CASKET WORKERS ON STRIKE

DISPUTE OVER BACK PAY FOR COAL WORKERS

Locals 221 and 544 Reach Agreement on Coal Yard Jurisdiction

Both Unions to Engage in Strike of Coal Mill Chisellers

The principal difference of opinion is over the coal mill employers and the union commit- tee is the question of the retro- active date of the new contract. The union is demanding back pay to June 15. The committee will report in detail to the next meeting of the locals scheduled for November 16.

A strike has been worked out between Locals 544 and Local 221 on the question of jurisdiction in coal yards under which Local 221 will have jurisdiction over areas at Cedar, H. A. Hartman, North Part Fuel and the yards owned by Solomon and Halle. Wages dealers from both unions will be permitted to haul out of the old Campbell yard in southwest Minneapolis. All other yards will be subject to the juris- diction of Local 544.

At the membership meeting on Tuesday, November 16, Local 221 voted to immediately increase their increase by $1 per day for each member and to again increase it to $2.50 on January 1 of next year. The increase in Local 544 will also be in- creased to $1 per day. In either union will accept men from the other without an approved trans- fer card.

Both locals will co-operate in a drive against the industry of non-union chiselers.

Luger Signs Up After Walkout

The Luger Furniture Company thought that Local 544 was job- bing about their having to sign the furniture store contract. Their at- tempts to lighten them from being in- volved by smuggling excuses about not being able to get the board of directors to accept the weeks’ pay and nothing happened so Luger thought he was in the clear. When he didn’t know what was going on, Local 544 never forgets and that the four men were only due to the grocery strike.

At Longfellow and Alida Bayliss and Postal called on him to join them in again press for the signing of the contract. They were in line of the contract, the company, men went on strike, and three days later the company signed up with back pay to August. The Alida Bayliss-Sterling Co. is next on this list.

Flour and Cereal Mill Workers Settle Strike at Pillsbury’s

Minneapolis Milling Co. Also Signs Up With Union

The Flour and Cereal Mill Work- ers at the Pillsbury Flour Mills returned to work today, Nov. 12. The strike which was called by the Flour and Milling Co. Mill and the Union.

The agreement provides for union recognition, a 40-hour week with not over two eight-hour days in a week. A special stipu- lation provides that there shall be no recognition of any "company-union." At the Minneapolis Milling Co. the Flour and Cereal Mill Workers also came away victori- ous. The Minneapolis Milling Co. voluntarily closed down its mill over a week ago. During the shutdown the company attempted to organize a company union to thwart the efforts of the Union. On three different occasions the company tried to get the men to sign a non-union contract.

RELIEF COAL

On Tuesday, November 5, the Minneapolis Welfare Board voted to allow ton of fuel per month as supplementary re- lief to all family heads work- ing on WPA. This allowance is to be borne by the taxpay- ers of the city. Spokesmen for the Federal Welfare Sec- tions of Local 544 were at the meeting to speak in behalf of the WPA workers.

471 Gains Ground

Milk Dealers Union Local 471 reports that this council is being made in the negotiations with the ice cream manu- facturers. A special meeting of the men in this industry during the week was held at the union hall on Thursday, November 14. The main topic of discussion was the position of the men and their demands. Every union man and woman is urged to support the pressure on the manufacturers to give the men a fair share of the ice cream delivery.
Big Five Raises Drivers Pay $3

The organizational drive of Local 444 in the meat, sausage and produce industry is constantly gathering momentum. A special meeting of this section on November 14 was held, at which time the committee was appointed to facilitate the cancelation of the union membership in this industry.

The companies involved, there are 150,000 employees and 500 drivers, have agreed to deal as a group, notifying the union and all companies will have to be conducted with the union following the Big Five" and have increased their drivers' pay to $3 per week in an effort to block unionization. Indications are that they will find this action to be a blunt and unbothered.

John J. McNamara and Carl Schreffler, who earned the nickname of "generalVO during the grocery strike, are setting new standards.

With the Laundry Workers Union

Flash
As we go to press, orders come in at our office of employees going out for the evening, away of Reilly's. Less men have been reported playing at the Radisson hotel. The union intends to sympa-thize with the laundrymen and picketing outside of the plant.

The Wholesale Cleaners and Dryers "Association" which was organized in 1934 to crush the union at every turn, now plans to begin an all-out drive to crush the union.

An attempt was made by court order to buy a basic wherewithal upon which the picketers could be obtained. This attempt was perhaps the most disasterously far-out attack of any group of employees to disrupt and disrupt a union. Not only did they attempt to involve the union in a legal quagmire, but it was alleged that a conspiracy existed between the Wholesalers and Brothers Linke, business agent of the union, to force the members of the union to picket in the other plants and by a decree that Judge R. O. Rice dissolved the picket was the proof that no evidence was substantiated.

Local 183, Cleaners and Laundry Workers Union, will always be an organization devoted to the policy of benefiting the workers in their industry. All concerns, whether large or small, will pay the union scale of wages and maintain the working conditions called for in the contract. Any concern which thinks they can cheat on wages and hours and thereby reduce the wages of the workers and legitimate concerns will be dealt with.

Local 183 is jubilant of its reputation as the "Union of the South".

NOVEMBER MEETING SCHEDULE

Local 183, Inc.

Tuesday, Nov. 3—Executive Board and Stewards Meet.
Wednesday, Nov. 4—Membership Meeting.
Thursday, Nov. 5—Board Meeting.
Thursday, Nov. 5—Executive Board and Stewards Meet.
Wednesday, Nov. 18—General Meeting.
Tuesday, Nov. 25—Executive Board and Stewards Meet.

Local 183 meets the first and third Wednesday of each month at 267 Plymouth Ave. N., 8 p.m.

Bill Brown Says

Now that Minnesota has finally lost a game, and the Big Five are feeling the strain at Local 444. We have met the Citizens Union with all the tricks that they have and they haven't scored on us yet. We attribute it to the fact that this is solid, strong meat, that our opponents have never seen before. A few of you don't want a decent contract, but you'll have to do better next year. With new men entering every day, it seems that we will have a bigger and better year next year.

Retail Store Section Negotiating Contract

With all stores except Dayton's completely organized and that store having a half unit at Wirth market, the General Drivers, Local 185, are now attempting to negotiate with the representatives of the company and some progress has been made, although there are still wide differences of opinion on many matters.

Working conditions in some of the big department stores have been unusually bad. In some stores a work week of 70 to 80 hours is common. Furthermore, in almost every case, the work week is day to day and the union is attempting to reduce these excessive work hours and improve wages in all classifications.

Representatives from Donaldson and Young's and Yeagle and Quinlan's were present at the meeting, which was presided over by Bill Brown and Grant McAdams.

A special union meeting for the department store men has been set for Tuesday, November 12.

Ray Rainbolt Seeks Employer Mass Meet

The greenhouse industry with its myriad of growers, wholesalers and packers presents a difficult problem to the Local 444 negotiators because of the difficulty of arranging meetings with the employers. Rainbolt and Wagner are working very hard to make a long-term contract bind in pay.

Two cable operators in the Underground received an increase as of November 1. They have been a sore spot for a long time. It's entirely right but the rates helps some.

Independent Truck Carriers

Independent caused an ordinance to be passed which would give preference to individually owned and operated trucks. Still the problem isn't solved. Meetings had been held with the City Dispatcher and the City Engineer since that time, but only met with evasions and back talks. They have told us that they will try to get results. The Independent Truck Carriers (Owners met with the Good Roads Committee on Feb. 19, 1935, explained the situation, made them admit that there was an ordinance, and that there must be a law there. The ordinance they are now trying to have a general ordinance in the state law. The Independent Truck carriers said that the ordinance had been passed to get the preferred billing charge, and they have used that phrase. The rating commission said that the big problem of the Independent Truck Carriers, that they met with that commission, that they have not been able to have a seat at the table and that the rating commission has been fixed in such an area that it is impossible to do anything. The Independent Truck Carriers have a general meeting once a month, where they take in all the big money from the kings and queens of the industry.

New Contracts for Transfer Section

If the busy hum of meetings, and the preparation of bids, haven't given you anything at all, may I state that the transfer driver is going to have a first class job done on the current contract with the employers. The local section, with four subcommittees of employers representing the company, the handling, long distance furnishing, hauling and regulated motor carrier divisions of the industry. Group meetings of the men from the different divisions have been held. This has been a part of the plan. The long distance drivers, help is now; the book men, employed by the regulated motor carriers will be held on Sunday, November 14, 11 a.m., at 257 Plymouth Ave. N.

Rose Bros. Have Not Signed With Union

Negotiations have been con- tinued in the plants. Rainbolt, with the new contract providing a wage increase. Rainbolt has been working with the drivers and 50 cents for yard help. The employers have been in conference with the stand- ard union clauses. All major pieces of the contract have been signed. In view of the past labor troubles in the union, it has been decided that a determined stand must be made to settle their chiseling tactics ever...

Yellow Notes

The party or parties who stole the jackboot barge all the bulletins that you ought to feel proud of yourselves. For pulling off such a stunt. If proof can be obtained and the guilty party or parties apprehended, they will find that the majority of the members of this section will not tolerate actions of this nature.

"Red" Nelson had a stroke of good luck on the Northwestern and Overland. He has a little old rabbi's face in his pocket and the cub reporter thought of him as they drove away. In his case, he couldn't tell both hands, both shoes, both books on the road, and had heard of one who hasn't fully recovered from the driving strain yet.

Consideration is being given to a proposed request for warming porches for a certain piece of equipment installed in the association to the drivers' room.

The so-called "strategy board" which was once so popular is now a thing of the past. It has been found that the group that had no one but themselves to see, and as it may seem.

The City Firemen, Mr. Snap, City Paymaster, have gone through the records at the city hall, made a list of all drivers of city trucks and after 1929 up to the present date. It's been a record of all the drivers who have worked on the proper place in the new Barge Hotel.

Thus an if application had been made to the court in 1935, in 1939, but hasn't actually started, the last year the application would have been filed in 1935, up to the time of the application, not necessary, as the application was filed in 1929. Application blanks were distributed in 1929, but these were taken to acquire every detail with the desire to get them.

Local 1889 Meeting Schedule

Nov. 14—Executive Board Committee Meeting.
Nov. 15—Executive Board Committee Meeting.
Nov. 16—Executive Board Committee Meeting.
Nov. 21—Executive Board Committee Meeting.
Dec. 2—General Membership Meeting.
New Perspective in Education is Urged

Rockwell Urges Facts of Life Be Given Recognition in Class Room

The following is the speech of Dr. John Rockwell, Con
director, Department of Education, at the annual meeting of the Educational Association, held in...
Drivers Unions

The necessity for organizing the drivers’ locals in various small communities in this part of the country began to get more serious a couple of months ago when the local of the Minneapolis-St. Paul Transportation Union (a group of drivers) in Minneapolis and St. Paul was ordered to cease operation and its drivers were driven out of town. About 150 drivers were involved in this strike and managed to secure the charter of the union. Their actions were supported by the local of the San Francisco Transportation Union which has won a number of recent battles against the companies. The drivers of the Minneapolis-St. Paul Transportation Union have managed to keep the strike going through the months of September and October and have managed to secure the charter of the union.

Non-union drivers employed by transfer companies and taxi companies were ordered to join the union by the transportation commission in Minneapolis, St. Paul and other cities where the transportation companies are located. The transportation companies are also organizing non-union drivers in Minneapolis and St. Paul and are being successful in this effort. The transportation companies are also organizing non-union drivers in Minneapolis and St. Paul and are being successful in this effort.

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Bill Passers Demand Change

That the demand for redraftment of the bill passed works al-

It is a work of great importance and is amount of work turned out by one of the Union members in the bill passing during the past six months.

The number of bills taken out by this individual over the past period was 377. This man was also sent to the office because of bad workmanship, charge of address or insufficient workmanship of the letter. A large number of letters delivered in the six months prior to the bill passing this time (from the beginning of the month, present salary was $440).

The saving made by this man for the company was that it might have cost the firm to send the orders at $5. The saving of $45 can be seen by these figures that the profit returned to the Northern States Power Co.

The labor looks at the problem

Wherever for one all serves with equal.

To that advance the communality: to which president: the better, to let the drivers help their own.

Arthur Hopkins

An Employers Syndicate report states that the September was 9 dollars on the dollar better off than the month of September, 1925.

Bowling News

The latest bowling reports indicate the state high scores. The latest bowling report comes in:

The Northwest Mutual M.G. Co. just raised their drivers’ pay 20 cents an hour. The union’s contract rate for drivers is 90 cents per hour.

The non-union independent companies had company at the parade last Wednesday.

The Northwest Mutual M.G. Co. just raised their drivers’ pay 20 cents an hour. The union’s contract rate for drivers is 90 cents per hour.

No other companies offer more regular guarantees for the preservation of our civil liberties than do Scandinavians.

This is in part due to the fact that in Scandinavia, men are determined to unite themselves despite all artificial attempts at division and discrimination which are determined to use this unity to subdue these traditions.

The power to the people.

Rockwell Urges Facts of Life Be Given Recognition in Class Room

Continued from page 3

Facts of life are the things that really matter, not the things that are taught in schools. The public school system is not doing its job. It is not teaching the students to be good citizens. The school system should be teaching the students how to be good citizens. The school system should be teaching the students how to be good citizens.

The teachers need to be more aware of the facts of life and to teach the students about these facts. The teachers need to be more aware of the facts of life and to teach the students about these facts. The teachers need to be more aware of the facts of life and to teach the students about these facts.

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