

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. 44

MINNEAPOLIS, MINNESOTA, THURSDAY, FEB. 16, 1939

PRICE 5 CENTS

Omaha Teamsters Sign Five Major Operators

22-Week Strike Pushed Over Hump

Victorious Local 554 Wins Closed Shop With Preferential Hiring, Wage Increases, Seniority—Watson, Red Ball, Union Transfer, On Time and Daugherty Companies Sign—Smaller Firms Notify Union They Are Ready to Sign—End of 22-Week Struggle Near

It took 152 days of one of the hardest-fought strike struggles of recent years to do the job—but the Omaha General Drivers Union Local 554, backed to the hilt by the International Brotherhood of Teamsters and the North Central Area Negotiating Committee, has planted the standard area over-road contract firmly in the heart of the Omaha trucking industry.

Labor Temple Group Elects Officers

A rising vote of thanks for their faithful work was given Bob Short, Jewel Flaherty and John Goldie by the Minneapolis Labor Temple Association at its annual meeting February 6th.

The major companies signed both city and over-road agreements. The over-road contract adheres to the standard pact in practically all particulars. The standard scale of 2 3/4c a mile for loaded trucks and 2c a mile for deadheading will be in effect outside Nebraska. This is a substantial increase over the old scale of 2 1/4c a mile, with no dead-heading provision. Drivers will be paid the standard scale of 75c hourly for pickups, except on the Kansas City run where a pickup scale of 55c will be in effect. Runs within a 75 mile radius of the various Nebraska terminals will pay 55c per hour. Other runs inside Nebraska and from Nebraska to Sioux City, Carroll, Anita and Custom, Iowa will pay 60c per hour. The closed shop with a modification on hiring new men will prevail, and all men will be returned to their jobs as of their seniority on September 9th.

Labor School Teaches Cure For Snake Bite

Through the Kennepin County Chapter of the American Red Cross the services of Mr. Ray Lamke has been made available to students of the Minneapolis Labor School, it was announced yesterday by Miss Betty Hoff, director of the school. Mr. Lemke will instruct classes in First Aid each Tuesday from 7 to 9 p. m.

The course is arranged to teach Red Cross methods in all practical problems from a simple fracture to artificial respiration and arterial bleeding, digital pressure, severe shock and snake bite. Registrations for this and other courses are now being taken at the school or call Geneva 3270 for further details.

Chauffeurs To Dance on February 21

The second annual dance of the Private Chauffeurs Union Local 912 will be held Tuesday evening, February 21st, at the Southside Auditorium.

Attention! Milk Drivers

A special order of business, of importance to all members of Milk Drivers and Dairy Employees Union Local 471, will be presented at 8 p. m. sharp at the next meeting of Local 471 on Tuesday, February 21st. Every member should attend this important meeting.

120-544 Team of Organizers Runs Up Fine Record

What is believed to be an organizational record for this type of work was achieved during the past six weeks by the team of Tom Williams of Minneapolis Drivers Union Local 544 and Harold Medicot of St. Paul Drivers Union Local 120. Since January 4th, the two organizers have signed up 32 companies on the standard over-road pact; have collected back pay to the amount of \$6,460.71; have caused 16 companies to take off sleeper cabs. Over-road drivers, passing through the Twin Cities who are being paid under the standard scale or being worked under non-union conditions are urged to get in touch with either Williams or Medicot.

Hatch Strike Goes Into 8th Week

The strike of the Pharmacists Union against the Hatch Drug company, 2553 4th Avenue South, is now in its eighth week, with the Hatch company continuing to adhere to the labor-hating line of the Drug Association. The Drug Association is prolonging the fight in a desperate effort to stave off the drive of Pharmacists Union Local 1353 to win decent wages and hours for employees of the industry.

Clerks and pharmacists at Hatch's have been forced to work the outrageous hours of from 65 to 85 weekly for wages from \$12.50 to \$27.50 for pharmacists. Not only is Hatch paying contemptible wages but from time to time he has employed child labor in violation of state laws. Last October he was cautioned by the State Industrial Commission on a violation of the child labor law. He had been working a 10 year old boy six to eight hours daily until 10:30 at night, handling beer.

Pharmacists Union Local 1353 means to continue this fight until victory and is maintaining its picket line before the Hatch store. Local 1353 asks the active support of organized labor and the friends of labor in its fight to compel Hatch to pay decent wages and grant decent wages to its employees.

Superior, Wis., Drivers Throw Down Gauntlet

The teamsters from Drivers Union Local 288 of Superior, Wisconsin, who last year squeezed out a 7 to 5 victory over Local 544's baseball team, had the audacity this week to challenge the FWS Youth Basketball Team of Local 544 to a duel on the basketball floor.

In a note received here Monday, Local 288 says "The boys here would like to give you another trimming, this time in basketball. We are willing to come down there to prove it to the gang. We have not lost a game this year, and don't intend to either. We've won 19 so far. We'll play Local 544 with the understanding that they put out an extra edition of the Northwest Organizer in regards to the outcome of the game."

Women Aid Striking Milk Drivers

Akron, Ohio—Wives and girl friends of members of Milk Drivers Union Local 497 sprang to the aid of their men last week when the union went on strike against the Lawson Milk Company. The union is demanding that the company live up to the provisions of the union agreement, which the company is trying to evade.

The women have formed an Auxiliary, with Mrs. Bud Lusby named temporary chairman. They are conducting a house to house canvass of Lawson milk customers to acquaint them with the union's case against the chiseling employer, and to request that this company be not patronized until the company agrees to treat its workers fairly.

Chet Smead, business agent of Local 497, charges that the company has worked the men more than 48 hours per week and for less than the union scale. The Retail Clerks and Auto Mechanics locals are also picketing the company, to force a union agreement, and are cooperating with the Drivers union.

Local 160 Raises Initiation Fees On March 1st

Starting March 1st, the Utility Workers Union B-160 of the International Brotherhood of Electrical Workers will put into effect the following changes in initiation fees:

Journeyman—From the present \$25 to \$50. Helpers and Apprentices—From the present \$14.50 to \$20. (The sum of \$2 for insurance will be added to the above fees.) For Class B Members—From the present \$10 to \$15.

City Council Ratifies Improved Pension Plan

A plan for amending the municipal pension and retirement act to provide decent pensions for aged city employees was approved by the Minneapolis city council at its meeting February 10th with but one opposing vote, and will shortly be taken to the state legislature. The pension plan, which has the backing of organized labor, was approved by both conservatives and liberals on the city council, with the sole exception of Alderman Horatio Van Cleve of the 2nd Ward who demonstratively voted "no," thus branding himself as opposing a practical, efficient and money-saving plan which will give hundreds of aged city employees a reasonable security in the declining years of their lives.

Seventeen years of experience with the Municipal Pension and Retirement Act adopted by the City of Minneapolis in 1920 has shown this plan to be incapable of producing a reasonable retirement allowance despite substantial contributions from employees.

In order to remedy defects of the 1920 Act, the new proposal calls for a minimum pension at the rate of \$2 per month for each year of service. Combined with the personal contributions of the city's employees, this would produce a monthly pension or retirement allowance of about \$80 for a worker who has put in 25 years on the job.

There would be little added expense to the city, which would be called upon only to underwrite the additional pension and produce additional funds to keep the fund on a sound reserve basis. As only a small percentage of the funds so raised would ever be actually disbursed, and as any portion of the extra credit remaining would revert to the city, cost of the proposed amendment would be very low.

Would Reach Most Needed A large number of day laborers are among those for whom the pension is designed. Because the annual earnings of these workers are so low, they have practically no opportunity to save and must rely wholly upon a pension at retirement for existence. Because of the strenuous physical labor and exposure to the elements, the health of laborers is impaired and their life expectancy is correspondingly lessened. The proposed plan would equalize these factors by

ILGWU Strike Brings Wage Gains

Minneapolis Local 265 of the International Ladies Garment Workers Union won a two weeks strike Tuesday against the Western Underwear Manufacturing company, when the 45 workers involved went back on the jobs with a 7 1/2 per cent wage increase. The agreement is retroactive to January 1st and workers will receive a five per cent increase in wages for work done from that date to February 14th.

The old agreement expired December 31st, and weeks of negotiations failed to convince the company it should grant Local 265's demands. The workers were forced to strike. The shop came out solidly and had the firm so completely bottled up, it was hardly necessary to picket. A strike commissary was established in the union office at 256 First Avenue North. On Tuesday when the settlement went through, the victorious workers held a celebration in the hall.

Keller Firm Rejects 1859 Demands

Since December 31st, when the old agreement expired, Local 1859 has been seeking to negotiate a new pact with the Keller Mfg. company, assembler of ironing boards. The union is demanding a five cent straight hourly increase and a week's paid vacation.

Despite the fact that this is the busy season, Keller has refused to sign with the Furniture Workers Union. Instead, he is laying off workers and threatening to liquidate the company rather than grant the union's reasonable demands.

Local 1859 takes the stand that if this company cannot meet the wage standards in the industry, it ought to go out of business. The union will stand firm on its demands.

When Phoning Your Union After Hours—

Nightly, members of many unions with offices at 257 Plymouth Avenue North have occasion to call their union. Many times they don't know the phone number and get the wrong office. To correct this unsatisfactory state, we publish below the phone numbers to be called after 5 p. m. daily to reach the following union offices: Local 544—Geneva 4691 FWS—Geneva 4692 Local 20316—Geneva 4693 Local 977—Geneva 4694 Local 471—Geneva 4695 Local 160—Geneva 4696 Clip these numbers, and be sure to call the right number for your union.

F-C-L Council Meets, Approves Program, Policies

The Educational Committee of the Farmer-Cooperative-Labor Council made a detailed report of recent Council work and submitted recommendations for future work, at a full meeting of the Council held Saturday morning at the Minneapolis Central Labor Union. There was a full attendance at the meeting.

The program submitted by the Educational Committee was adopted with minor changes and will be taken back by Council members to their respective groups for final ratification. Among the bodies who will be presented with the Council program are the city central labor bodies in Minneapolis, St. Paul and Duluth; the Minnesota State Federation of Labor; the Midland Cooperative Wholesale; the Farmers Union Central Exchange and the Farmers Union Livestock Commission; the Central Cooperative Wholesale; the Grange; and the Northern States Cooperative League.

Meet Again April 1st As some of these organizations will not hold board meetings for some weeks yet, the next meeting of the Council was set for April 1st in Minneapolis.

The Council program defines the purposes, general policies and recommendations for effective action of the organization, and will be made public shortly.

St. Anthony Falls Men Ratify Pact

Last Saturday morning the employees of the St. Anthony Falls Water Power company met at 257 Plymouth Avenue and ratified the new contract which has been negotiated by Utility Workers Union Local B-160 of the International Brotherhood of Electrical Workers.

The St. Anthony pact closely follows the lines of the General Electric company pact negotiated by Local 160. It provides for wage increases, better overtime arrangements, and more workers are given vacations.

Negotiations are now in progress with the Northern States Power company for the Construction Department workers.

Casket Men Ratify New Agreement

Tuesday night the workers employed in the three local casket plants ratified with minor changes in phrasing, a new working agreement which calls for wage adjustments for all workers up to five cents hourly, and improvement in working conditions. The pact establishes the eight-hour day, 40-hour week, insuring every worker that number of hours. Hours for the peak season, the first four months of the year, are cut from 48 to 44 weekly, with time and one-half for overtime. The former overtime rate was time and one-third. Sunday work will be paid for at double the usual rate; formerly, it was time and one-half.

The new contract is retroactive to January 9th, 1939, and will run for one year. It covers about 80 workers employed by the Northwestern, the Minnesota, and the Minneapolis Casket companies.

On the National Picket Line

Not so long ago the workers employed in the silk stocking industry in the Philadelphia area voted overwhelmingly to reject the employers' proposed ten percent wage cut which the bosses tried to sell to the workers on the ground that it was absolutely necessary to equalize salaries in all of the trade areas.

President Rieve of the American Federation of Hosiery Workers (CIO) and William M. Leader, president of Branch 1, tried vainly to convince the membership of Branch 1 (the largest local in the AFAW) that they must accept the wage cut because thousands of workers in the outlying sections around Philadelphia were receiving much LOWER wages. They tried to help the employers to achieve "parity" by reducing wages, instead of militantly organizing the workers outside of Philadelphia to bring their wages up to the urban workers scale.

This week the "Hosiery Worker" carries as its lead article the formation of a new Hosiery Industry Committee which has been set up under the Fair Labor Standards Act to study the question of wages and hours for the hosiery workers. Both Emil Rieve and William Leader are on the committee, representing labor.

The committee is composed of representatives of the "general public," the bosses and the unions. The committee is supposed to investigate the industry and then return its finding to the Administrator of the Fair Labor Standards Administration, Elmer F. Andrews. Mr. Andrews is then supposed to hold public hearings. If he finds the recommendations to be within the law, he can put them into effect by an order.

If he finds the recommendations not to his liking, he can either appoint a new committee or refer the matter back to the old committee for a change.

The committee has as its guide an investigation recently concluded by the United States Department of Labor of conditions and wages paid by more than twenty-six percent of the industry and covering 36,000 workers.

36,000 workers, organized into militant trade unions, could make their own conditions, without the assistance or hindrance of any fake government board, created to take up valuable time and to fritter away the energies of the workers.

The Shop Committee from Omaha Local 777 of the CIO Packing House Workers, had asked for a meeting with the superintendent, a Mr. Stuart. He stalled them off, meeting instead with his own little company union. The workers in the Beef and Sheep Kill became a little impatient with Mr. Stuart's reply to the committee that he was "too busy," so they sent word to him that they were suspending operations until he could meet with the representatives. Within five minutes Stuart was on the scene. After a short meeting he agreed to meet with the union committee. (Continued on page 4)

Omaha in the Bag-Teamios Head South

(Continued from page 1)
Men's Association now broken in this industry, Local 554 will mop up on the rest of the operators within the next few days.

Long Bitter Struggle
The twenty-two weeks' tie-up was in effect in Omaha, and in Grand Island, Hastings, Lincoln and Norfolk in Nebraska, and in Sioux City, Iowa, Sabetha, Kansas, St. Joe and Kansas City, Missouri, and in other terminals from Denver to Chicago, the Omaha Business Men's Association has from the first carried on a vicious campaign against the teamios. During the strike, armed strike-breakers were set to attacking union members and union headquarters; strikers were denied relief; the vile anti-picketing law was invoked; over 200 strikers were arrested; the banks, the landlords and the merchants were mobilized and used against the union. Attempts were made to suppress the union's weekly strike paper.

Even now, with the strike all but over, the Omaha Business Men's Association is refusing to recognize the settlement, and is trying to organize a boycott against those companies who finally broke ranks and signed with Local 554. Fearing the growth of unionism in Nebraska, the bosses are resorting to this sort of industrial cannibalism in the blind hope that reaction may yet prevail over the growing forces of organized labor. The foul plan of the Association is a hopeless one, however. Unionism has prevailed in the very core of Omaha's industry, and not all the machinations of the labor-haters will suppress it.

In the final two weeks of the strike, as during the greater part of the tie-up members of the union Area Negotiating Committee stuck on the job in Omaha to aid in directing the fight and negotiating a settlement. Mike Healy of Chicago, Joe Scizowski of Milwaukee, "Red" O'Laughlin of Detroit, T. T. Neal of Kansas City, Carl Keul of Des Moines, and Farrell Dobbs, secretary of the Area Committee, spent many days in the thick of the fight. Dobbs and Thomas V. Smith, secretary-treasurer of Local 554, represented the union in the final negotiations with the large companies.

All during the struggle, the International Brotherhood of Teamsters gave generous financial and moral support to the embattled teamios and enabled them to maintain the unconquerable spirit which finally carried them through to victory.

During the five months of the tie-up in Omaha, the Area Committee by no means let up on its campaign for the standard over-the-road pact. While the pressure was maintained at Omaha and Sioux City, the area campaign made systematic advances. Since the start of the Omaha strike, trucking operators in Des Moines, Sioux Falls, Kansas City and Detroit were brought under terms of the standard pact.

All Eyes on the Southwest
With the settlement in Omaha practically polishing off the work in the 11-state North Central District, attention of the International Brotherhood of Teamsters and of the drivers' unions has already turned to the Southwest, where the recently-formed Southwest Over-Road Organizing Committee is driving full-speed ahead to conquer that area for the standard area pact.

On Friday, February 10th, the Southwest Organizing Committee met in Dallas, Texas, with representatives present from drivers' unions in Memphis, Texarkana, Joplin, Oklahoma City, Dallas, Houston, San Antonio, El Paso, and Kansas City. T. T. Neal, secretary-treasurer of Kansas City Drivers Union Local 41 and a member of the North Central Area Negotiating Committee, presided at the Dallas conference. Farrell Dobbs reported on the Omaha settlement and the progress of the campaign for the standard pact.

At Dallas a campaign was outlined for a systematic drive for the uniform area agreement. Texas delegates reported on a company union outfit being covertly formed by the Texas Employers' Association. This phoney outfit,

with the high-falutin' name of "National Association of Motorized Common Carriers Employees," is being pushed by the operators as a sort of counter-drive against the International Brotherhood of Teamsters' campaign. Traces of the "Employees Association" have already appeared in Oklahoma and Arkansas.

Wherever the Drivers Unions organize the teamios and open negotiations for an agreement, the bosses, in the midst of negotiations, will suddenly announce their employes have signified they want the "National Association" rather than the International Brotherhood of Teamsters to represent them. Negotiations are abruptly broken off.

Because of this fakery, strikes of Drivers Unions in Houston and San Antonio have resulted. In Houston the bosses have obtained a temporary restraining order against the Drivers Union, and are now maneuvering in the courts for a permanent injunction aimed to cripple the drivers' campaign.

The Southwest Organizing Committee is watching the Houston situation closely, and all unions are preparing to give the Houston teams full backing in the fight against the company union and its backers. The Organizing Committee will meet March 3rd in Houston, to thoroughly survey the local situation and extend the work for the standard pact in the nation's driving industry.

Gassing With 977

By Jon Conder
Ed Mittel, employee of Diamond Tire, won the door prize at the General Membership meeting on Monday night. The prize consisted of \$2 to be applied as one month's dues.

Don't forget the big party to follow the next general membership meeting, March 13th. We hope President Sturdevant doesn't talk in his sleep; you might try checking with his Mrs. Anyway, there have been mysterious conferences and everything seems to be on the surprise basis.

While we are on the subject of surprises, you might surprise John Eldsvold by asking him when the big event is to take place. To the best of our knowledge, he thinks only in terms of diamonds at the present time.

Despite the extreme weather conditions, the Lessees had a fine turnout on Thursday evening, February 9th. A committee of fifteen Lessees, representing the stations handling the products of the major oil companies, met in the office of the Local on Monday, February 13th. The next meeting for all of the Lessees will be held Thursday, February 16th at 9 p. m. in the union hall.

The telephone number for the office of your Local is: Ge. 4691. After office hours, the phone number is: Ge. 4694.

Your Local collected \$20 for Willard Ackerman this week. This amount was a settlement between Ackerman and the new Lessee at the Pure Oil Station at 1324 Lowry Ave. N. Ackerman has relinquished his seniority rights at this station.

Larry Davidson, your Secretary-Treasurer, came away from the last meeting of the Teamsters Joint Council with the \$5 door prize, thanks to Carl Skoglund who presided at the drawing.

Beware of the impostures of patriotism. — GEORGE WASHINGTON.

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The 289 Blab

By A. M. Ogren
Next Meeting: General meeting of all members will be held Thursday evening, February 23, at 7:30 p. m. Lunch and refreshments will be served plus the drawing at which a month's dues will be given free to two lucky members. Here, you don't lose. If you don't win the free dues you positively come in on the refreshments. We are making preparations for a big crowd so don't disappoint us.

Jim Sloss, Purity south plant, always got to the dance. But he had what I call a solid excuse, as he was being married that night.

Carl Porath, Excelsior bakery, made quite a sacrifice to come to the dance as somebody stole his gasoline buggy while he was upstairs enjoying himself. As far as I know he hasn't got it back yet.

Etiquette note: For husbands who want to act like gentlemen. Never sock your wife at a party—wait till you get home.

Why is it that grocers always shag you out after another loaf, always forgetting to tell you about it the first time you're in the store?

Mr. and Mrs. Armand Dore (Excelsior), parents of a 5 1/2 year old daughter, are expecting to make it a foursome along about April.

Harvey McKinney, Zinsmaster, took the day off Tuesday. The reason? His wife presented him with a baby boy. Nice Valentine, by the way.

Dan O'Connell, Regan's, suffered a fractured ankle last Monday while working and will be laid up about a week at the Northwestern hospital.

Milt Hadreas, Regan's, started his family with a baby girl, born Monday, February 6.

If you never thought of it before, I think you ought to buy cigars with a union label on the box, for these occasions. There are union cigars, you know, and some darn good ones, too. Buy the union label on cigars and cigarettes.

Harry and Joe have returned from their trip to Des Moines and report that it looks very much like we will have a uniform blanket contract for the northwest states. More about this later.

Jack Moran, Gladness, was stricken with appendicitis and is convalescing at Red Wing.

Not to be outdone, Elmer Argentsinger, from the same place, is appendicitis at the Midway hospital.

Kind of a morbid column this week. I seem to have everybody in a hospital.

Here's another one, Merle Taylor, Continental, is in the hospital with pneumonia. (I hope I spelled that right.)

Joe and Harry have opened up negotiations for the new bakery drivers contract meeting with the Bakers Committee at the Nicollet Hotel last Tuesday. Next meeting will be next week.

You can't keep a man down in the ditch without staying down there with him. — BOOKER T. WASHINGTON, famous Negro educator.

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Attention—Park Board Men

A special meeting of the Park Board Section of City and Sanitary Drivers Union Local 664 will be held this Friday, February 17th, 8 p. m. in the union hall.

Cab Drivers In Springfield Win Strike

Springfield, Mo.—From Friday morning of Sunday morning the taxi drivers, enrolled in Drivers Union Local 245, tied up the city as a result of a breakdown in negotiations. On Sunday morning the tie-up was settled when a closed shop agreement was signed with the Yellow Cab, adding 80 new members to Local 245.

The settlement brought increases in compensation to taxi drivers and provided for the limitation of cabs. The pact will run to August 5th, 1939. Eighteen owner-drivers have come under the agreement.

Drivers Win In Dubuque

Dubuque, Iowa.—Truck Drivers Local 421 won a bitter 14-day strike last week when the Sommerfeld's Sanatone Cleaners bowed to union demands for a closed shop, \$25 per week minimum wage, and no work after 6:30 p. m.

The bosses had fought the union in the courts by securing an injunction through Judge Milton Glenn, who, in granting the injunction, cited Iowa Supreme Court decisions holding that carrying a banner in front of a business establishment is "a public nuisance." The union, however, defied the injunction and continued to picket the chiseling boss until they won their demands.

Progressives Win Victory In Youngstown

Youngstown, Ohio.—At the annual elections to the Mahoning County Labor Congress, held Monday, February 5th, the building trades unions, which have dominated the Congress for forty years, were voted out of office and a complete slate of progressive candidates elected.

The long and persistent struggle against the conservatives was carried on mainly by representatives of the various miscellaneous trades who for some time have been organized in a Board of Business Agents.


When the elections came, the building trades were so far outnumbered they did not even put up candidates. What remains now is to consolidate these gains and really make the Labor Council the unifying center of the labor movement that it should and can be. The new leadership in the union movement is determined to accomplish this and everything points to a healthy future for the unions in Youngstown.

Jewelry Workers Group Announces Benefit Dance

A Benefit Dance, featuring old time and modern music, will be presented by the Jewelry, Optical and Watchmakers Workers Council on Friday night, February 17th, at the Southside auditorium, 12th Avenue South and 3rd Street. Admission is 25c each, and all friends of organized labor are cordially invited to attend.

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Scissorbill Sam, The Boss's Man

I've worked ten years for the company and never asked for a raise or a vacation. Now I'm going to get a ten-year medal with my name on it!

Des Moines Drivers Move To Organize Standard Oil

Truck Drivers Local 90 of Des Moines have begun a drive to organize the drivers and bulk plant employes of the vicious anti-union Standard Oil Company in that city, drivers officials announced last week.

Standard Oil, which is on the unfair list of the Des Moines Trades and Labor Assembly, tried to form an "independent" union months ago when Local 90 was organizing oil drivers and bulk plant workers.

Branding the so-called "Central States Petroleum Council" a fink organization with no power to enforce its demands by strike action, Carl Keul, Des Moines Joint Drivers Council president, declared, "The experiences of the men who did drop out of this camouflaged company union should be educational to other employes when choosing between a bona-fide union or a company union, usually called an independent union."

Only Non-Union Firm
Standard Oil is the only remaining company in Des Moines which has not signed with Local 90 of the International Brotherhood of Teamsters, which has organized oil drivers and filling station attendants in scores of cities. The fink "independent" union reveals in its contract several phony clauses which indicate to trade unionists who is behind it and how it operates.

First, "Standard Oil" is plastered throughout the constitution, with emphasis placed on that company to the exclusion of other companies.

Second, there is no provision for any regular meeting of the membership of the union. Power is left entirely in the hands of a "Committee" which calls meetings at will.

Third, the decision of the committee is final and binding in any wage or complaint adjustment. This makes strikes impossible.

Fourth, the initiation fee and the payment of dues are each 50

Gold Bubble Passes Local 221, In First Place

The Gold Bubble bowlers took two games from Local 544 to go into first place in the union bowling league. The Meat Drivers took the odd game from Local 289, Gillespie running up a score of 598. The Soft Drinks surprised the league by blanking the Ice Drivers, and Minkins took a double from Liberty Cabs.

Team	Won	Lost
Gold Bubble	32	25
Local 221	31	26
Local 289	30	27
Soft Drinks	30	27
Meat Drivers	29	28
Minkins	27	30
Liberty Cabs	26	31
Local 544	23	34

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With the Dairy Workers Local 471
By George Bergquist
In the last two weeks we have lost two of our brother members by death. We take this opportunity to caution you to see that your dues are paid to date, your fines are paid and your initiation fee is paid in full. We are all so busy that we sometimes get careless. We, also want to make an appeal to the wives of our membership. You are the beneficiary and should be concerned in this matter of "Good Standing." Once a month ask your husband for his receipt. If he cannot produce the same, call Ge. 4691 and get a true picture of yourself as beneficiary. The thing that hurts Gene Larson most, is to tell a needy wife and family, "I'm sorry but there is nothing we can do because he was delinquent."

Brother Sylvester Bosky of Local 471 was indorsed last Friday for alderman of the First Ward by the Teamsters Joint Council. He has been a member of Local 471 for over fifteen years and deserves our whole-hearted support. He is out to beat a conservative and we must help him do it. Any financial or moral support will be greatly appreciated. This indorsement brings him all the support of the Driving Unions. Brother Bosky lives at 2406 University Avenue N. E., telephone GR. 4880. Call him and let him know what you can do to help or better yet, send him a "dollar or two."

Coffee Cries Local 275
By Bill and Don
It seems that the Jewell Tea won't have much business left if all union members will continue to boycott this fink outfit until they come to terms and sign a union contract.

M. Swenson has quite a sales talk on eggs lately. It seems he's really going into the business seriously and must be doing a good job of disposing of them as he hasn't been stuck with any so far.

Stub Olson really believes in "better late than never." He always attends union meetings but usually barges in just in time to second the motion for adjournment.

G. Hearle has been making quite a few trips to Hopkins lately. Can there be a "she" in it?

Brief oddities that never happen: — Vern Selgeby voting against a party or a fishing trip—L. Brubaker and Knutson attending a union meeting—A Jewell Tea driver admitting he's having a poor week.

Strange how newspapers (the Hearst, for example) which make the least use of the freedom of the press do the most talking about it. —NEW YORK POST EDITORIAL.

The present crisis (1929-1936) shows that the capitalist system is dead. — SIR MONTAGUE NORMAN, head of the Bank of England, in 1935.

Fidelity State Bank
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MARIGOLD GARDEN - GRANT AND NICOLLET

Detroit Drivers Expose Record of Frank XX Martel

As members of General Drivers Local 271 continue to drive Detroit beer trucks in defiance of Frank X. Martel's ruling which had awarded jurisdiction of the beer drivers to the Brewery Workers Union, Local 38, Local 271 and Teamsters Joint Council Number 43 this week issued a blast against Martel which, when more widely known, will explode for all time Martel's record as an "impartial" arbiter.

Martel, the president of the Detroit and Wayne County Federation of Labor, has a previous record of betrayal against the members of the International Brotherhood of Teamsters. In a lead put out by Local 271 and the Teamsters Joint Council, Martel is shown to be the "impartial" arbiter who, in April, 1935, was engaged by the Drivers Local 332 and the Brewery Workers Union of Flint to arbitrate a situation similar in many respects to the one now on in Detroit. In the Flint dispute, as in the Detroit dispute, Martel decided against the IBT affiliate; and four years later he has the colossal effrontery to put himself forward as an "impartial" arbiter in a similar dispute!

How Flint Fight Ended
The Flint Drivers Union fought the verdict of Martel and were well on the road to success when a prominent union official of Flint was paid \$450 in cold cash to bring the dispute to an end. Though Martel knew that the Brewery Workers International Union was behind this move he uttered no protest and stuck to his original decision to award jurisdiction to the Flint Brewery Workers Union.

Martel's recent decision against the Detroit drivers is in direct violation of every American Federation of Labor Convention decision since 1907, when the International Brotherhood of Teamsters was first awarded jurisdiction of the beer drivers. Succeeding conventions of the AFL have only reaffirmed the original decision.

William Green, AFL president, wired Martel last week and in the strongest terms denounced the unfair decision and demanded that he abide by long-established AFL rulings regarding beer drivers. The membership and officers have voted to back Green's demands. Only Martel and the Brewery Workers Unions are the bitter enders, but pressure of the IBT and the rest of the labor movement will soon put an end to this. Meanwhile, Local 271 drivers man Detroit beer trucks.

DEMAND UNION CLERKS
We hope our good friend Joe F. is receiving his Organizer down in Hot Springs, Arkansas. We all sure did like the pecans, Joe. We hope you will have a lot of news for this column when you return. Hurry back.
Mel Johnson and Jerry Creners would like to hear from all you

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Attention! Independent Truck Owners

According to the new ruling of the Executive Board, independent truck owners can re-join the Independent Truck Owners Section of Local 544.

Local 131 "Gas and Suds"

From the reports we hear, the party that was arranged by your entertainment committee seemed to meet with your approval in a big way. Your committee regrets that the weather was so bad that night, which evidently kept a great many from attending.

The membership authorized the purchase of fifty tickets to the dance that is to be given by the Cleaning and Dye House Workers, Local 30, on March 7. Anyone who wishes, may obtain tickets at our office free of charge.

Our friends, the Artistic Cleaners and Dyers, show true fighting spirit, for, after being spanked twice by our State Supreme Court, they are now carrying their appeal to the United States Supreme Court.

Watt Notes

Beginning the first of March initiation dues for journeymen will be \$50. This action was taken at the last membership meeting.
"All for fun" Fun for all Saturday, April 22nd.
A few more were initiated at the last membership meeting.
Someone wants to know who the "big shot" is that has a desk in the janitor's locker room at 5th Street.

We have discovered a couple more bad cases of chiseling. A couple of members who were quite a bit delinquent came in and straightened up "by request." We're on the tail of a few others.

"Dollar and ten" Haack of the Meter Department is laid up at home with a sprained ankle.

Brother Sherman, operator at Riverside, was greatly mystified last week when asked to report to the Credit Union office. He didn't owe any money and didn't have a loan. He found out, however, that he had been an officer of that organization for six weeks and didn't know it.

When you make out your income tax, Brothers, don't forget that your union dues are deductible.

According to reports our union brothers, Professors George Spencer and Frank Kline, are doing a good job teaching switchboard classes at Dunwoody.

Things we have heard about but have never seen: Blue lightning when Baldus has lost a big one; an operator doing a dance and singing in the rain at 3 o'clock in the morning; and a brother three months behind in his dues bragging about how good a union man he is.

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TAXI TOPICS

By Carly and Lunde
The "Stork" bucked head-winds, bounced off a high drift or two but finally made a safe landing at the Mr. and Mrs. John McMurtrie home, leaving a seven pound boy.
"Spotty," the 544 mascot of the truck drivers strike of '34 and also loaned to us for our "vacation" last year, followed "Squirrel" Palmquist into our meeting the other day; looked the situation over and indicated "no dice."

"Pat" Seeley was one of the "have-nots" the thirteenth of February. "Midget" Wiggins handed him a trip-sheet read-out and sent him on his merry way. Now Brother Seeley found business, in fact a nice dollar and twenty-five ice-breaker ready to be wheeled away except for one thing: there was no rear cushion in his cab. Suggestions . . . he could haul freight . . . charge half price for standing room . . . specialize on the "souses" who would rather ride horizontal anyway.

This changing world: after ten years more or less, Ray "Whiskers" Landis is coyly admitting that he is open for offers on his wreckmobile, Hudson or some such name, anyway at one time it was an automobile and now he will sell or trade.

"Super" Jack Daly coasts up to the gas pump, shouts "fill her up, two gallons, no more, I'm gonna trade 'er in." Uh! Hu! and when he gets through with them they need more than trading to make 'em run.

Oh! la-de-da do you and you know why Harvey, of the clan Swenson, makes change with his gloves on this week? He's got a manicure, color and all but the good wife knows all about it so there's no scandal at all.

Eric and Joe of the Yellow Cab baggage are tossing tables from one floor to another. They get free rides on the freight elevator, an audience and a good appetite; besides the prestige it gives them when people see them coming out of the Radisson hotel.

The lunch brigade suffered a severe set-back that 25 below zero day; some of us got stalled and our lunch froze and we froze, the radiator froze so we went "cave society" for the day. P. S. We think we found out where "Home James" calls plowed ground avenue, only we plowed snow over it.

Better make arrangements with Emil Karriger for hospital insurance. The Y. C. company has obliged us by deducting the payments off the last check of the month so you can't forget. Collections are a poor substitute for this sort of protection.

"Two-Ton" Taylor is overrun with responsibility: because the other drivers in their bachelors' rendezvous don't believe in alarm clocks, he must wake them up; but why does he come last to work?

Friday and Saturday of last week were just like old times . . . These new shifts will probably have some of the boys walking in their sleep.

With the present Socialistic machinations, it may happen that I shall order you to shoot your own relatives, your brothers, or even your parents—which God forbid—and then you are bound in duty implicitly to obey my orders.—KAISER WILHELM II, to his recruits, in 1891.

We cannot assent to allowing our patriotism to interfere with our duty as trustees of the Dupont Company.—PIERRE S. DUPONT, 1918, American munitions manufacturer.

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St. Cloud Takes 544 Bowlers, 2-1

The first game in a bowling series between the St. Cloud Drivers Union Local 329 and Local 544 of Minneapolis went to St. Cloud last Saturday night when the Granite City teamies took the odd game.

Local 329 has challenged Local 544 to an inter-city bowling series, and the next game will be played in St. Cloud on Saturday, February 25th.
Local 544's team will really have to buckle down to business if it is to stand a chance with the St. Cloud pin wizards.

On WPA Projects

By Vic W. Nicholas
Quoting Raymond Clapper: "Much of the government's fumbling with low cost housing has been caused by the inability to get construction costs down to the level the 'submerged one-third' could afford. It isn't a matter of getting the housing cost down. The fumbling is in not getting the 'one-third' (and that is a conservative figure) up."
Dismissals of all persons who are not full-fledged citizens is the next step in the purge of WPA workers. Hitler's first purges were along similar lines but with each successive beating down of the workers he grew bolder and is now using the headman's axe. Don't say that "it can't happen here."

The veterans on relief and WPA are holding a meeting Saturday morning at 10 o'clock at 257 Plymouth Ave. N., under the auspices of the Federal Workers Section of Local 544. Their problems can only be solved with the support of all the workers in the labor movement. A definite start by the unemployed vets along with the other workers locked out of private industry will show the bosses that they are now facing a united front.

All members of the Federal Workers Section are urged to contact the unemployed Vets and youth of their acquaintance and send them up to the drivers hall. Fighting on a dozen fronts without a correlated plan of action serves only to weaken all forces. But if all fronts have a positive program, they will display the strength of unity.

The organization aid committee met Monday night and has mapped a plan of action. Eight sub-committees were set up and will start functioning immediately. All committees are to hand in written reports once each week and it will be only a short time before the value of such reports will be shown by the smoother working of the organization.

The Federal Workers Section of Local 544 has once more demonstrated what a union with a plan of action and some fight can do—35 women members back to work out of the 50 that were cut off in the past month. The cases of the remaining 15 are still open and some of them will no doubt be re-assigned.

The trucks that deliver your surplus commodities should be driven by a member of 544. Ask him to show his book.
FWS extended a sympathetic hand to Mrs. Hart at the death of her husband last week. Roy Orgon arranged with the relief department for the funeral.

Last Friday's membership meeting was attended by a few hardy souls who braved 20 below weather to take part in an inspiring meeting.

I expect to pass through this life but once. If, therefore, there be any kindness I can show, or any good thing I can do to any fellow being, let me do it now. Let me not defer or neglect it, for I shall not pass this way again.—STEPHEN GRELLET.

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Relief Client's Psalm

By H. E. HARLAN
The Relief Officer is my shepherd, I am in want, She leaeth me to lie down in the alleys,
She leaeth me beside the still factories,
She disturbeth my soul.
She leaeth me in the paths of starvation for her job's sake.
Yea, though I walk in the valley of the shadow of hunger I anticipate no food, for she is with me.
She prepareth a reduction in my budget
And in the presence of mine enemies
She anoiateth my person with abuse, and my Cup runneth over.
Surely unemployment and poverty shall follow me all the days of my life and I Shall dwell on a budget forever.

Local 131 Bowlers Fight For League Lead

The bowling team of the Laundry Drivers Union Local 131, with 34 victories and 22 defeats, now finds itself in third place in the league. Local 131's team is considered one of the most formidable opponents in this winter's play.

Members of the team are C. Stone, Peterson, and McClay, all of the Model Laundry; W. Turbin of the Dispatch; M. Withrow of Crystal Dry Cleaners; and Dix of the Twin City Cleaners.
The high team score for three games is 2,810 pins. In one single game, Local 131 ran up a score of 1,020. Turbin heads the team with a high single three-game score of 632.

LOCAL 1859 Knots to You

By Richard Gilmore
Thought for the day: How many of us own enough ground to be buried straight up in?
When it's raspberry time in Hopkins and Edwin Grabow sees the queen.
None of this here "store-boughten" stuff for Hjalmer J. Antonson of Robbinsdale. No sire! Hjalmer has his car chains handmade at \$5 a fitting.

Mail on Monday, mail on Tuesday, mail every day. Jack Savada in the machine shop, gets more mail than Santa Claus. What's he got that we ain't got?
Remember the no-drink bet between Harry Carlson, Andrew Heflin and Gordon Bishop? Well, Bishop's iron will broke last Wednesday night. Will Bishop pay the boys \$10. Will the boys get the \$10? To be continued . . .

Frank Schwartzkopf is home from the hospital and getting better day by day. Ed Jordan, Charlie Johnson and Andrew Haugness called on Frank last week. The address is 903 20th Ave. N. E. Phone Granville 5211. A little call might help to cheer him up.

Three men were carrying a big door that last week's storm had torn off the warehouse. They had it above their heads at arm's length when Brad Morrison, who was in front, stumbled over a board in the snow and went down flat on his belly. The heavy door would have cracked him across the back if Frank Eull, who was in the middle, hadn't managed to keep his hold and let the door down easy on Brad. Boy, that was a close shave.

Jack Lapata, who rides the tractor in the lumber yard by day, hopes to ride by night in a '32 Chevrolet coupe. At least, he has made a payment.
Gordon Bishop ain't got no Model A no more. Since last week he rides to work in a '35 Chevrolet coupe. Just a little love nest.

A smoke, a smoke, anything for a smoke. But Fred Diedrick couldn't get a smoke. Not on Sunday.

That's all for this week. Meantime, let's attend the union meetings and see that we can show a paid-up union card at all times.

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Northwest Organizer

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

OFFICE OF PUBLICATION, 257 PLYMOUTH AVE.

SUBSCRIPTION RATES

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

Entered as second class matter May 1st, 1935, at the Post-office at Minneapolis, Minn., under Act of March 8, 1879

EDITORIAL BOARD

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

What the Omaha Victory Means

All during the twenty-two weeks of the drivers' strike centering in Omaha, both the Omaha Business Men's Association and the General Drivers Union Local 554 of the International Brotherhood of Teamsters agreed on ONE POINT: That the outcome of the strike would profoundly affect the lives of tens of thousands of workers in the area.

The Business Men's Association said this. The union said this.

But the strike didn't go the way the employers thought it would. It went the way the UNION thought it would. Instead of being just another lost strike, it culminated in a smashing triumph for unionism.

For the FIRST time, organized labor has demonstrated it can win a decisive victory over the dark forces of reaction exemplified by the Omaha Business Men's Association.

The drivers have successfully shown that workers CAN organize and CAN win better wages and better working conditions and job security.

Lessons of the Strike

1. When labor stands together, it is invincible. Standing alone, the Omaha drivers could never have won through to victory. With the enthusiastic support of the great International Brotherhood of Teamsters, the 11-state Area Committee, drivers' unions from coast to coast, the Central Labor Unions in Omaha, Council Bluffs, and Sioux City, and the friendly aid of thousands of workers—AFL, CIO and unorganized—it was a foregone conclusion that THIS TIME the victory would go to labor. In union solidarity there is strength. The triumph of the strike was a victory for ALL labor.

2. When faced with a band of workers fighting for a decent life, all the big bosses always stick together as a class to smash the threat of unionism. Local 554 wasn't only fighting the trucking operators—it was fighting the boss press, the banks, the boss politicians, it was fighting the organized boss dictatorship of the Omaha Business Men's Association. All workers must learn a lesson from the bosses' book and stick together in the same way. American labor leaders over fifty years ago coined that grand old slogan: An Injury to One Is the Concern of All! Labor can't do better than to follow that wise rule of our forefathers.

3. Boss politicians always support the bosses in everything that counts. Every public official, every public agency, without exception, either secretly or openly supported the Omaha Business Men's Association against the strikers. The relief department denied relief to strikers, and helped to recruit strike-breakers. The police in every town affected by the tie-up victimized the strikers. Well over 200 arrests were made. The Nebraska state legislature refused to appeal the infamous anti-picketing law.

"Liberal" politicians look no different than reactionary politicians when a strike is in progress. Republicans look just the same as Democrats. There wasn't a particle of difference between the behaviour of a liberal Senator Norris and a reactionary Senator Burke. In the showdown they both proved to be boss politicians.

In the struggle between the exploiters and the exploited, the workers will always be handicapped until they take the road of independent working-class political action and use their political power against the political power of the bosses. This strike showed the need for a labor party, a labor party with a bold program that can rally the exploited farmers, the youth, the aged, the middle class, to the side of labor.

What Victory Means to the Drivers

The strike victory will not end the efforts of the General Drivers Union Local 554. Rather it poses a tremendous task before the teamios. The union will have to consolidate its position.

Every member must give his union the same sort of active and devoted support that he gave it during the strike. Many a strike that has been won on the picket lines, won in negotiations, has been turned into a defeat because union members felt they had a contract and therefore didn't have to bother about the union any longer.

The bosses look hopefully for just such an attitude, which gives them the opening they need to start chiseling on the contract and undermining the union.

To the Campaign for the Standard Area Pact

In this campaign the International Brotherhood of Teamsters has taught the operators all over the country a lesson they won't forget. In Sioux Falls, in Des Moines, in Kansas City, and now in Sioux City and Omaha and the other Nebraska towns—in short strikes and in long strikes—the International Brotherhood has proven its power. It has shown such strength as no labor organization in the history of this country has surpassed. With the Omaha victory under its belt, the International Brotherhood of Teamsters turns to the Southwest, the next big area to be conquered for the standard over-road agreement and for unionism.

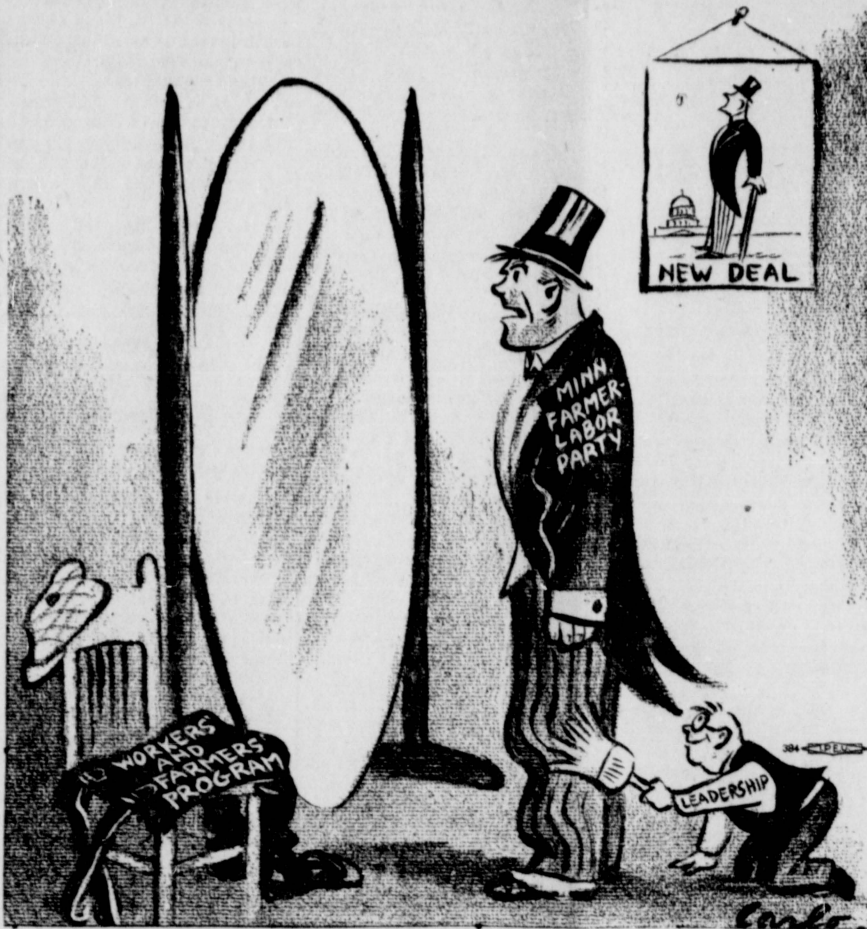
To All Workers in Omaha

For years the Omaha Business Men's Association has used every weapon of terror and intimidation to bolster the idea that Omaha is "different," that unionism can't win in Omaha. With one decisive blow this myth has been destroyed. The drivers' victory has strengthened every union in Omaha, has made their future gains a hundred times easier, has pointed the way to workers in the mills, the factories, the warehouses, the stores, the service trades, to organize and build their unions, to win decent wages and conditions. Already, the drivers' victory has spurred the Omaha packinghouse workers to lift their heads and call the boss to order.

To the Unemployed

The unemployed of Omaha, like the unemployed of the nation, are now facing the most terrible prospect of their lives. The national administration's "Defense" program is part of an elaborate, vicious, hypocritical scheme for cutting one million workers off WPA, and eventually plunging the American masses into a new imperialist war

All Dressed Up—And No Place to Go



Keeping Step With 544

By Micky Dunne

The conductor of this column feels that so threatening a situation confronts all independent truck owners as well as the other trade unionists on WPA that it is better today to give up the usual piffle and kidding for something more worthwhile.

Authentic, confirmed information has arrived in this office that threatens a complete breakdown of all wage and hour conditions our union has been able to bring about for independent truck owners on WPA.

Although the order is not yet official, we have learned that all trucking jobs on WPA are to be thrown open to COMPETITIVE BIDDING.

DO YOU KNOW WHAT THIS MEANS?

It means that the hourly wage and the equipment rental schedule we have accomplished here at such great cost is about to be smashed down by orders of WPA officials in Washington. If carried to its logical conclusion, it means that union brother will be pitted against union brother in a fierce competitive wage-slashing campaign for all trucking jobs available on WPA.

An attempt to put over the same union-wrecking plan was tried by WPA officials in the state or Ohio not so long ago. Only a complete tie-up of all WPA jobs where truckers were employed staved off this disaster.

UNITED AND DETERMINED PROTEST NEEDED

Every independent truck owner, whether now employed on WPA or not, should be conscious that his whole economic security is endangered by this order. The move against an established wage and equipment rental scale on WPA is only the beginning of a campaign directed against all established and recognized union scales on federal projects. Every independent truck owner must organize to attend their regular meeting of

for profits. As for the AFL's recent monthly survey stated: "Excessive armaments lower living standards and increase danger of war." Labor must smash the "Defense" program, must demand that all war funds to the unemployed, must change the super-armament program for the masses. In order to accomplish this, the unemployed must be organized and the closest unity established between the employed and unemployed.

During the Omaha strike, much progress has already been made towards this goal, culminating three weeks ago in the organization of the Federal Workers Union. All the jobless should join this organization and fight together for the right of every person to a job at union wages and union conditions.

Make Omaha a Union Town

An iron weight has been lifted from the hearts of thousands of Omaha workers. The record of labor defeats is now reversed. The ground has been laid for a new sort of labor movement, a movement with a new fighting spirit, a colorful movement, a movement that will become accustomed to victories, not defeats.

A few weeks ago a drivers' union official in Kentucky wrote to the Omaha drivers: "The rest of the country is waiting for Omaha to show that IT CAN BE DONE." And this is exactly what the teamios have demonstrated.

March 2nd, determined to engage in a finish battle with WPA officialdom on this issue.

DO NOT BE DECEIVED

Do not be fooled into thinking that this order only means that this is a sham battle against your established conditions. It is much more than that. It is a direct and open challenge to all union standards now in effect on WPA. Your united strength is the only weapon that can keep this vicious order from being put into effect. Rally all trade unionists to fight against this menace to union wage and security.

Sioux Falls Drivers Sign 2 Dairies

Sioux Falls, S. D. — General Drivers Union Local 749 signed new creamery contracts February 2nd with the Crescent and the Dairyland creamery companies.

The old agreements had expired November 16th, 1938. After lengthy negotiations, new pacts were signed last week, calling for monthly wage increases from \$2.50 to \$10, full seniority, a week's paid vacation for all employees with more than one year's employment, the 8-hour day and the 48-hour week.

The new pact will remain in effect until February 1st, 1940.

A third dairy, the Lakeside, this year refused to sign a union agreement on the phony pretext their employees had formed a company union. This anti-labor outfit has been placed on the "We Do Not Patronize" list of the Sioux Falls Trades and Labor Assembly. Local 749 is undertaking action in an attempt to bring this company back into good standing.

The sanctity of human life has sometimes been exaggerated to the disadvantage of certain other facts of life.—SIR HERBERT LAWRENCE, Chairman of the Board of Vickers, Ltd., the great British armament manufacturer.

B. F. Nelson Workers to Meet February 18th

A special meeting of the B. F. Nelson Section of the Warehouse Workers Union Local 20316 will be held this Saturday, February 18th, at 4 p. m. in the union hall. The meeting will discuss terms of the pact for the coming year.

Independent Truck Chatter

By the Executive Board

Important Notice!

Rumor has it that the WPA contemplates forcing all trucks to go on a competitive bid basis. Be sure to attend the meeting Thursday, March 2 for details.

On February 1st, the Executive Board made a ruling in regard to delinquent ITO members and former members which may have an important bearing on your case.

The new By-Laws of Local 544 will probably go into effect sometime in March, 1939. As you are perhaps aware, the new By-Laws carry increased benefits for members who are paid up and in good standing. Many Independent Truck Owners who are now members of the organization, some who are former members and a number who have never belonged to our organization should be allowed to become members in good standing prior to the time when the new By-Laws are effective.

If you are a member who is behind in your dues, you can become reinstated by paying your current dues and a \$3.00 reinstatement fee which makes a total of \$5.00, to bring yourself in good standing. If you owe dues in excess of \$5.00 plus any fines, the foregoing will also hold true for you. To bring yourself in good standing you simply pay \$2.00, the current month's dues, and a \$3.00 reinstatement fee; your fines will be removed. At the present many truck owners are now paying current dues but owe to the union varying amounts of back dues. In accordance with the new ruling, such back dues owed the local would be cancelled.

To those truck owners who have not been members of General Drivers and Helpers Union, Local 544, for the period starting February 1st until the new By-Laws go into effect, you will be taken into General Drivers and Helpers Union, Local 544 as a member in good standing for a payment of \$5.00. We believe that every member and every non-member will realize that with the increased benefits that will accrue to paid up members, it is important that everyone who is ineligible get themselves in good standing by that time.

P. S.: For further particulars, contact Harry De Boer or Curt Zander at Union headquarters.

Bakery Drivers Unions Meet In Des Moines

Delegates from fifteen bakery drivers' unions in five states met in conference last Saturday in Des Moines, Iowa, in the drivers' hall to plan a coordinated campaign to raise wages and improve working conditions of bakery drivers in the area.

Another conference will be held in Des Moines on Tuesday, March 11th.

Seniority Will Prevail At Pink Supply

Because of flagrant violations of seniority by the Pink Supply company, organizers of the Warehouse Union Local 20316 instructed the management this week that it will enforce the union agreement to the letter, including those provisions calling for penalties in case seniority is violated.

Pink has made a practice of systematically discriminating against union workers in favor of non-unionists whose seniority ranking is considerably lower.

Local 20316 has informed the firm that until the penalties due the union are paid, these cases will not be considered settled. It is hoped this insistence on strict interpretation of the union agreement will be an indication of what all chiseling employers may expect from the union.

In case the Pink company refuses to pay the penalties provided for in the working agreement, Local 20316 is prepared to take further action.

Montana Workers Protest WPA Cut, War Budget

Roosevelt's program to starve the unemployed in order to feed the boss war machine was roundly scored in a protest resolution sent U. S. Senators Burt K. Wheeler and James E. Murray by the AFL Federal Labor Union Local 21760 of Plentywood, Montana.

The text of the resolution follows:

"The hypocrisy of President Roosevelt in asking for only \$875,000,000 for WPA workers is now apparent to the most backward. He has made certain to ask enough funds for the future murder of millions of unemployed. These victims are now being turned into the streets by the hundreds of thousands, hungry and homeless.

"It is your duty to fight against Roosevelt's brutality, and we expect you to do so unflinchingly. We need bread and butter to sustain our families, and not battle-ships and bullets to bring about their murder."

Local 21760's protest against the criminally inadequate figure for WPA submitted by President Roosevelt was sent before the reactionaries in Congress ganged up to cut the figure still lower, to \$725,000,000.

Cleveland Unemployed Demand Jobs

Cleveland, Ohio—Several hundred unemployed, organized in the CIO-WPA Industrial Union, protested in a colorful demonstration last week before the district WPA headquarters, against the "guns instead of butter" program of the New Deal.

Forming a three-deer picket line, fired WPA workers including about one hundred widowed mothers laid off the sewing projects, cried "Stop the layoff," and "We demand jobs."

Each union member wore a white and red arm-band bearing the organization's name. Picket captains with special red arm-bands and service caps used by the United Auto Workers, directed the demonstrators. A parade through the down-town area preceded the demonstration.

Man is the only animal that devalues his own kind, for I can apply no other milder term to the governments of Europe, and to the general prey of the rich on the poor.—JEFFERSON.

COMING EVENTS

Second Annual Chauffeurs' Union Dance—February 21st at Southside Auditorium.
Sixth Ward Farmer-Labor Club dance—February 17th at Dania Hall.
Sunday Forum—Tex Norris speaks on "National Defense: What For?" at 919 Marquette, February 19th, 8 p. m.

On the National Picket Line

(Continued from page 1)
tee any time they asked for such a meeting.

From Cleveland, Ohio, comes the welcome news that not all of the locals of the United Auto Workers are split over the Martin-Stalinist fight. The Executive Board of Local 88 of the UAW, meeting in Cleveland, issued a statement to the effect that their local is not and never has been in a turmoil over the factional dispute.

The statement condemns the general Executive Board of the UAW for its fighting, and calls spades spades when it says "Since the last convention of the UAW the Executive Board has met thirteen times, and most of the time spent in session was used to discuss factional issues and fighting to regain control and jobs rather than in earnest consideration of the problems of the rank and file, in carrying out the organizational work so much needed in Ford and the competitive shops."

"... We (Local 88) have spent our time in fighting the employers against wage cuts and for higher wages and for better working conditions... We have taken no part in the factional disputes..."

A scathing rebuke, well administered, for Martin and his gang, and for Frankenstein.

The inter-factional fight between Martin and company and the Stalinist-controlled Frankenstein-Hall group can only work as a detriment to the entire United Auto Workers.

Last week we reported here

on the case of Wilson and Sons Packing house firm versus the Truck Drivers Union, the Butchers Union and the Warehouse Employees union of Philadelphia. Wilson and Sons was asking for injunctions against the three AFL unions to restrain them from striking for a closed shop. Attorneys for the employers said that while of course the closed shop was "legal" it was not legal to force men to join a union if they (and their bosses) didn't want to.

This week Federal Judge William Kirkpatrick handed down his decision. He refused to issue injunctions against the unions. He said that whether or not the closed shop was "legal," the unions were within the rights given them in the Norris-LaGuardia act. He further said that the company's charge that the unions had employed "fraud and violence" did not appear to hold water.

However, the good judge advised the defeated employer to immediately appeal the decision to a higher court as "far reaching questions were involved in this case."

He also said that although the plaintiff had failed to show that the unions had employed "fraud and violence" in the perpetration of their strike against the company, it appeared to him that "certain individuals within the union had been guilty of such acts as individuals." He stated that unless these persons ceased their activities in this direction, he would be forced to issue injunctions against them.

And what sweeter way of stymieing and hog-tying a union is there than restraining its leaders from doing anything to carry out the dictates of the membership during a strike?

WHAT A SYSTEM!

War is but the continuation of politics, by other means.—KARL VON CLAUSEWITZ, Prussian military leader and writer.

UNION MEETING SCHEDULE

LOCAL 471 The Milk Wagon Drivers and Dairy Employees Union Local 471 meets the first and third Tuesdays of each month at 7 p. m.	LOCAL 160 General Membership—First and third Thursday. Seniority Board—Every Monday. Executive Board—Every Tuesday. Stewards — Wednesdays preceding first and third Thursdays.
LOCAL 131 Second Thursday each month, 9 p. m., third-floor.	LOCAL 1859 Casket Industry—Feb. 14. J. R. Clark Section—Feb. 15 Puffer-Hubbard Section — Feb. 16 American Excelsior—Feb. 21 Twin City Stewards—Feb. 13 and 27 Grievance Board—Feb. 13 and 27
LOCAL 259 Second Monday of each month.	LOCAL 1086 The Retail Clerks Local 1086 will meet on the first and third Tuesdays of each month.
LOCAL 664 The City and Sanitary Drivers will meet the second and fourth Thursday of each month. Park Board Grievance Committee — Monday night preceding the last meeting of the month.	LOCAL 958 Night Drivers — 1:00 p. m. third Thursday each month. Day Drivers—7:00 p. m., third Thursday each month.
LOCAL 1086 The Retail Clerks Local 1086 will meet on the first and third Tuesdays of each month.	LOCAL 544 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. Tuesday, February 28—Sand and 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
PETROLEUM DRIVERS Regular Membership Meeting—First Wednesday each month.	FEDERAL WORKERS Regular Membership Meeting—Second Friday each month. Stewards' Meeting — Every Wednesday, 8 p. m.
LOCAL 977 General Membership — Second Monday each month, 9 p. m. Grievance and Seniority Boards — Each Monday, 8 p. m. Stewards—Fourth Monday, 9 p. m.	LOCAL 289 Retail Drivers—First Thursday. Wholesale Drivers — Second Thursday. Yeast Drivers—Third Thursday. Cake and Pie—Third Thursday. General Membership — Fourth Thursday.
LOCAL 346 Regular Membership Meeting 2nd Monday each month, 8:30 p. m. 4th Monday each month, 1:30 p. m.	LOCAL 103 Regular Membership Meeting—2nd Tuesdays. Executive Committee Meeting — On call.
LOCAL 977 General Membership — Second Monday each month, 9 p. m. Grievance and Seniority Boards — Each Monday, 8 p. m. Stewards—Fourth Monday, 9 p. m.	PRIVATE CHAUFFEURS The Private Chauffeurs and Helpers Local 912 meets the first and third Tuesdays of each month.
LOCAL 221 Day Laborer Section — First Tuesday each month. Independent Truck Owners Section—Second Tuesday each month.	LOCAL 20316 Stewards — First and third Tuesday. Regular Membership Meeting—Fourth Tuesday. Executive Board — Regularly every Monday.