state of Minnesota cares to foot the payroll for every chiseling employer.

At the last state-wide organizational meeting of the Federal Workers Local 544, a resolution calling for 75c an hour and a 30-hour week each week for common labor on WPA was adopted. Letters were sent to Dewey Johnson, Henrik Shipstead, Henry Teigan, Ernest Lundeen and Paul Bernard. All have replied.

How many have noticed that fish odor around the F. W. S. recently? They say fishing was good at 85 W. Island Ave. the past week.

Two of the organizers visited the State Relief Administration office last week relative to counties chiseling on relief clients. These people have chiseling down to a scientific basis.

## Woodenware Union Signs Webster Lumber

A new contract covering twenty workers of the Webster Lumber Company, 2522 Como Avenue West, St. Paul, has just been signed by Wood-ware Workers Local 20481 of that city. The contract calls for union recognition, strict plant seniority, a week's vacation with pay, the 40-hour work week, time and one-half for overtime and double time for Sundays and holidays. Wages will run from 55c to 70c an hour. The contract is retroactive to June 1, and will run to May 31, 1938.

Negotiations with the Twin City Lumber and Shingle Company are still in progress, and the union announces that it anticipates an early settlement. A meeting with the employer is scheduled for Wednesday, June 24.

## Hegstrom in Minot to Assist Drivers' Union

Minot, North Dakota, June 21.—Walter Hegstrom of the General Drivers and Helpers Union No. 544 Minneapolis arrived in Minot June 17 to assist the local officers in negotiating contracts with employers. Preliminary conferences have been held and although no contracts have been signed to date negotiators are hopeful that a number of industries will be signed up in the very near future.

Membership in the Minot General Drivers and Helpers Local No. 74 now approximates 450 paid up and in good standing, with added impetus lent to the organization campaign by actual negotiation activities. Several of the "hitch hikers" are coughing up their fare.



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# Suppressed Steel Riot News Film Reviewed by Reporter

## Paramount Newsreel Shows Bloody Massacre of Steel Pickets; Proves Chicago Police Murderers

The Northwest Organizer publishes without comment (none is needed) a complete account of a suppressed Paramount newsreel—proving that the Chicago police shot down and killed nine steel pickets in cold blood on Memorial Day. This story was told to a St. Louis Post-Dispatch reporter by a person who saw the film, and was published in a copyright article in that paper. The full description follows:

The first scenes show police drawn up in a long line across a dirt road which runs diagonally through a large open field, then turns into a street which is parallel to, and some 200 yards distant from, the high fence surrounding the Republic Mill. The police line extends forty or fifty yards on each side of the dirt road. Behind the line, and in the street beyond, nearer the mill, are several patrol wagons and numerous reserve squads of police.

Straggling across the field, in a long irregular line, headed by two men carrying American flags, the demonstrators are shown approaching. Many carry placards. They appear to number about 300, approximately the same as the police, although it is known that some 2,000 strike sympathizers were watching the march from a distance.

A vivid close-up shows the head of the parade being halted at the police line. The flag-bearers are in front. Behind them the placards are massed. They bear such devices as: "Come on Out—Help Win the Strike," "Republic vs. The People" and "C. I. O." Between the flag-bearers is the marchers' spokesman, a muscular young man in shirt sleeves with a C. I. O. button on the band of his felt hat.

**Picket's Plea Refused**  
He is arguing earnestly with the police officer who appears to be in command. His vigorous gestures indicate that he is insisting on permission to continue through the police line, but in the general din of yelling and talking his words cannot be distinguished. His expression is serious, but no suggestion of threat or violence is apparent. The police officer, whose back is to the camera, makes one important gesture of refusal, and says something which cannot be understood.

Then suddenly, without apparent warning, there is a terrific roar of pistol shots, and men in the front ranks of the marchers go down like flies before a scythe. The camera catches approximately a dozen falling simultaneously in a heap. The massive, sustained roar of the police pistols lasts perhaps two or three seconds.

Instantly the police charge on the marchers with riot sticks flailing. At the same time tear gas grenades are seen sailing into the mass of demonstrators, and clouds of gas rise over them. Most of the crowd is now in flight. The only discernible cause of resistance is that of a marcher with a placard on a stick, which he uses in an attempt to fend off a charging policeman. He is successful for only an instant. Then he goes down under a shower of blows.

**Caught in Charge**  
The scenes which follow are among the most harrowing of the picture. Although the ground is strewn with dead and wounded, and the mass of the marchers are in precipitated flight down the dirt road and across the field, a number of individuals, either through foolish hardihood, or because they have not yet realized what grim and deadly business is in progress around them, have remained behind, caught in the midst of the charging police.

In a manner which is appallingly businesslike, groups of policemen close in on these isolated individuals and go to work on them with their clubs.

In several instances, from two to four policemen are seen beating one man. One strikes him horizontally across the face, using his club as he would wield a baseball bat. Another crashes it down on top of his head, and still another is whipping him across the back.

**Go Down**  
These men try to protect their heads with their arms, but it is only a matter of a second or two until they go down. In one such scene, directly in the foreground, a policeman gives the fallen man a final smash on the head before moving on to the next job.

In the front line during the parley

with the police is a girl, not more than five feet tall, who can hardly weigh more than 100 pounds. Under one arm she is carrying a purse and some newspapers. After the first deafening volley of shots she turns, to find that her path to flight is blocked by a heap of fallen men. She stumbles over them, apparently dazed.

The scene shifts for a moment, then she is seen going down under a quick blow from a policeman's club, delivered from behind. She gets up, and staggers around. A few moments later, she is shown being shoved into a patrol wagon, blood cascading down her face and spreading over her clothing.

**Tries to Run Gauntlet**  
Preceding this episode, however, is a scene which, for sheer horror, outdoes the rest. A husky, middle-aged, bareheaded man has found himself caught far behind the rear ranks of the fleeing marchers. Between him and others, policemen are as thick as flies, but he elects to run the gauntlet. Astonishingly agile for one of his age and build, he runs like a deer, leaping a ditch, dodging as he goes. Surprised policemen take hasty swings as he passes them. Some get him on the back, some on the back of the head, but he keeps his feet and going.

The scene is bursting with a frightful sort of drama. Will he make it? The suspense is almost intolerable to those who watch. It begins to look as if he will get through. But no! The police in front have turned around, now, and are waiting for him. Still trying desperately, he swings to the right. He has put his hands up, and is holding them high over his head as he runs.

**Cornered**  
It is no use. There are police on the right. He is cornered. He turns, still holding high his hands. Quickly the bluecoats close in and the night sticks fly—above his head, from the sides, from the rear. His upraised arms fall limply under the flailing blows, and he slumps to the ground in a twisting fall, as the clubs continue to rain on him.

C. I. O. officers report that when one of the victims was delivered at an undertaking establishment, it was found that his brains literally were beaten out, his skull crushed by blows.

Ensuing scenes are hardly less poignant. A man shot through the back is paralyzed from the waist. Two policemen try to make him stand up, to get into a patrol wagon, but when they let him go his legs crumple, and he falls with his face in the dirt, almost under the rear step of the wagon. He moves his head and arms, but his legs are limp. He raises his head like a turtle and claws the ground.

A man over whose white shirt front the blood is spreading perceptibly is dragged to the side of the road. Two or three policemen bend over and look at him closely. One of them shakes his head, and slips a newspaper under the wounded man's head. There is a plain intimation that he is dying. A man in civilian clothing comes up, feels his pulse a moment, then drops the hand and walks away. Another, in a uniform which might be that of a company policeman, stops an instant, looks at the prostrate figure, and continues on his way.

**Bloody Patrol Wagon**  
The scene shifts to the patrol wagons in the rear. Men with bloody faces, bloody shirts, are being loaded in. One, who apparently has been shot in the leg, drags himself painfully into the picture with the aid of two policemen. An elderly man, bent almost double, holding one hand on the back of his head, clammers

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## Do You Remember?

### We Will Not Fail You...



On Tuesday, July 24, the Union mobilized 40,000 workers to attend the funeral of Henry Ness. The demonstration tied up all traffic in Minneapolis for two hours. Bill Brown and Albert Goldman of Chicago, the union's attorney, addressed the gigantic gathering. "Henry Ness, We Will Not Fail You," pledged the workers.

## Underwriters to Organize in State

On Monday morning a drive began to bring all insurance agents in Minnesota into the United Underwriters of America, the new national union for insurance agents which has its headquarters in Chicago. Mr. Jack Bradon, national president, is in Minneapolis to get the campaign underway.

"No group of white-collar workers live in the poverty and uncertainty that the agent is compelled to endure. In no industry or calling is the contrast of prosperity on the top and poverty on the bottom as obvious as in the insurance business," Bradon said. "The insurance executives live in luxury while the agents are not afforded the opportunity to earn enough for the most pressing needs. It is now or never for us."

The United Underwriters Union has already enrolled large numbers of agents in 22 states during a short time. The program of the union calls for recognition of the union; a minimum of 50 weekly; rearrangement of present commission rates; adequate coverage in illness, retirement and death; annual vacation with pay; no discrimination because of union affiliation, etc. The Monday night meeting was held at 256 First Avenue North.

painfully up the steps and slumps onto the seat, burying his face in both hands. The shoulders of his white shirt are drenched with blood. There is continuous talking, but it is difficult to distinguish anything with one exception—out of the babble there arises this clear and distinct ejaculation: "God Almighty!"

The camera shifts back to the central scene. Here and there is a body sprawled in what appears to be the grotesque indifference of death. Far off toward the outer corner of the field, whence they came originally, the routed marchers are still in flight, with an irregular line of policemen in close pursuit. It is impossible to discern, at this distance, whether violence has ended.

A policeman, somewhat disheveled, his coat open, a scowl on his face, approaches another, who is standing in front of the camera. He is sweaty and tired. He says something indistinguishable. Then his face breaks into a sudden grin, he makes motions of dusting off his hands and strides away. The film ends.

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## Spick and Span Notes Local 131

The stabilizing of the price level for dry cleaning is working out very satisfactorily as a whole. There are some individual cases of chiselling, but each case is being disposed of promptly as fast as the violations are reported.

It was necessary for the Executive Board to impose a fine of \$25 on one member for deliberately violating the will of the union. This gave a bargain: four dresses for three dollars.

It is not pleasant for the board to impose fines on the members and it is not very agreeable for a member to pay a fine. Let us all cooperate to maintain the price level and eliminate this unpleasantness for both.

There are some violations being reported in regard to staying on the street after 6 p. m. Some members have been summoned before for this. They will be fined \$10 if they do not carry a permit card.

Our Constitution and By-laws have been approved by the International and unless all delinquent dues are paid up by the 15th of July those delinquent 30 to 90 days will be fined fifty cents.

Unless you have the button for June and are wearing it, you will not be admitted to the next meeting on July 7. Each meeting thereafter a member must have the previous month's button in order to gain admittance.

There will be only one meeting in July and one in August on the first Wednesday of each month.

The next meeting will be very important. The Constitution as adopted provides for a fine of \$1 if you do not attend at least one meeting per month.

The warden at the door will have

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## 3,000 Drivers at Membership Meet

On last Friday evening was held the largest union membership meeting in the history of the General Drivers Union Local in Minneapolis. Admission was strictly checked by membership cards. Over three thousand members packed every square inch of the large third-floor hall, and hundreds more flooded the streets outside the headquarters of the Teamsters Joint Council, where the speeches of the evening were relayed by loud speakers.

The meeting was called for the purpose of reviewing the crisis in the negotiations with Minneapolis employers over contract renewals. Farrell Dobbs, Miles Dunne and George Prosig analyzed at some length the present state of affairs, the resistance of the employers and the policies of the Executive Board. With this information at their disposal, the membership then thundered endorsement of the Executive Board policies and further voted confidence in the negotiating committees, instructing them to continue negotiations with the employers until it was certain that nothing further could be gained through such efforts.

Such a mass meeting of this size and character, made up as it was solely of union members, was a powerful demonstration of the healthy condition of the drivers' local.

Don't forget—an ad in the ORGANIZER means that the advertiser is for us.

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## Yellow Notes



The numerals 544 spelled disaster to the efficient Yellow Cab supervisor. He was provided with a new Plymouth coupe so that he could properly perform the function of his duties and when the speedometer read 544 miles he suffered the misfortune of running it into the rear of a truck.

The Yellow Cab baseball team suffered its first official defeat Sunday. The east Side Aces took them to a 10 to 0 defeat. However, due credit must be given for their great effort this season. Jack Herman, their proficient manager, has been very successful in getting the boys to show up for practice and with his personality and pep he has inspired them to really work together to make a name for themselves. Don't let this defeat get you down, fellows. Step out the next game and beat the socks off your opposing team.

Mitch Abood had an invitation for Sunday dinner but on his arrival he felt somewhat tired, so lay down for a nap. When he woke up, dinner had been served and Mitch was minus his dinner. Better travel "baby style," Mitch, when you go visiting and then if you fall asleep you won't be without your dinner.

"Shorty" Rollins got a "soup-bowl" haircut recently. But the barber must have been short of soup bowls and used a sauce dish instead.

Buck Chambers returned from a very successful fishing trip with a box full of wall-eyes.

Walt Hagstrom has been in Minot, N. D. on union business for a few days.

**Teamsters Joint Council**  
257 Plymouth Ave., Minneapolis  
Gentlemen:

Please accept my sincere and warm thanks for the very valuable and important help in my campaign, which has been given by your organization.

I feel that this was a big factor in my success.  
Most sincerely yours,  
Joseph A. Poirier

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## WDL Plans Pow-Wow Sunday at St. Croix

In order to raise funds for the defense of Ed Parker, jailed Illinois unemployed leader, the Twin City chapter of the Workers Defense League is holding a Pow-wow (picnic to you) this coming Sunday afternoon at the St. Croix River near Stillwater. Minneapolis workers desiring to attend should meet at the 5th street entrance to the courthouse at 2 p. m., where cars will be available to transport them to the picnic grounds. St. Paul picnicers are to meet in front of the State Office Building at 2:30. A free lunch will be served, and there will be hiking, swimming, fishing and boating. Fifty cents will be charged each person, all profits going to the Parker Defense Fund. Grace Carlson of St. Paul is chairman of the arrangements committee for the affair.

## Bowling League Makes Plans for Next Season

To make the necessary arrangements for the bowling season which will begin next September, captains of the various teams in the Union Drivers Bowling League held a meeting Monday night at 257 Plymouth Avenue, presided over by Bill Sinnott of the Milk Wagon Drivers Union. Six teams are already signed up in the league, including the National Tea, the Meat Drivers, Consolidated, Coo-cola (formerly Consolidated No. 2), the Teamsters Joint Council, and 544 Office. There is still room for two teams in this circuit, and interested unions should get in touch with Mr. Sinnott.

The League has secured the use of the Lincoln Alleys at 721 Hennepin, where it will hold forth each Monday night at 9 p. m.

## S. P. to Hold Trotsky Affair Sat., June 26

On Saturday night, June 26, the Socialist Party of Minneapolis will hold a party at its headquarters, 631 Third Avenue South. Carlos Hudson, who has just returned from a visit with Leon Trotsky in Mexico City, will give a report on the exiled Bolshevik, and motion pictures of Trotsky, taken by a Minneapolis worker in Norway last year, will be shown. Refreshments will be served. Admission is 25c, and all workers are invited to attend the affair.

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### 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.

## Up, Up, Up

In the face of overwhelming evidence that living costs in this section continue to rise with discouraging and appalling speed, the gall of some employers in refusing upward wage adjustments to their workers becomes more and more difficult to understand. With prices taking the hill on high, the real wages of the workers are being melted down at a speed which approximates the never-to-be-forgotten period following the 1929 crash.

Latest statistical proof of this trend is furnished by a survey of living costs in the Twin Cities prepared by Professor Richard Kozelka of the University of Minnesota. During the six-months' period from Nov. 1, 1936, to May 1, 1937, furniture prices rose 9.9 per cent in Minneapolis and 9 per cent in St. Paul. Clothing prices increased 4.7 per cent in Minneapolis and 4.1 per cent in St. Paul.

Any worker who has sought to rent a house lately will not be at all surprised to learn that rent climbed 9 per cent in Minneapolis and 11.6 per cent in St. Paul during this time. Transportation costs rose 3.7 per cent in both cities, according to the survey. In fact, the only items in a workingman's budget that did not rise in price were fuel and utilities. For Minneapolis, the general cost of living, Kozelka estimated, rose 3.4 per cent; in St. Paul, 4 per cent. There is little question but what this tendency has become even more accentuated during the past six weeks.

It is thus, of course, that the employing class as a whole by raising prices continues to load the burden of the depression on the shoulders of the working class, and to make the workers themselves pay for higher wages they may force through organization.

According to Prof. Kozelka's figures, every worker who received on May 1 the same wages he was paid on Nov. 1 has actually suffered a 4 per cent wage cut. For the year as a whole, of course, the cut is much deeper.

Some day millions and millions of American workers are going to realize that they can't win the game of capitalism with the capitalists making all the rules. Then, if these workers are organized in their unions, a new game is going to be played that will permit all the players the justice and plenty that should be theirs.

## Rotation

In the new arrangement of Federal work that will be brought out soon, the Independent Truckers on WPA are going to be faced with a serious problem that will only be solved by direct and decisive action. Because of the large number of trucks that have been laid off WPA, it is the intention of local WPA officials, not being able to hire the whole number, to rotate the work among all the trucks. Under different circumstances this might be just and proper but here the idea is untenable to all truckers.

First of all this situation came about because of a flood of money in the pre-election period when it seemed that everyone had to be put to work at once. The WPA carried on from there with the poor judgment of some officials, and the too clever conniving of others until they now have a white elephant by the tail that they can't release but hope to keep in a state of rotation until it falls from exhaustion.

Not only did the first WPA bulletins and regulations show a lack of foresight and practicability that led to future trouble, but men have been known to be urged into the dump truck business on guarantee of steady work. At the height of WPA activity trucks were advertised for, and newcomers were encouraged into the business. The result is that through their own devices WPA has built up a large group of truckers with recently acquired equipment who have never before been at this type of work. Private industry has no room for these people because the field had always been over-supplied with trucks. Now instead of facing the facts and weeding out the late comers, everyone is going to be put on a starvation rotation basis. It appears that WPA officials want the largest possible number of truckers on an insufferable relief existence so as to be sure to perpetuate their own administrative positions.

Economically speaking, rotation in this case is a stupid arrangement of dealing out the misery in thin slices instead of in one lump. It's like the fellow who hated water so much that one month he washed his shirt, the next month his trousers, the next his underclothes, with the result that he was never wholly clean. The local WPA had better think of a better way to wash their dirty linen, because the truckers are impatient with restrained resentment and are ready to blow up at any time.

The only way this situation can be remedied is to determine the number of trucks that will be used continually; then, take a group of trucks that are certified as being eligible for assignment and permit them to work steadily without rotation. Of course by this procedure a certain number of men will have to sell their trucks and find other work, but after all, WPA is overstepping its bounds by attempting to subsidize a group of truck owners that have just recently come into the game.

## Dear Public

Now that labor is rising in mass resistance against oppression in the steel industries areas, the press agents of big business are in full cry and clamoring for the kill. Their appeal is always to the public. To them the public is some mythical portion of the people that is not concerned with the strife of capital and labor except when it interrupts their peaceful daily routine.

With the increasing class consciousness of all workers, due to the spread of unionism, with its steady influx of white-collared workers into the fold of working class organizations, the old appeal to the public has lost its effectiveness.

But the Boake Carters and the Mark Sullivans are not discouraged. They see the lines of class distinction being drawn sharper and sharper and they know as well as we that the time is not far distant when capital must and will depend almost solely on police and military powers in an attempt to insure the continuity of the capitalist regime. They point to the transitions that took place in Italy and Germany and compare them to America. Mark Sullivan says in a recent article, "In the transition through which America is being taken, the stage of violence has arrived. What is to be done about it by the



victims of the violence or by the order-loving people will presently emerge."

The stage that is now being set in the steel areas substantiate Mr. Sullivan's remarks. This crisis has been foreseen and predicted by labor leaders for months. The almost hysterical clamor for anti-labor laws and arbitration boards to hobble labor are indicative of the bosses' knowledge of the approaching storm. Never has the capitalist press been so insistent in its cry for strike-preventing schemes. Every city has produced one to two messiahs with fancy ideas for settling labor disputes by arbitration backed by "constituted authority." But this sort of pap is not the sort of meat for the stomach of labor today. Labor knows from bitter experience the results of such a diet.

Every straw has been grabbed at by the "gentlemen of the press." They are now carrying on a campaign of criticism of all agents of authority including President Roosevelt, Governor Murphy of Michigan, the United States Post Office Department and many others. They register horror at the reluctance of state authority to use its military forces to smash picket lines. Alas! they forget that the state powers, too, have one eye on public opinion.

Labor is turning its face toward the east, watching for the approach of a new day for the toilers of America. Just what will be the lot of the Carters and the Sullivans in a workers' world is difficult to guess, but we venture the opinion it will be of small consequence.

## Federal Workers Serves to Unite Unemployed Workers With Trade Union Movement

Continuing its series of articles on the history and accomplishments of Minneapolis unions, the Northwest Organizer this week describes an organization which has done more for the unemployed workers than any similar organization anywhere in the entire United States: The Federal Workers Section of Local 544. No one can read of the truly formidable accomplishments of the FWS without feeling a thrill of pride that Minneapolis, at least, is far along on the road to achieving organizationally what must be done on a nation-wide scale before the interests of the unemployed workers can begin to be protected.

**Origin of FWS**  
The Federal Workers Section was organized two years ago by the General Drivers Union, in order to provide a stable and effective union for the unemployed of Hennepin County. Previously unemployed groups in the county and state had led precarious organizational lives. Their numbers were many. Sponsorship by a progressive union like the General Drivers was a tremendous step forward. It provided meeting halls, organizers, finances, and above all it gave to the unemployed great prestige in the labor movement which was utilized to wring concession from the public relief officials.

**Growth and Gains**  
The growth of the Federal Workers Section was insured from its inception. The unemployed who had fought side-by-side with the drivers in the 1934 strikes flocked into the FWS by the thousands. Today there are more than 8,000 members on the rolls of this organization, making it the largest unemployed local in America.

Several thousands of these members are concentrated in the city of Minneapolis. Many more are in rural Hennepin County—St. Louis Park, Dayton, Wayzata, Robbinsdale and Golden Valley. Others are in Wright, Anoka and Carver counties. Many unemployed locals formerly independent or affiliated with other unemployed movements have come over to the Federal Workers Section.

An index to the truly immense direct relief gains to the Minneapolis unemployed secured through the FWS is shown by comparing direct relief budgets of 1934 and of today. In 1934, a direct relief client (family of four) received \$15.90 monthly for groceries; today he receives \$30.90 plus milk (WPA workers in addition receive \$9 supplementary aid). In 1934, the rent allowance

was \$6 maximum, today it is \$12, and this is by no means the maximum. Eighty-eight hours for \$60.50 per month instead of 120 formerly. In 1934, no direct relief client received allowances for gas and electricity; today he gets \$4. Three years ago it was unheard of to receive clothing; today, an unemployed family receives all necessary clothing. When you used to move, you moved by wheelbarrow, but today a credited transfer company transports your furnishings. WPA workers are now allowed \$4 for miscellaneous expenses, whereas before they received nothing. Ice today is delivered to the homes of the unemployed by union drivers. Hospital and dental care is furnished, and where there is sickness in the homes, nurses are sent there.

And this by no means completes the list of accomplishments of this hard-working organization. The FWS has prevented the Single Men's Bureau from shipping many single men to concentration camps. About one hundred direct relief grievances a week are handled by the Federal Workers Section, of which about 95 per cent are settled satisfactorily. To sum up, direct relief in Minneapolis is far and away the highest prevailing in the United States today.

**Additional Benefits**  
Aside from defending and advancing the interests of the Minneapolis unemployed on direct relief, the FWS has brought many benefits to the WPA workers. At the beginning of WPA, it successfully fought to raise wages from \$55 to \$60.50 per month. It prevented the WPA administration from reducing wages to \$55, as has been done in nearly all other states. It established 68 1/2¢ per hour as the minimum union scale for common labor. FWS is demanding now that this be increased paralleling the increase in the prevailing union scale, 75¢. Re-certification of hundreds of WPA workers, unfairly discharged, has been obtained. WPA workers now have union protection on their jobs, and are no longer constantly discriminated against by hostile foremen and supervisors. The FWS was successful in returning WPA workers at Fort Snelling to the jurisdiction of the Minneapolis Labor Relations Board, thereby preventing a precedent which would have permitted workers to be shipped anywhere in the state or nation at wages below the metropolitan scale. FWS handles from 50 to 200 WPA grievances each week, 90 per cent of which are settled satisfactorily.

This fighting unemployed organization has seen to it that the metropolitan wage scale of 68 1/2¢ per hour on WPA is established in rural Hennepin County where wages formerly were as low as 20¢. It has increased direct relief for clients in rural Hennepin County by 60 to 80 per cent over their 1934 budgets. The FWS has assisted the unemployed and WPA workers throughout the state, and has been a prime reason why Minnesota is one of the few states where WPA wage rates have not been reduced.

**Relation to Employed**  
We now come to the key to the great record which the FWS has made for itself during the past few years. The instability of all previous unemployed organizations, not only locally but nationally, was due to the fact that they had no direct tie-up with the trade union movement. The leaders of the General Drivers Union and of the Federal Workers Section saw this weakness and planned to overcome it by developing joint ties between the employed and unemployed. The first practical application of this basic principle resulted early in 1934 in the Minneapolis Central Council of Workers, which provided trade union representation on the governing body of the unemployed. The Central Council of Workers played a fruitful role in the 1934 strikes, but for a number of reasons this organization lapsed. When the Federal Workers Section came into being in 1935, it functioned as an auxiliary unit of the General Drivers Union and under the direction of the Drivers Executive Board. From the very beginning, the FWS secured what other unemployed groups, such as the Workers Alliance of America, for instance, have set up as a goal some day to be obtained.

The Federal Workers Section, while driving incessantly to improve the standards of its members, realizes of course that ultimately the problems facing the workers whom industry can no longer support can be solved only on a state and national scale. Twice the FWS has taken the lead in seeking to unify the unemployed organizations of Minnesota on a state scale, and each time these efforts have been brought to naught through the sabotage of the Communist Party. These splitters and disrupters of unemployed unity through such adventurous moves as the airport and Lac Qui Parle strikes of the fall of 1936, and their attempts to break up the FWS and its ties with the labor movement, have only made more difficult the task of building a strong unified unemployment movement in Minnesota. Having almost no members in the unemployed movement which it controls, the Communist Party has done what it could to prevent the Federal Workers Section from functioning actively in the best interests of the unemployed. But despite the maneuvers of these labor-misleaders and the resistance of those responsible for administration of the unemployed, the Federal Workers Section of General Drivers Union Local 544 continues to expand and to serve its members.

**FWS Today**  
Because the employed man of today may be the unemployed man of tomorrow, the trade unions of Minneapolis are slowly coming to the realization that it is to their best interests to give both moral and material support to the unemployed, so that in case of unemployment a strong organization will exist to protect the interests of their membership. More than this, many a union in Minneapolis can testify to the help they have received on the picket line from members and leaders of the FWS. The FWS considers it has the responsibility to the trade union movement to instill in the unemployed the principles of trade unionism and to assure that the unemployed workers, far from being a reservoir of scabdom, will be a mighty bulwark against all attempts of the bosses and the government to force down the living standards of those who toil.

Today, with the FWS receiving more and more requests for assistance from unemployed workers throughout the state, and being in the position of having to refuse many of these requests solely because of lack of finances, it behooves the trade unions to translate their hitherto dormant admiration for the FWS into active material support. If this is done, the Minneapolis trade union movement may rest assured that the interests of its unemployed will be ably protected by the organization that over a period of years has shown it knows how to fight and win.

**FEDERAL WORKERS SECTION MEETING SCHEDULE**  
Regular Membership Meetings—Second Friday in each month.  
Stewards' Meeting—Every Wednesday, 8 p. m.

**LOCAL 1559 MEETING SCHEDULE**  
General Membership—July 7  
Casket Industry—July 13  
Box Industry—July 20  
J. R. Clark Co.—July 21  
Puffer Hubbard—July 23  
Wagon Industry—July 26

## ST. PAUL LOCAL 120 ON STRIKE

(Continued from page 1)  
firms having broken away from the Associated Industries and signed up with Local 544, it is expected that the union will experience little trouble in signing up the various other sections of the driving bosses. Minneapolis furniture bosses have already made considerable concessions to the union negotiating committee, which will report back to the furniture drivers and inside men at a meeting to be held Thursday evening at 257 Plymouth Avenue. Building material drivers and workers enlisted in General Drivers Local 544 are holding firm in their insistence that the employers meet their wage demands. Other sections of the union will meet during the next few days to hear reports of the various negotiating committees and decide on further action.

## LABOR... Looks at the Press

William J. Cameron, Ford's No. 1 Fink: "The principal satisfaction Henry Ford gets out of his business is not profits but seeing his production ideas work out in the interest of the public and his men. . . . Hard-fisted money-makers wonder why Henry Ford is in business at all."

So do hard-fisted workers who try to keep their health on Ford's assembly lines.

Odessa, Washington news item: "The pay of mules used on a government flood control job here has been boosted from \$2.50 to \$3.50 a day. The WPA crew is considering a strike because its wages were not raised."

The mules had the good sense not to listen to the Administration's new relief policy.

Headline from Hearst's INS: "HITLER WANTS TO ABOLISH OFFENSIVE WEAPONS, STEP BY STEP."

I suppose he plans to begin with the goose step.

**Best Fish Story**  
H. P. Hazard, Maine shoe manufacturer: "People in Maine don't need high wages. They can fish in the summer."

Brazil news item: "Martial law was suspended for 24 hours to give congress opportunity to pass two new restrictive amendments to the constitution."

The Good Neighbor policy gets gooder and gooder.

Japan news item: "The 150 striking Salvation Armyites, who had barricaded themselves in a hotel, gave up the sponge and will obey their foreign leaders as heretofore."

I never thought that army had guts enough to win a strike.

Headline in Minneapolis Star: "OVERFEEDING BABY HAS ITS BAD EFFECTS."

But what's that got to do with modern life?

Milestone on the path to better press agents: "Minneapolis high school pupils today were excused from classes from 12:30 p. m. on for the opening baseball game at Nicollet park. Only those attending the game were dismissed."

Minneapolis news item: J. N. Berglund was awarded first prize at West evening school for submitting the best list of 12 books which would make the perfect foundation for a home library. The winning list included "Complete Shakespeare," New Index Bible; "Complete Homer," etc.

A good foundation for any worker's library would be the Communist Manifesto, Lenin's "State and Revolution," Engel's "Socialism: Scientific and Utopian," and Trotsky's "History of the Russian Revolution."

You may think you know what it's all about. But until you have read those four books at least, you don't know modern life at all—you're just guessing.

Italian news item: "The fascist central corporate committee in Rome has approved a nation-wide increase in salaries of workers ranging from 10 to 12 per cent effective May 9."

Living costs are up 30 per cent.

New York news item: Thirty thousand people stood in Times Square today to watch the unveiling of a statue to the late Rev. Duffy, famous fighting chaplain of the Sixty-ninth infantry.

When statues of Gene Debs go up, you can know the country's getting civilized.

## Labor School Lays Plans for Summer

Student members of the Minneapolis Labor School met at the I. L. G. W. U. hall, 256 First Ave. N., Monday night and drew up and adopted a constitution and by-laws. Plans also were made for activities during the summer months while classes in general have been dismissed.

The first rally will be an outdoor picnic which will be held at Harriet picnic grounds number 2 on July 11. Committees were appointed to look after the printing of tickets for rallies and to arrange the general picnic program and refreshments.

The student membership numbers more than three hundred at the present time and it is working hard to form a closer co-operation amongst its members. Meanwhile it is sparing neither time nor talent in urging others to enroll in the school when classes are resumed in the fall.

The Minneapolis Labor School Student Organization will meet again next Monday evening at the Minneapolis Labor School, 249 Transportation Building Annex, for making further plans for the picnic.

## Minot Drivers' Union Makes Rapid Growth

The Minot Drivers Union, which has experienced a phenomenal growth during the past three months with the assistance of the North Central District Council, has submitted union contracts to all firms in Minot who employ truck drivers, helpers and warehouse men.

Settlements have been affected with some sections of the industry and with the rapidly expanding union movement there in other industries it is almost sure that a settlement will soon be reached with all trucking firms.

## Minneapolis Newsies Receive AFL Charter

On the heels of the victory scored by the Twin Cities Newspaper Guild over the three Minneapolis daily papers came news this week that the Newsboys Union in this city has just received a federal charter from the American Federation of Labor. The newsies' organization has made real progress during the past four months in signing up members, and with the new charter the Newsboys Union is out on the open road to 100% organization among these workers, who up to now have been completely at the mercy of the large dailies.

Berlin news item: Germans have been exhorted to chew their food longer and thus aid the Nazi four year plan of self sufficiency. The idea is that the more chewing, the less food the patriot would need.

They can chew it 10 minutes—and it'll still taste like bread and water—and the bread won't be so darned good, at that.

Warren, Ohio, news item: Non-striking workers of the Republic Steel plant swam the Mahoning river today in an attempt to evade pickets and reach the plant on the opposite bank.

The management furnished the publicity department—and the water wings.

**PETROLEUM DRIVERS MEETING SCHEDULE**  
The Petroleum Drivers will meet the first and third Wednesdays of each month.

**MEETING SCHEDULE LOCAL 292**  
Inside Wiremen, first Tuesday Utility Section, third Thursday Full Membership, third Thursday Stewards' Meeting, Monday before each third Thursday

**WAREHOUSE AND INSIDE WORKERS LOCAL 20316**  
Meeting Change  
Stewards—First and third Tuesday.  
Regular Membership Meeting—Second and fourth Tuesday.  
Executive Board—Regularly every Monday.

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

## Ice, Coal Drivers Meeting Schedule

Local 221, Ice and Coal Drivers Union, will hereafter hold all of its regular meetings at the new headquarters of the Teamsters Joint Council, 257 Plymouth Ave. N. Regular Union meetings will be held on the second and fourth Thursdays. Executive Board meetings are subject to call. The Union office is now located at the above address.