

# BUILD A LABOR TEMPLE - A UNION RADIO STATION

# THE NORTHWEST ORGANIZER

Official Organ of the Minneapolis Teamsters Joint Council  
MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.

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

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

VOL. 4, NO. 41

MINNEAPOLIS, MINNESOTA, THURSDAY, JAN. 26, 1939

PRICE 5 CENTS

## On the National Picket Line

Last fall the voters of Oregon went to the polls and voted for a piece of legislation which ranks second to none as an anti-labor measure. It is known as the Initiative Measure, an amendment to the Oregon Unemployment Compensation Law.

The Initiative Measure prohibits the calling of any strike not directly connected with wages, working conditions or hours. It outlaws a strike for UNION RECOGNITION. It provides that before a strike can be called "legal" it must be called by at least fifty percent of the workers in a plant. It outlaws all sympathy strikes and secondary boycotts. There is no legal picketing except by those involved in a strike directly. All unions are subject to review of their books and correspondence at all times upon demand from any one member.

IT DOES NOT OUTLAW THE COMPANY UNION.

It does prohibit jurisdictional disputes. It also makes it possible for the employer to form a company union out of any small group of workers who do not go out on strike with their fellows, and thus turn a "legal" strike into a jurisdictional dispute.

The Initiative does more than this. Since its adoption the Social Security Board in Washington has been studying ways and means of paying Oregon unemployed their compensation. The Initiative measure nullifies the Oregon Unemployment Compensation which it amended. It further nullifies and makes void all national and state labor laws.

Under the Social Security Act all states certified for benefits must conform to the Federal Act. No state is eligible for benefits if it has laws which force workers to accept jobs where there are strikes or lock-outs in progress, or where the wages, hours and working conditions do not conform to those prevailing for similar work in the community, or whereas a condition of employment the worker must join a company union or refrain from joining a bona-fide labor organization.

How did it happen that the voters of Oregon allowed themselves to be hoodwinked into passing such legislation?

For the past four years the West Coast has been torn by the jurisdictional battle between the AFL and the CIO. In 1937 the battle in Oregon came to a head when the lumber-workers in the camps began to desert the AFL for the CIO. Whole camps deserted at once, the saw mill workers following suit in a wholesale manner.

Since that time there has been virtual warfare between the two factions in that state. The lumber industry is practically wrecked. Camps are deserted, saw mills and factories are idle. Hundreds of thousands of workers are on the relief rolls.

AFL Carpenters refuse to drive nails into boards cut down and milled by CIO lumberjacks and saw mill workers. CIO Longshoremans refuse to load and unload AFL-cut and sawed lumber. AFL Teamsters refuse to truck CIO lumber. The boycott is complete.

Early last summer the Association (Continued on page 4)

## Negotiators Still At it in Omaha

Over Two-thirds of Operators Now Signed Up—Strikers Vote to Stand Firm on Demands—Omaha Unemployed Organizing Federal Workers Union—Solid Union Support for Teamsters in Nebraska and Sioux City

With non-union operators in Omaha now representing less than one-third of the industry, and with 1,537 men back at work under the union agreement out of a total of 2,236 men originally involved, negotiations were resumed last Monday between the Area Negotiating Committee and the Omaha operators. With two representatives of the U. S. Department of Labor, John A. Moffitt and Michael Sherman, present, negotiations were held on Monday, Tuesday, Wednesday, Friday and Sunday in the Elks Club in Omaha, and continued almost uninterruptedly up to press time.

### Strikers Stand on Demands

Thursday afternoon a meeting of the striking drivers was held in Local 554's hall to hear the report of the Area Negotiating Committee. The membership voted unanimously to stand on its original demands. During the five-hour meeting, scores of workers took the floor to speak on the questions of seniority, the closed shop, wages and the duration of the contract. Every speaker spoke for standing firm for the union's original demands.

### Strikers Use Radio, Press

Thursday evening Mace Brown, president of the Omaha Central Labor Union, spoke over Radio Station KOIL giving a detailed picture of the strike up to the end of the nineteenth week. On Friday evening Farrell Dobbs, secretary of the Area Negotiating Committee, spoke before the Omaha Central Labor Union, giving an exact picture of the 11-state campaign of the International Brotherhood of Teamsters for the standard area drivers' contract, and of the significance of the truck strike for all of Omaha labor, organized and unorganized.

### Local 554 Again Put out its Weekly Strike Bulletin, Number 5, in 50,000 Copies, and Distributed it Throughout the Area.

Progressives Win CLU Vote  
Following Dobbs' talk, the CLU held its annual election of officers. A progressive slate of candidates endorsed by the recently-formed Service Trades Council took over all offices but the post of president, which was retained by Mace Brown. Malcolm Love of General Drivers Union Local 554 will represent the teamsters as sergeant-at-arms of the Central Labor Union.

### Labor Front Hits Bekin

A union labor front gave Bekin Van & Storage company a stiff jolt last week in a situation that arose over the Frigidaire display at the local auditorium. The Frigidaire company, through a lack of knowledge of the drivers' situation, had hired the labor-hating Bekin firm to move its show. A delegation of representatives from Local 554 of the International Brotherhood of Teamsters, of Teamsters, from the Stagehands, the Electricians, the Carpenters, the Movie Operators unions, and Mace Brown of the CLU registered a vigorous protest to the Frigidaire company against the use of fink drivers.

With men from all unions refusing to work with the finks, the Frigidaire firm agreed to see that only members of Local 554 would be used to remove the show Thursday morning. This was done.

### 554 at State Capitol

Early last week the striking teamsters carried their fight to the state legislature. A delegation of drivers from Omaha and Lincoln visited the capitol to confer with senators in behalf of labor legislation for the workers of Nebraska.

Led by Al Russell, union spokesman presented the story of the truck strike before a hearing of the Legislative Labor Committee. Progressive senators agreed to introduce and fight for bills which would repeal the infamous anti-

(Continued on page 4)

## Strike Pends In Casket Industry

Negotiations were broken off with all three Minneapolis casket companies early this week, and the Furniture Workers Union Local 1859 has called a special meeting of all casket workers for Thursday night, January 26th, at 8 p. m. to consider action.

The companies refuse to grant either the preferential shop or the wage increases demanded by Local 1859.

Employees of the Minnesota Casket company returned to work this Monday after all workers, including the girl workers, had joined Local 1859.

## C. Hamel Has Bad Fall, In Hospital

Clarence Hamel, popular 544 steward at the Red Owl company, suffered a severe fall from his truck while unloading at St. Peter, Minnesota, last Thursday. Hamel ruptured some of the blood vessels in his stomach. He received first aid in St. Peter and drove his truck back to Minneapolis, where he was taken immediately to Asbury hospital.

Clarence is now at room 201, Asbury hospital, where he will probably be confined for several weeks. Many friends have visited him there.

## Watchmakers Council to Dance Feb. 17

The Minneapolis Council of Jewelry, Watchmakers and Optical Workers Union has announced it will hold a dance on Friday, February 17, at the Southside Auditorium, and invites all friends of labor to attend. Culp's union orchestra will furnish the music and admission is 25 cents each.

The Council states that the O. P. Gustafson jewelry firm and the Gustafson and Robertson optical company, both at 404 Nicollet Avenue, have shown themselves to be labor-hating concerns by refusing to recognize Watchmakers Union Local 103 and Optical Workers Union Local 20604. All union persons in need of optical or watch-repairing work are asked to bear in mind that the Gustafson company does not employ union help.

The Council wishes to thank the law firm of Gainsley, Goldstein and Lemitt for the generous legal assistance rendered the Council in defending its members.

## With Tom Mooney Free, Labor Seeks Freedom for Other Frame-up Victims

With Tom Mooney now free, labor in America began to concentrate its efforts to free other victims of the frame-up system.

The first martyrs whose release will be sought are Warren Billings, still jailed on the same frame-up that held Mooney for 22 years, and the four Harlan County miners who are serving life terms for alleged participation in the Battle of Evarts May 5th, 1931.

The Kentucky Miners Defense this week revealed sensational new evidence of perjury and intimidation in the miners' case.

## Famed Orator



C. L. R. James  
He speaks here February 3rd

## World Famed Speaker Here February 3rd

C. L. R. James, noted British author and orator, will speak in Minneapolis next Friday, February 3, 8 p. m. at the Pioneer Hall, 5th and Hennepin, on "The Twilight of the British Empire." The meeting is sponsored by the Twin Cities chapters of the Workers Defense League. Admission is 25 cents if tickets are secured in advance and 35 cents at the door.

Born 38 years ago in the British West Indies, James is a graduate of Oxford and Cambridge universities. He is the author of several authoritative works of history, the best known being "World Revolution, 1917-1936," "The History of Negro Revolt," and "The Black Jacobins," a history of the Negro emancipator, Toussaint L'Ouverture.

He has written several well-received novels, the best known being "Minty's Alley." His works have been published extensively in England. The Pioneer Press is his American publisher.

James is as justly famous for his oratorical as for his literary abilities. He has spoken before mammoth meetings in the East. This is his first American tour.

## 544 Medical Service Now In Operation

Arrangements have been completed between the General Drivers Union Local 544 and Dr. H. P. McCrimmon of 601 Medical Arts Building, entitling union members to medical or surgical treatment by Dr. McCrimmon.

Whenever a member is sick or injured, he is to present his union book to the doctor, showing the current month's dues paid.

This medical service does not extend to families of members, nor does it include the payment for medicines, x-rays or hospital bills.

Some sections of Local 544 have joined the Minnesota Hospital Association in order to get hospital care.

## N. S. P. Pact Brings Wage Boost to 700

Remington-Rand Helps Hearst Get Scabs

Chicago Free American Date 12-27-38  
326 W. Madison  
Room 217 - Mr. Larson  
Responding to your call, we are pleased to introduce to you  
Harris Johnson  
as a candidate for the position noted below  
POSITION: Job Clerk  
REMUNERATION: PERMANENT TEMPORARY  
PLEASE REPORT RESULT OF INTERVIEW  
ACCT. NO. \_\_\_\_\_  
REMINGTON-RAND INC.  
EMPLOYMENT AGENCY 309 W. JACKSON BLVD.  
ROOM 216 WABASH 1568

Above is a photostatic copy of a card proving that the labor-hating Remington-Rand company is seeking to recruit scabs for Hearst's Chicago Herald and Examiner newspaper, against which the American Newspaper Guild has been carrying on a valiant seven-weeks' fight. The Remington-Rand "employment agency" in Chicago is sending job-seekers to the struck Herald-Examiner office.

## Buzza Group To Discuss 'Association'

An important meeting of Buzza workers has been called for next Tuesday, January 31st, at 8 p. m. by the Warehouse and Inside Workers Union Local 20316.

The meeting will discuss recent grievances against the company and will hear a thorough discussion on the "Employees' Association" which is being formed at the Buzza company with the approval of the management.

Though this "Association" claims it "does not conflict in any way with the union," the experience of the union movement everywhere with such "Associations" has been that the latter almost invariably develop into instruments of the employers for use against the genuine union.

In its prospectus which was distributed earlier this month among Buzza employees, the "Employees' Association," under the section on Welfare, announces it "will attend to any matters pertaining to the general welfare of employees," which only strengthens the suspicions of members of Local 20316 that those behind this new organization aim to build a company union.

## Sears Filling Station Still Unfair to 977

The Sears, Roebuck super-service gas station at 2948 Elliot Avenue is still unfair to the Filling Station Attendants Union Local 977. Until attendants at this station are members of Local 977, all members of organized labor and their friends are urged to refrain from patronizing the station.

## FCL Council Surveys St. Cloud Case

About a year ago the St. Cloud Milk Producers Association signed an agreement with the St. Cloud Drivers Union Local 329. During the term of the contract, relations between the union and the Association were friendly and harmonious. Recently, a fellow named Carlson came to St. Cloud to manage the Milk Producers Association, and since his appearance on the scene, the former friendly relations between the union and the Association have become completely disrupted.

This year the Association has refused to renew its contract with Local 329.

Carrying out its policy of seeking to establish harmonious relations between the workers in the city, the farmers and the cooperatives, the Farmer-Cooperative Labor Council last Wednesday sent a committee to St. Cloud to confer with union officials and with the board of the Milk Producers Association. The committee, composed of Miles Dunne, John Bosch, and John Howalt, met with both boards and discovered that Carlson was the man blocking a fair settlement.

Drivers' Jobs Threatened  
This Tuesday Local 329 told the Council that the Association had notified the union it would not sign a union agreement, and that if the drivers would not quit the union they would all be fired.

This outrageous attitude toward the union is clearly the work of Carlson.

Wednesday morning a committee from the Farmer-Cooperative Labor Council met with Governor Stassen to lay the case before him. A report on that meeting is not available at press time. The Council is further considering taking the case to the National Labor Relations Board.

## Taxi Drivers Still in Negotiations

The Taxi Drivers Union Local 958 is still negotiating with local cab companies for a new contract, but almost no progress was recorded. The union has received a proposal from one of the companies, but it is far from adequate. A special meeting of all cab drivers will be held in the near future. The present agreement expires February 15th.

Negotiations Covering 1938-1939 Wage Reviews Completed—Emergency Time Eliminated

Local 160 Wins Exclusive Bargaining Rights—Members Ratify Pact Thursday

The new Northern States Power working agreement containing the 1938 and 1939 wage reviews was ratified last Thursday evening by the membership of Utility Workers Union Local 160 of the International Brotherhood of Electrical Workers.

The pact will bring wage increases for 1938 and 1939 to the 700 workers involved. Local 160 is granted exclusive bargaining rights for all Northern States Power (Minneapolis General Electric company) workers within the classifications covered. Emergency time has been eliminated and such work will now be paid for at the regular overtime rates. Other minor improvements in working conditions were recorded in a few departments. Other conditions, such as paid vacations and sick leave, will remain as they were in the first contract.

Company Meets Union Demands  
Despite the enormous mass of details covered in the agreement, negotiations were completed within the period from December 15th to January 19th. The union committee reported that the company accepted the union's proposal with but a few minor changes, and that the entire negotiations were carried on in the most friendly spirit. The Northern States Power company indicated that negotiations such as were carried out during the past thirty days is the best line of procedure.

The company has informed Local 160 that negotiations will start almost immediately for those workers in the construction department, in the St. Anthony Falls Water Power company, and in St. Cloud. Local 160 believes these negotiations will be carried through in the same cooperative manner that marked the Minneapolis General Electric company negotiations.

The new pact covers wages of the utility workers up to January 1st, 1940.

## Local 977 Seeks Contract From Erickson Oil Co.

The Erickson Oil company of Barron, Wisconsin, which recently built five stations in Minneapolis, is showing this city some fancy tricks in chiseling its employees, according to Filling Station Attendants Union Local 977.

Station managers are paid 1 cent per gallon on gas sold. From this they are required to pay wages to attendants, to pay social security taxes, and to pay for shortage. They receive no vacations and are worked from 70-75 hours weekly.

Altogether, about fifteen workers are employed by Erickson's. Local 977 has served notice on the company it will have to begin negotiations before February 1.

## Local 289 Calls All Friends to Dance Feb. 4th

If the dance committee of the Bakery Drivers Union Local 289 has its way, the first annual dance of the union will be something to write home about for a long time. The dance will be held Saturday evening, February 4, in the third floor auditorium at 257 Plymouth Avenue North.

Admission is only 50 cents a couple. All 289 stewards have tickets. All members, their wives, their friends, are promised the time of their lives. Just nine days left to get your tickets.

# Make Minneapolis a Union Town



# Auto Union Split-- 2 Conventions Set

Events in the United Automobile Workers Union during the last few days have furnished glaring proof that the "settlement" forced down the throat of the union by John L. Lewis's mediators several months ago in reality settled nothing. In a series of dramatic moves, the bitter, factional struggle between Homer Martin of the "Progressive" group and Frankenstein-Mortimer of the "Unity" group came to a head this week with both factions issuing separate convention calls. Martin is calling for a rank and file convention to be held in Detroit March 4th, while the other group has countered with a convention call for March 20th in Cleveland.

**Stalemate Reached**  
Both groups have reached a stalemate, so the only recourse is an appeal to the membership, which has shown an ever-increasing resentment against the antics of their leaders. While both groups will come to their respective conventions with unclean hands, it falls to the lot of the Frankenstein-Mortimer group to come with hands reeking with crimes against the union.

So desperate has the struggle become that the Martin faction felt it necessary to fight against the "Unity" faction with the same bureaucratic methods used by the latter group. This has proved to be a grist for the mill of the "Unity" group who have thus been able to outshoot their opponents with cries of "persecution," "red-baiting," "lack of democracy," etc.

**Martin Willing But Weak**  
None can deny that President Martin has rendered devoted, unselfish labors to the cause of the union, but it wasn't enough, the man being a political infant and totally unable to cope with those past masters of political trickery, the Communist Party people, who infest the union and the "Unity" caucus like bedbugs in a tenement. If it hadn't been for such blinding maneuvering as his bureaucratic suspension of the union Executive Board, the "Unity" wreckers long ago would have discredited themselves with the rank and file. As it turned out, Martin only furnished his and the union's enemies with ammunition to keep going.

**Communist Party Corruption**  
Since the Milwaukee convention of the UAW a year and a half ago, Martin and his group have been at loggerheads with the "Unity" faction. He has waged a courageous but inept struggle against Communist Party corruption and sellouts, this being the reason for the Executive Board suspensions last June. Innumerable instances of Communist Party suppression of sitdowns, of putting the brakes on militants, of using the union for narrow political ends, and of diverting union funds for the benefit of Communist Party stooge organizations have been shown, the latest being the charges brought forth by Chief Steward Pat McCartney of Plymouth local.

This was disclosed at last Thursday's UAW Executive Board meeting where he charged that an audit of the local's books showed that under the regime of Leo LaMotte, Board member and former president of the Plymouth local, "over \$500 had been donated to the 'Unity' faction and that checks totaling \$7,025 had been made out to 'cash' and were unaccounted for." LaMotte, since deposed by Martin at the demand of the membership, declared that the funds had been "invested" in bonds. Seventy-six shop stewards had taken for their own personal use between \$3,000 and \$4,000 from the union treasury, and checks never approved by the local were made out to Communist Party affiliates such as the Midwest Record, to which \$60 per month had been paid. McCartney stated that a further audit would probably disclose other instances of Communist Party corruption.

**Lewis's Role**  
When the Executive Board was suspended last June, Lewis was bureaucratically appointed two mediators who recommended that the suspended Board members be reinstated, and this was done by Lewis over the heads of the membership. Since that time he has strung along with the "Unity" faction, who were thus a majority on the Board through Lewis's rein statement. Leading lights on the 24-man Board are Frankenstein,

Mortimer, Addes, Thomas and Hall, who, if not Communist Party members, are cheating that party out of dues. By acting in the interests of this party rather than in the interests of the union, this group of union busters has nearly brought the mighty auto workers union to its knees. In any event, it has so seriously weakened the union that it is problematical whether under present leadership it may maintain the gains it won through its magnificent strike struggles of 1936-1937.

**Martin Expels Board**  
Martin moved last Friday against the union wreckers when he again suspended 15 Stalinist stooges on the Board. With a troop of union huskies he took over the offices of the union in the Griswold Building in downtown Detroit, removed union records to his hotel headquarters, and left his men in charge of the office with instructions to bar entry of the suspended Executive Board. Those suspended are vice-presidents Richard T. Frankenstein, Wyndham Mortimer, T. J. Thomas and Ed Hall, secretary - treasurer George F. Addes, and board members Charles Millard, Delmond Garst, Fred Pieper, Paul Miley, Richard Reisinger, Ellsworth Kramer, Morris Field, Walter Ruetter, Leo LaMotte and Tracy Doll.

**Board Retaliates**  
In a counter move, the suspended Executive Board met Monday and in turn expelled Martin, naming R. J. Thomas to act as president until the convention elects a new one. Four pro-Martin Board members were also expelled, Ivan Cary, Frank Tucci, Loren Houser and Lester Washburn. A committee of eight was appointed by Thomas to confer with John L. Lewis and other CIO officials. Union funds are impounded in Detroit banks, with bank officials refusing to honor drafts of either faction, as a result of the injunction secured by the anti-Martin forces restraining Martin as well as themselves from handling union funds or records. The injunction hearing will be held Saturday.

**Cops Enter Scene**  
When Plymouth local met Monday to consider the union situation, fist fighting broke out among some of the 2,400 workers in attendance, with several being injured, though not seriously. It took over 300 cops to clear the hall after the meeting had passed a resolution backing Martin in his suspension of the 15. The Plymouth meeting was one of a series of such meetings, the others, however, being peaceable.

**Men on the Move**  
Unrest is widespread among the auto workers, who are seeing themselves being used as pawns in the struggles among their leaders. The majority of the workers seem to favor Martin as against his opponents. There is little doubt that more of the progressive rank and file would come to Martin on the basis of a clear-cut militant program such as was advanced by Martin to the Board several months ago and unanimously adopted. The bogging down of the program keeps many honest workers away from the struggle.

**Sailors Show How**  
The auto workers should heed the lessons learned from the struggles of the West Coast Sailors Union and the Marine Firemen who, in a bitter, inter-union struggle much like that in Detroit, defeated and drove out the Communist Party wreckers from union posts. This was done on a principled basis, by advancing a militant program that fitted the needs of the sailors. The auto workers have their militant program in the 10-point program. All that is necessary is to wage their coming battle with the union splitters on that basis. Then the auto workers union will again take its place at the forefront of American union-

# Auto Union Split Is Forum Subject

Vincent Dunne will speak on "The Split in the Auto Workers Union—Future of the CIO" at the regular Socialist Sunday Forum on January 29, at 919 Marquette Avenue. The public forum will start at 3 p. m., admission is 10 cents, and all workers are invited. Dunne has just returned from Michigan with first-hand information on the split in the Auto Workers Union.

# TAXI TOPICS

**By Curly and Lunde**  
Lest you forget: The 1939 hack-driving badges can be obtained starting Monday, January 23. While at it you might as well check on your state chauffeurs, automobile, hunting, fishing, dog and marriage licenses.

Four recent hospital cases and none covered by our group hospital insurance. Remember to see Emil Kariger before the month passes.

Detroit, Michigan: Meter mile mongers are hauling beer in their hacks during union truck drivers disputes (we hope they aren't finking). We Minneapolis drivers also haul lots of beer in our cabs but in "skin containers."

Short run of the week: Pick-up at Twelfth and Hennepin to Ely and Hennepin, the gentleman was "hic" tired. Well, anyway, if we got two-bits to the block all the time it would give us a five-case note to Lake Street.

If you see us gear crashers driving "loco" between the depots, it means we are indulging in the joyful sport of meeting late (or imaginary) trains. The starters and trainmen always hold the "joker" and we usually hold the bag. After each "warm quarter jerk" the game starts all over again.

Our "Gentleman Farmer" from out Bloomington way has been requested by his pals to take a "gander" at the live-stock held in durance vile for the missing owner.

We don't know what those tough nite-drivers eat but from where we stand it looks like Ed Warnery's favorite delicacy is shredded toothpicks—maybe one of the new breakfast foods he is trying out.

Cliff Rollins has observed that the days are getting longer since the Republicans got in. This daylight is great stuff when you haven't seen your igloo for months by the sun; 'cause we mostly sleep on our days off.

**January Thaw**  
Lilacs are white  
Roses are pink  
The weather is bright  
But business has an odor.

Keep your eyes on the bulletin board. Attendance at these union meetings is not time wasted if you're interested in your job and your city.

Merton McLean was stranded at Lake and Hennepin last week; he got a run from Seven Corners and got lost. He figured if he waited long enough by a cab-stand a Yellow would come by so he could at least follow it down town and thus find his way back to Seven Corners.

Julius Keinitz, Yellow driver, was rushed to the Swedish hospital a few days ago with pneumonia.

# Card of Thanks

To Local 544:  
Dear Brothers:  
We desire to express our sincere thanks for the very nice box sent us for Christmas and assure you that it was very much appreciated.

With best wishes for the continued success of Drivers Union Local 544 and to all members a happy and prosperous New Year.  
Sincerely yours,  
MR. & MRS. JOS. ARETZ.

ism, ready and able to act in a decisive manner in the critical times ahead.

**MAL LOFGREN**  
PURE OIL DEALER  
1844 UNIVERSITY AVE.  
Nestor 9161  
GAS, TIRES and BATTERIES  
Accessories and General Lubrication

**Western Badge & Novelty Company**  
Bro. John A. Iethert, Prop.  
ST. PAUL, MINN.  
90% of all the Union Buttons used in Minnesota are made by us. Telephone Cedar 7035.

# With the Dairy Workers Local 471

**By George Bergquist**  
Members of Local 471 are up to the latest in all kinds of information. They even study the calendar and bring out some "facts."

Workers off on Monday get the opening days of trout and pike fishing; May 1 and 15. Also, those Monday folks take Christmas and New Years this year. If you expect to trade any days and get the Fourth of July off, you must be extra nice to the Tuesday worker and start in a short time to proposition him. The above goes for Memorial Day as well. Pan fishing in the Northern Zone opens on Wednesday, June 21, and officially starts the tourist season for Minnesota. Those of you with Thursday off get New Years (Jewish). It is for sure that duck and pheasant seasons will go to the Saturday "resters." So far the seasons have not been set but in the past have always opened on Saturday. Good Friday is about the best we can say for the Friday bunch. Maybe you can study the calendar and produce something else. Anyway, it won't harm them to attend church once. Route foreman should not squawk. Easter is theirs and all the other Sundays in the year. But who wants to be a Route Foreman anyway.

Here goes an appeal for "Courtesy of the Alley," with the hope that Carl Skoglund will notify his Oil Truck Drivers that there is such a thing. Every truck driver, oil, coal, grocery, etc., should at all times pull to one side or into a driveway in order to keep the alleys open. Maybe you have one or two customers in that block, but the milkman has 20 and please don't hold him up. That is one reason why they have to run all the time. With the "slow-going" on the ice at present this becomes a bona fide grievance and I'm asking Harold Seavey to bring pressure on his G-men, ash haulers, etc. Anyway, we are all driving, and are members of the same union so let's help the other fellow all we can.

If you don't or cannot dance you are going to this one anyway. It is Wednesday night, February 15. You can lounge instead of dancing. They have a real lounge room where you can meet some old friends and acquaintances. Lounging is just the same as hanging around a beer parlor only, drinks are free; the other fellow brings them.

We are glad to see Bill Sinnott at work again. Take care of your back this time, even if the new car is rough riding.


Al Anderson, a charter member of Local 471 who has 30 years of service, can really take it with a smile. His wife, Rose, just came home from the hospital for the third time during the past year. A couple weeks at home, when she tripped on a rug, fell and broke her arm. Since January 9, she has been back in the hospital again. We extend our sympathy and best wishes.

Give me your tired, your poor,  
Your huddled masses, yearning to breathe free,  
The wretched refuse of your teeming shore,  
Send these, the homeless, the tempest-tost, to me:  
I lift my lamp beside the golden door.

EMMA LAZARUS, on the base of the Statue of Liberty.

**STOREWIDE CLEARANCE**  
\$3 Slacks and Work Pants  
Every color including green, many with belts to match.  
\$6.50 ALL WOOL JACKETS \$3.99  
Zipper, sport or conservative  
LASKIN LAMB  
● ULSTERS \$9.95  
\$15. 50-inches long  
UNION SALESMAN  
**Brown's**  
BOM-ART CLOTHES  
305-14 NICOLLET AVENUE

**Scissorbill Sam,  
The Boss's Man**



Unions would maybe be all right if they let the employers be members.

# FWS Youth Quint Takes 2nd Game

Last Wednesday night in the North High gym, Local 544's FWS Youth Basketball team drubbed the highly-touted Citizens Club Super-X squad, 35 to 22. 544 took the lead at the start and was never headed off. At the half, the unionists led, 21-10.

Bill Murphy was high-point man with 11 points, followed by Andy Simso and Ken Hoelt. After the game, a Citizens Club player was heard to remark: "They nearly ran us to death."

# Independent Truck Chatter

**R. F. Hornig**  
Having lost whatsoever pep he may have had because a tough job gave him a sore back and stiff neck besides some other unmentionables, your ITO maestro on the column will not be able to really deliver the goods.

Don't forget that we have our regular meeting the first Thursday, which is next week. . . . The Ways and Means will recommend to you to offer an inducement for more members to show up: A door prize was spoken of. . . . The last Committee meeting was well attended by our stewards. All those on the committee hope that you will keep up this way for the rest of the year.

It is very surprising how the shovel breakdowns are hard on trucks. The Belt Line crew will tell you that a certain Chevvie certainly tore itself to pieces on some Robbinsdale trees last week. Tuesday, Gib Pommerleau shows up with a '39 Chev. Such a business!

Call Bove for your rabbit hunting. Bob bought a ferret, but the animal went on a sit-down in the first hole it could pop into. Mr. Bove wanted to hunt, so he got another one. We don't know whether he used the second one to chase out the rebel but he now has two on hand. If you are looking for a buy, call him.

According to Ed Toohy, making fish pond dikes out of frozen peat chunks is tough business. Olson even had to call on Dick Hornig to help finish the business. . . . Pommerleau has four new ten-ply 32x6 tires for sale.

The ITO has one safe driver at least. John Foley picked himself a pair of free license plates from the Star for his careful driving.

Layoffs are still in order all around. With many out of work it is to be hoped our meeting is mobbed. . . . Could the independents stand it to have more than one alderman in their midst?

# Watt Notes

Attend all meetings; no one can find out how you feel about things if you stay home and listen to the radio.

Brother Bartlett of the Meter Department is the proud father of an eight-pound baby boy born Friday, January 20th. We know the Bartletts were pulling for a girl. Better luck next time, Claude.

Anybody ever hear of an operator who trims trees for the fun of it?

Sometime hobbies become a better means of a livelihood than one's vocation.

Wonder when Harvey Scholes is going to launch that radio-controlled model of the Queen Marie?

Union men, banded together to create better working and living conditions for themselves, are also quick to take advantage of an opportunity to increase their knowledge of their jobs and prepare themselves for promotions. Just another proof of this statement is shown in the special class (conducted by Messrs. Rhoades and Peterson of the Generation Department) for the operators. Attendance is voluntary. Every man regularly attending this group is also a member of Local B-160.

The traffic cop in St. Louis Park made an appointment for Orrie Greener with the judge Friday morning. Nice company, Orrie.

A little apology to Brother Caldwell. In the issue of January 12th we referred to the mustache, Jud.

The third-floor hall was again filled at the last membership meeting. We sincerely hope this continues.

The Executive Board and B. A.'s hope to be able to catch up on their "shut-eye" now.

The mumps are reported to be a thing of the past in the Gilbertson family.

If there is important business to be conducted at your union meetings, be there to take the floor and express yourself and vote as you see fit. If you do not do this, then do not holler and kick the day after. It is too late then.

The Auxiliary is contemplating a card party in the near future. The Dance Committee will start making arrangements soon. The Seniority Board will meet Monday, January 30th, at 8 p. m. with the Land and Tax Department and with those members in the Municipal Street Lighting who have not yet checked on their seniority.

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# LOCAL 1859 Knots to You

**By Richard Gilmore**  
As you have probably noticed this column has not covered all of the fractions of Local 1859. This was not possible at first but by either next week or the week after a plan will be worked out which will make it possible for this column to contain news from each section.

The stewards in all the fractions have agreed to assist in gathering their local news thus assuring the membership a better and more interesting account each week.

Klaus Kalgren will be at the Nip and Sip Fridays after 4:30 to cash checks and collect dues.

Pete Richards butchered a 270 pound hawg last week. If any of you know Pete, now is a good time to call on him.

John Josephson is getting along fine after his operation. Ernest Cleveland and Harry Carlson visited him. John is in Room 121 in Deaconess Hospital on 24th St. between 14th and 15th St. S. The room is right behind the information desk.

Good ol' Carl Johnson, who never done nothin' to nobody was the victim of dirty work last Sunday evening about 6 o'clock. Carl was coming home from the grocery store and as he worked his way along through the evening mists, he was suddenly accosted by a footpad. "Your money or your life," says this tough citizen. Carl was faked out of position but he led with a left and was short. The outlaw crossed with a right and down went Carl's meat house in a cloud of cornflakes. Looks like Carl is a marked man, especially above the left eye. What Carl wants to know is, can they do things like that in Minneapolis?

He reached in his pocket to get his snuff and found he had a dead mouse there. Now he has B. O. and nobody wants any of Oscar Pettinen's snuff either.

Elmer Peterson will have his fun and what's more he knows how to get it. Last Wednesday night Elmer boarded the loop car and did he take the first empty seat? Not Elmer, for he is an experienced street car rider. Elmer looked over the prospects and chose his seat with care and when he came to rest he had a blond with big blue peepers between him and the car window. Thus assured of a pleasant view any time he looked out the window, Elmer settled down to enjoy the ride. It takes years of car riding to acquire this technique. When this big bundle of joy got ready to get off the car, Elmer had the way blocked good and plenty. The gal said please, she hollered please, she

reached in his pocket to get his snuff and found he had a dead mouse there. Now he has B. O. and nobody wants any of Oscar Pettinen's snuff either.

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# Beer Drivers Join IBT in Michigan

On Wednesday leaders of the teamsters' movement in Detroit reported the situation was well in hand. A truce exists in Detroit, and it is anticipated that all beer drivers in the state of Michigan will soon be within the International Brotherhood of Teamsters.

Detroit, Mich.—With Mayor Reading, the police, the courts and the chairman of the State Liquor Control Commission supporting Local 38 of the Brewery Workers International, local beer drivers organized in Local 271 of the International Brotherhood of Teamsters were still able to more than hold their own during the past week in a jurisdictional dispute which has raged since Wednesday, January 18th. At one point in the dispute the Detroit Teamsters Joint Council had threatened to call a general trucking strike of 20,000 teamsters in support of the beer drivers.

## Background of Fight

Last March the Brewery Workers Union Local 38 signed a closed shop contract with the Brewers Association, which does not expire for two more years. Some weeks later Local 38 signed a contract with distributors of out-of-town beer, set up a new union, Local 51, and tried to force beer drivers to transfer their membership.

Claiming they were double-crossed, 720 of the 750 drivers refused to transfer, withdrew entirely from the Brewery Workers Union, organized Local 271 as an affiliate of the Teamsters Joint Council and the International Brotherhood of Teamsters. Local 271, representing practically all beer drivers in the city, then demanded the contract between Local 38 and the brewers. Local 38 refused and with the protection of the cops and the courts is trying to prevent members of Local 271 from working.

Chairman DeMass of the State Liquor Control Commission has threatened members of Local 271 with revocation of their state licenses "forever" if they interfere with beer deliveries made by Local 38.

Circuit Court Judge Merriam has granted an injunction at the request of Local 38, restraining members of Local 271 with "interfering with members of Local 38" and prohibiting the calling of a strike.

Mayor Reading has pledged full police protection to Local 38. Detroit Drivers Aid Beer Drivers The Detroit Teamsters Joint Council, in the meantime, has come to the aid of Local 271. Stewards from the 32 affiliates of the Detroit Council met Sunday to consider what steps would be taken to protect the beer drivers' jobs.

A story in the Detroit News reveals that Local 271 is quite able to take care of itself and prevent the delivery of beer by scab drivers. That is reminiscent of the 1936 grocery strike in Minneapolis.

gasp of the amber. It turned corners suddenly. It veered sharply into alleys. At one point it made a 10-lock detour. "No soap. The unofficial escort stuck as closely as a silk shirt in August."

## Local 131 "Gas and Suds"

The entertainment committee met with the Executive Board last week and they promise you beer and sandwiches on the next meeting night, February 9. The meeting will start at 7:30, so we will be through a little earlier than usual. The committee also has a little "surprise" in store for you that night. Let's see everyone here February 9.

**SICK LIST** Art Saxum is back at work. Will Hoffman, our steward at Troy, had the flu and was off all last week but is back at work now. Chester Floyd of Kronick's has been added to the list since last week and is confined at Vet's hospital after an operation last Tuesday. Others who were off last week and are still sick: H. L. Wagner, Don Eckerman, and Roy Youngberg.

**10 Stops, No Deliveries** "One such truck and its police convoy was followed by reporters. Ten stops were made and not one bottle of beer was sold at any of them. "The truck left the Pfeiffer brewery at about 12:30 p. m. It was handled by a driver and helper, both non-members of the teamsters union. The truck also carried a private detective. A scout car with four uniformed policemen followed closely. Behind the scout car came a riot wagon into which about 25 policemen had been crammed.

"The first stop was at 6422 Gratiot avenue. The driver and helper each carried a case of beer into a beer garden at that number. A dozen teamsters union members jumped from their cars and surged in after them. They set up a clamor shouting: "We're your regular drivers. Don't buy any scab beer from these men. Give us a break."

**Take Cases Back** "The proprietor gave heed. He told the driver he guessed he didn't want any beer after all. The driver and helper shouldered their cases again and marched back to the truck, while the teamsters hooted. "After the first two stops, no more beer was carried into the places. Instead, the driver went in to take the order. Each time, the proprietor, after listening to the shouts of the teamsters, decided he didn't want any.

"At 7856 Gratiot, formerly a beer garden, the driver went up to the door before he noticed the place had been vacated. He was given a healthy razzberry by the teamsters. "The truck resorted to all sorts of maneuvers in an attempt to shake off its pursuers. It ran through traffic lights at the last

## Drivers Unions In Southwest Meet Feb. 10th

T. T. Neal, head of the drivers organizing committee for the Southwest states, announced last week that a conference of all unions involved would be held February 10th in Dallas, Texas. The conference of International Brotherhood of Teamsters unions will discuss means of further extending the standard area pact in the Southwest states, and of perfecting the organization of drivers in that area. Last week the Northwest Organizer had erroneously reported the February 10th meeting would be held in Tulsa. Neal is secretary of the Kansas City Drivers Union Local 41 and a member of the 11-state Area Committee.

## Best Book On CIO Reviewed

The story of the CIO yet written, and the Northwest Organizer enthusiastically recommends The Story of the CIO to all its readers and to all workers everywhere who see the need of building a united and progressive labor movement. In a brilliant first chapter entitled Why the CIO?, Stolberg traces the historical background of the American labor movement and shows how the unwillingness of the American Federation of Labor to organize the unorganized in the basic industries, combined with the consequences of the greatest economic crisis in the nation's history, gave rise to the industrial union organization of the basic industries.

## On WPA Projects

The cuts in WPA rolls, contemplated because of the heartless slashing of WPA appropriations, will affect about 11,000 workers and their families in Minnesota. These men and women have two choices left them. They can either starve outright or may turn to direct relief which means malnutrition for their children and the broken spirits of paupers for them. WPA at its best gives a mere existence but it does keep the morale of the workers from complete collapse. Congress now intends to deprive the workers of even this vestige of self-respect. The bosses know that WPA has given work to part of the men they have locked out of their factories and industries; therefore, if they are to get the workers back in their factories at \$10 and \$12 a week, they must see that they have no other way to exist. That's the reason for the cruel and brutal slashes in the WPA rolls.

## Proposed Law Attacks Labor In Michigan

Governor Frank Fitzgerald of Michigan came out openly last week with a vicious anti-labor program designed to break up the labor movement in that state, one of the most militant sections of American labor. In a message to the legislature, Fitzgerald asked for laws "prohibiting sit-down strikes and preventing strikes without ten days' notice to the state commission. Employees of firms rendering essential services such as utility, dairy, food and delivery services would be compelled to give 40 days notice."

Not only would the governor try to outlaw strikes, but he would provide the employers with ample time to prepare special strike-breaking hamper. Would Hammer Unions To prevent auto strikers from exercising their full power, Fitzgerald proposes "that picketing by persons other than employees of the struck plant would be prohibited and mass picketing which bars entrances would be illegal."

Another effect of such a law would be to prevent solidarity between the employed and the unemployed. Though Fitzgerald sugar-coats his program with the usual talk about "the right to collective bargaining," he is actually seeking to render every concrete method of carrying out this right punishable by law. The governor boldly proclaimed his union-smashing program at the same time that the Auto Workers Union was being weakened by the split in its ranks.

## 165,000 Auto Workers Face Bleak Winter

That, despite the tremendous pick-up in the auto industry, relief conditions are terrible and are being made worse by the new orders from the Roosevelt administration cutting WPA, is revealed this week by the United Automobile Worker. According to this union paper, the following number of men are exhausting their unemployment compensation benefits in the period Nov. 19 to Dec. 24: Nov. 19 - 78,000 Nov. 26 - 21,000 Dec. 3 - 21,000 Dec. 10 - 16,000 Dec. 17 - 14,000 Dec. 24 - 15,000

On the basis of the present relief rulings, a very high percentage of these workers are ineligible for WPA jobs. If they are added to the welfare rolls of the various counties, it will probably result in welfare cuts and possible exhaustion of welfare funds, with the situation in Michigan becoming similar to that which existed in Cleveland and Chicago earlier this year. New WPA projects for 10,000 workers which had been prepared will now be abandoned if the recent orders of the WPA are not rescinded. Bosses' Program "It is highly significant," says the Automobile Worker, "that the curb on WPA followed right on the heels of the elections. It is now the policy of the administration in Washington to abandon work relief, WPA, for the inadequate relief. We do know that the bankers and industrialists would like to destroy WPA."

Workmen of all countries, unite! You have nothing to lose but your chains. You have a world to win.—KARL MARX. ceeded to exempt, making it a clean sweep. Chet Ryan of Continental is now an authority on road maps, as of late he has been found with about every known road map made in his possession, trying no doubt to figure all the angles in making his new route in the country. Maybe an autogiro would help, you know, hopping across country would certainly save time, because driving around takes too long. I guess Ryan is trying to dump several stops already. Call up Joe and he'll tell you why Hitler sleeps with his hands under the blankets. The number is Geneva 4691.

## With the Limousines

"By Homes James" All the members wish to extend their thanks to General Tires and especially to Ferris Kalton for the pictures and the grand evening which followed. We hope to hear and see more of you in the near future. I didn't have a chance to attend the meeting but from all reports I sure missed a fine evening and I hope I will be able to be here for the next "grand evening."

We understand Bud G. from the East side was at the meeting but did not give one of his usual "speeches." Some of the members had to work a little late last Tuesday night but a good many of the boys came after their work as they didn't want to miss the gathering and the moving pictures. We are all at a loss to find out if Prof. Ed. L. is still snowed in or not, at least we haven't heard from him in some time. Trustee Joe F. is leaving soon for the South and we hope that Joe will have a good trip. Be sure and write us, Joe, every once in a while and let us know the news from down yonder. The Ex. Board had a very important meeting the other evening and most of the new members were in attendance. I understand we have an airplane user among us. Can you guess who it is? Never mind, F. I won't tell anyone about the trip.

## Coffee Cries Local 275

Local 275 Tea and Coffee Drivers is starting the new year right with a column all its own. Greetings, everyone. The Twin Cities boys just had a chicken and bean feed. Chicken for the winners and beans for the losers. Stub Olson had a little of both. Crescent has moved from the old location on Seven Corners. We wish them luck in their new place. By the way, did anyone note all the new Irish names in the Teamsters Joint Council? The Jewel Tea is now working under a new alias—the Diebold Tea company. Shakespeare said—"and a rose by any other name would smell as sweet"—or as putrid.

## Best Book On CIO Reviewed

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## The 289 Blab

By A. M. Ogren United We Stand—Divided We Fall. Next Meeting—Retail Drivers meet Thursday, Feb. 2, 8 p. m. The music for the dance on Feb. 4 will be supplied by Warren Dawson and his Five Hot Shots, a nice little orchestra. Warren is the son of Art Dawson, 289 member. The dance is nearing now, it's only a week from Saturday. See your steward—he still has tickets. Remember the 289 dance, Feb. 4th, Saturday night, at 257 Plymouth. Everybody invited—come and spend a most joyous evening at the very reasonable cost of 50 cents per couple, including lunch. We'll be seeing you. The music will be swiny and the songs will be singy at the 289 balls. How's that? That's all on the dance. I don't want to mention the dance too much, only don't forget to come to the dance. Hubert Taylor is the new steward at Continental, replacing Carl Jacobson, who resigned recently. Taylor is one of the oldest men at that plant and should be able to handle the job nicely. Everybody wishes you well, Hubert. It was the painful duty of the executive board to fine several members for delivering bread on New Year's Day. Joe is still working on some more reports on this same offense, so take heed. This rule means what it says, and no exceptions. I hear some of our boys got their month's liquor supply last Saturday morning when the patrol wagon ran into that liquor store on Washington and Hennepin. One of the boys said he got there three minutes after it happened, and the window was as bare as Mother Hubbard's cupboard, except for two quarts of gin which he produced to exempt, making it a clean sweep. Chet Ryan of Continental is now an authority on road maps, as of late he has been found with about every known road map made in his possession, trying no doubt to figure all the angles in making his new route in the country. Maybe an autogiro would help, you know, hopping across country would certainly save time, because driving around takes too long. I guess Ryan is trying to dump several stops already. Call up Joe and he'll tell you why Hitler sleeps with his hands under the blankets. The number is Geneva 4691.

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# Northwest Organizer

Published every Thursday under the auspices of the Minneapolis Teamsters Joint Council

OFFICE OF PUBLICATION, 257 PLYMOUTH AVE.

SUBSCRIPTION RATES  
One year in advance \$1.50  
Six months in advance .85  
Bundle copies (10 copy minimum) 02 1/2

Entered as second class matter May 1st, 1935, at the Post-office at Minneapolis, Minn., under Act of March 3, 1879

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

## Which Road for the Farmer-Labor Movement?

This Friday the annual convention of the Farmer-Labor Association starts in the St. Paul auditorium. In a large measure, that gathering will decide whether there is going to be a Farmer-Labor movement in this state. If we had to depend upon the two groups who have so far made the most noise—the Johnson-Lohman-Halvorson group and the Communist Party machine—we'd have to admit right off the bat that the Farmer-Labor movement is doomed in Minnesota. The policies of both groups—and they are practically alike in policy, despite their squabbling—are guaranteed to carry the FLP to oblivion.

The issues of the Minnesota Leader that have appeared since the election merely reflect the unprincipled muddle in which the Farmer-Labor movement finds itself. Nowhere in its columns have the lessons been drawn of the smashing defeat last November.

Consider the four discussion articles on "The Chief Task Before Our State Convention" on the front page of the state convention issue of the Minnesota Leader. Victor Lawson proclaims that "Our program remains just as sound and just as imperative for the welfare of the state as ever. Even our successful opponents appropriated some of its ideas."

Harold L. Peterson admits the same thing: "Thousands of people voted for candidates other than ours, feeling that our principles were correct, but could better be put into operation by our successful opponents." Peterson doesn't see the point.

Teigan, who is driving hard to liquidate the Farmer-Labor Association into the Democratic Party, correctly points out to the Johnson-Lohman group that, after all, it has the same program as the Communist Party whom it seeks to expel from the Association.

"To a great extent," says Teigan, "the differences between the several groups are inconsequential in principle."

This is of course true. Both groups want to liquidate the Farmer-Labor movement into the New Deal. Both groups want to push the Farmer-Labor Party still further to the right. Both groups are united in their determination to prevent the trade unions from having their rightful voice in the councils of the Association.

A. W. Ricker of the Farmers Union Herald talked the best sense. Ricker states bluntly that "after all there is not much that a state government may do to change the existing capitalistic or profit system. As long as this system is continued there will be exploitation of the many by the few. And this means recurring depressions, unemployed workers, and busted farmers. The party in power in a state cannot prevent the main evils which result from the system."

Ricker states that the voters in 1938, by going over to Stassen, "jump from the frying pan to the fire." Ricker's program for the Farmer-Labor Association is summed up as follows: "We have only the one job of educating and organizing for the future. . . I would like to see the party definitely committed to the long time job of replacing the capitalistic system with a new social order based on co-operative ownership of the essential means of supplying food, clothing and shelter."

But this is just what the politicians who are raising such a tempest in a teapot are NOT interested in. Who dares to deny that what Ricker says is true? As a state party, the Minnesota Farmer-Labor Association can't hope to make any significant progress. The right-wingers see this, and want to marry the FLP to the New Deal. This is exactly what the Communist Party wants too.

We say the FLP must turn its back to the New Deal and face towards the growing movement for independent political action of workers organizations on a national scale. Work with the progressive sections of Labor's Non-Partisan League and the American Labor Party.

In the Northwest Organizer's analysis of the 1938 election results, it was written: "Only the trade unions can reform the ranks (of the Farmer-Labor Association) for the sort of political movement that alone will play a role in the future; a movement for real independent labor political action, controlled by the unions, with its policies and leadership shaped by the unions. The labor party movement in Minnesota, when it comes back, will come back as a part of a national labor party, a party with a democratic regime, a party that has broken cleanly with both old parties, a party that will have the sort of bold answers to the needs of the masses that will win and hold the support of the workers, the farmers, the youth, the lower middle classes. . . The next great mass political swing will be in this direction."

Events here since the election only deepen our conviction that this is the road for the FLP to take.

Return the Farmer-Labor Association to the control of the workers and farmers organizations!

Break with the war-mongering New Deal that is preparing to starve the unemployed in order to build a military machine for the defense of Morgan & Company interests abroad!

Don't expel the Communist Party members from the Association on the basis that they are "reds." Exclude them from all posts in the FLP precisely because they are pro-war and anti-working class.

Fight for the right of every worker to a job at a living wage!

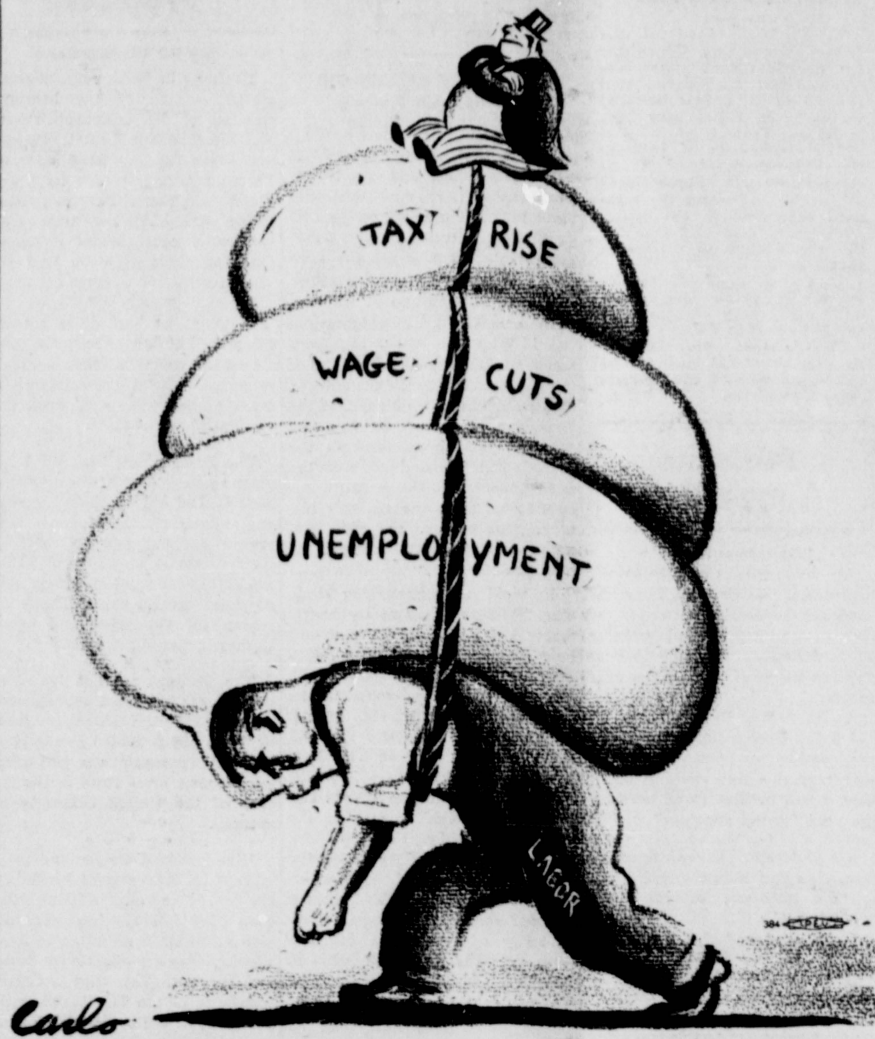
Fight for the right of every farmer to a decent living!

Fight for the right of every youth to a job and free education!

Fight for the right of every old person to decent pensions with no red tape!

Fight for an adequate housing program in this state,

## How We Pay for Their Depression



Carlo

## Keeping Step With 544

By Micky Dunne

These lines are written several hours before the CLU elections, and we are going out on a limb to predict that the present officers will be returned 100 per cent.

Private chauffeurs are still quarreling with the Embalmers Union as to who is going to drive us on that Last Long Ride.

The Farmer-Coop-Labor Council is not only doing a real job of work but is gaining in influence and authority.

New officers were installed at the last T. J. C. meeting.

New General Drivers by-laws have received the nod from the International Union.

An ITO member is going to make the aldermanic run in the Third Ward.

Executive Boards of the St. Paul, Minneapolis and Twin-Ports Teamsters Joint Councils will meet Monday, January 30th, in this city. It's on the State Tri-Council set-up.

St. Cloud drivers are scuffling with a co-op dairy in the Granite City. Moran, head man of the St. Cloud Drivers, told the Labor Board his troubles Tuesday.

The present fight in the Auto Workers Union may lead a big section of that group into the AFL.

In Detroit the teamsters have taken over all brewery drivers.

Hopkins' strikers are still in the trenches.

Agreement renewal season is on in full swing. Several pacts have already been signed.

Look for a real blow-up in the Board of Education soon.

The Farmer-Labor convention should be a riot, with a strong possibility of a right-left split.

See the new safe in the Milk Drivers office. It looks like the Empire State building.

Local 977 has growing pains.

The coal season has been a blank for drivers so far.

Gene Larson, Milk Drivers head, spoke at a labor-coop-farmer rally Wednesday night.

for an adequate state public works program!

## \$1,000 Cash, Prizes at Frolic Week

Preparations are nearing completion for the Frolic Week to be sponsored by the 3.2 Beer Dispensers Union Local 346 at the Plamoor ballroom, Fourth Avenue South and Eighth Street, from February 13 to 18.

Prizes of \$1,000 cash and many merchandise prizes will be given away free. Over 100,000 coupons for participation in the prizes and fun spending will be distributed by the union. Tickets sell for 25c, entitle the purchaser to Frolic spending money, and can be purchased from members of Local 346 or from the ticket office at 207 Loeb Arcade. William Rathbone and Victor Bedel head the union committee in charge of the Frolic Week.

## Herman Will Manage 544 Nine Again

Jack Herman will manage Local 544's baseball team for the 1939 season, according to a decision by the union's executive board. Jack, an outstanding handler of amateur ball teams, directed last year's 544 team that came within half a game of winning the league championship.

Herman has appointed Louis Hanson, a member of Local 977, as team coach. Hanson is the father of Norrie Hanson, 544's great pitcher.

All 544 members interested in coming out for the team are requested to write Herman at 257 Plymouth Avenue North, listing their position. Team practice will be started early this year.

## Plant Committee At Sears Handles Many Grievances

The plant committee of the Warehouse Union Local 20316, composed of about 35 men and women, met with the management of the Sears, Roebuck company this week on recent grievances which have come to the attention of the committee.

Results of the meeting were satisfactory, the management admitting the validity of the grievances and agreeing to make immediate adjustments.

I would much rather have posterity inquire why no statues were erected to me, than why they were.—CATO.

Slumber not in the tents of your fathers. The world is advancing. Advance with it.—MAZZINI.

In these days we fight for ideas, and newspapers are our fortresses.—HEINE.

The greater part of mankind is more angry with the sinner than with the sin.—SENECA.

## News from Sioux City

The Sioux City Drivers Union Local 383 has had about sixty members locked out since September when the Omaha lock-out started.

One member has it all figured out—we've been out 18 weeks—126 days—3,024 hours—181,440—10,886,400 seconds—which adds up to a hell of a long time.

John Stough and yours truly were haunting the Omaha Motor when we spied a Union Transfer bottom. We followed. A cop's car was following them. The truck went to South Sioux City. The cops went back to the station. John started to make a U-turn when some one blew a horn. And there was Henry Ogram's black coupe. They had been following us, and were our faces red. Boy, what sweet-looking thugs!

Seven drivers finked in Sioux City and went back to Bekin's. Bekin hired four or five more finks. Now he hear Bekin has let half of them go. Where to now, Mr. Fink?

When a couple our boys went up to register for unemployment insurance, they found out the bosses forgot to turn in for them.

Howard Fouts and Ralph Johnson are doing a nice job.

Charlie Cunningham, secretary, is back on the job again after an illness. Doesn't feel so good but we hope he snaps out of it soon.

Yes, we're still cutting wood. Hi-ho hi-ho, it's off to work we go.

The big-wigs can't understand how we can stay out so long. They figured we would fold in three weeks. They don't know that Local 383 has fighters.

Sid Jarrett is recording secretary and chauffeur for Local 383.

Bill Terry and Roy Ping are doing a swell job as the relief committee.

Darn funny the bosses can't give a nickle-an-hour raise. A couple of the brothers were offered \$75 weekly to fink.

## Beal Has Good Chance For Freedom

Labor forces were heartened this week when Louis Waldman, labor attorney and counsel for the Beal Defense Committee, announced that Fred E. Beal, militant leader of the 1929 Gastonia textile strike, may soon be released from his North Carolina prison cell as a result of labor pressure. Waldman indicated that the demand for a full pardon by Governor Clyde L. Hoey has a good prospect for success.

Beal was the leader of the Gastonia textile strike of 1929, where Southern labor finally got up from its knees and gave the slave-driving bosses of that region the battle of their lives. So bitter was the struggle that a cop was killed following an attack on union headquarters. Beal was held technically responsible for the death though it was proved he was innocent.

Upon advice of the Communist Party, of which he was then a member, Beal went to Russia to escape the hysteria that the Southern bosses engendered, and the courts commandeered his bail. There is little doubt that this action of Beal's saved his life, for the mass hysteria manufactured by the boss class made it impossible for him to secure a fair trial in the state.

Beal's experiences in Russia were enough to convince him that the Stalinist regime was corrupt. Coming back to the United States, he wrote this opinion in his famous book, "Proletarian Journey."

"The Stalin regime is rotten, and only the expulsion of the bureaucrats and the return of the workers to the administration of their own state can save them from black reaction," Beal declared, and for this Beal was hounded from pillar to post by the infuriated Communist Party, who sought his blood. They soon succeeded in betraying him to the North Carolina authorities and as a result he was imprisoned on the old charge and sentenced to 17 to 20 years in prison.

Labor has rallied splendidly to the defense of Beal, and it is this fact that makes the eventual release of Beal a certainty. It depends upon the temperature of labor's protest and the force of labor's pressure.

The greater part of mankind is more angry with the sinner than with the sin.—SENECA.

## On the National Picket Line

(Continued from page 1)  
ted Farmers came into the limelight. Since the election some very interesting and enlightening facts about these "farmers" has come to light. For instance, the head "farmer" who managed the Association's headquarters in Portland was W. W. Knight, attorney for the Industrial Relations Association. The "farmer" in charge of collecting money for the campaign was George Baker, former mayor of Portland who was threatened with recall during his term in office because of his anti-labor tactics during the longshoremen's strike in 1934 and who is now connected with the Oregon Manufacturers Association.

The Associated Farmers is made up for the most part of farmers who do most of their land-tilling from behind glass topped desks. Department store superintendents, lumber company officials, Chamber of Commerce secretaries, bank officials, etc., comprise the membership.

The Association collected and disbursed \$32,440. Of this, \$32,336 was contributed by the Oregon Business Council. The mighty sum of \$104.65 came from actual honest-to-goodness dirt farmers.

Yet this measure became known popularly as the "Farmers Measure." It was put over largely on propaganda about the terrible plight of the farmers in the hinterlands who were forced to let their valuable crops rot in the fields because of the labor trouble.

The organized labor movement of Oregon had only a little over

\$10,000 to spend to try to defeat the measure.

The AFL-CIO fight waged unabated during the entire election period. In Washington and in California where like measure were introduced they were defeated by the COMBINED efforts of the CIO and the AFL.

In Oregon thirty-three of the thirty-six counties gave the Initiative Measure a substantial majority. In counties where the population is highly industrialized the measure also passed.

The workers in California and in Washington, by uniting, by forgetting the CIO-AFL fight and using their combined forces, defeated the measure. In Nebraska the truck drivers are forcing the attention of the entire country to their own foul anti-picketing law and are making it harder and harder for their legislators to let the law stand. In Nebraska the AFL-CIO cooperate, fight their joint battle against their real enemies—the bosses.

Into Mr. Lewis and Mr. Green's laps must be thrown the blame for the plight of the workers of Oregon. Without the CIO-AFL jurisdictional battle for a talking point the employers would never have been able to sell the people on this measure.

It never pays to consider our enemies dull. It behooves us, with Oregon as a horrible example, to straighten out this mess that the AFL-CIO battle for supremacy FROM THE TOP has gotten the workers into.

The bosses have always been on relief, and now that some of the workers are doing the same, the former are acting like the dog in the manger.—ARTHUR HOPKINS.

It is error only, and not truth, which shrinks from inquiry.—PAINE.

## UNION MEETING SCHEDULE

<b>LOCAL 471</b> The Milk Wagon Drivers and Dairy Employees Union Local 471 meets the first and third Tuesdays of each month at 7 p. m.	<b>LOCAL 160</b> General Membership—First and third Thursday. Seniority Board—Every Monday. Executive Board—Every Tuesday.
<b>LOCAL 131</b> Second Thursday each month, 8 p. m., third-floor.	<b>LOCAL 1859, 20481</b> General Membership 1859—January 4 Casket Industry 1859—January 10 American Excelsior 1859—January 17 J. R. Clark Section—January 18 Puffer-Hubbard Section—January 19 Box Industry—January 20
<b>LOCAL 259</b> Second Monday of each month.	<b>LOCAL 958</b> Night Drivers—1:00 p. m. third Thursday each month. Day Drivers—7:00 p. m., third Thursday each month.
<b>LOCAL 664</b> The City and Sanitary Drivers will meet the second and fourth Thursday of each month. Park Board Grievance Committee—Monday night preceding the last meeting of the month.	<b>LOCAL 544</b> Wednesday, February 1—Sausage; Petroleum Thursday, February 2—Greenhouse; Independent Truck Owners. Friday, February 3—Job Stewards Monday, February 6—Package Delivery; Department Store Wednesday, February 8—Market; Wholesale Liquor Friday, February 10—Wholesale Grocery; Meat Drivers Monday, February 13—General Membership Wednesday, February 15—Building Material. Thursday, February 16—Tent & Awning; Printing; Newspaper, 10 A. M. Friday, February 17—Job Stewards Sunday, February 19—Over-the-road, 10 A. M. Monday, February 20—Furniture Stores; Coal Thursday, February 23—Transfer & Warehouse; Wholesale Drug; Excavating, Sand & Gravel. Friday, February 24—Col Storage Monday, February 27—Spring Water Seniority Committee meets each Tuesday at 7 P. M. in Hall No. 3 Grievance Committee meets each Tuesday and Friday at 7 P. M. in main office. The Executive Board meets each Wednesday at 9 A. M. in the large hall on the first floor. Note changes on Seniority & Grievance.
<b>PETROLEUM DRIVERS</b> Regular Membership Meeting—First Wednesday each month.	<b>LOCAL 977</b> General Membership—Second Monday each month, 9 p. m. Grievance and Seniority Boards—Second and fourth Mondays, 8 p. m. Stewards—Fourth Monday, 9 p. m.
<b>LOCAL 1086</b> The Retail Clerks Local 1086 will meet on the first and third Tuesdays of each month.	<b>FEDERAL WORKERS</b> Regular Membership Meeting—Second Friday each month. Stewards' Meeting—Every Wednesday, 8 p. m.
<b>LOCAL 289</b> Retail Drivers—First Thursday. Wholesale Drivers—Second Thursday. Yeast Drivers—Third Tuesday. Cake and Pie—Third Tuesday. General Membership—Fourth Thursday.	<b>LOCAL 346</b> Regular Membership Meeting—2nd Monday each month, 8:30 p. m. 4th Monday each month, 1:30 p. m.
<b>LOCAL 103</b> Regular Membership Meeting—2nd Tuesdays. Executive Committee Meeting—On call.	<b>PRIVATE CHAUFFEURS</b> The Private Chauffeurs and Helpers Local 912 meets the first and third Tuesdays of each month.
<b>LOCAL 2316</b> Stewards—Local 20316 and third Tuesday. Regular Membership Meeting—Fourth Tuesday. Executive Board—Regularly every Monday.	