

THE INDUSTRIAL ORGANIZER

Official Organ of Motor Transport and Allied Workers Industrial Union Local 544-CIO
MINNEAPOLIS OFFICE: 1328 SECOND STREET NORTH

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

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MINNEAPOLIS, MINN., THURSDAY, SEPTEMBER 25, 1941

MINNESOTA HISTORICAL SOCIETY

FIVE CENTS

544-CIO Appealing Stassen Ruling to Courts

544-CIO Statement On Stassen Ruling To Deny Elections

"Democracy is all right to talk about, and to send road on the tips of bayonets. But democracy is beyond reach of the Minneapolis drivers." This is what Governor Stassen's labor conciliator is saying to the public, though his decision to deny the drivers' petition for elections.

Challenge Ruling

Blair's ruling is based from beginning to end on deft logic and brazen lies. It goes without saying that Local 544-CIO will challenge Blair's decision. Attorneys at the union are moving to obtain a court review of the conciliator's ruling at the earliest possible moment.

Throughout this dispute between the Minneapolis drivers and Tobin, the only consistent exponent of democracy and a democratic solution has been Local 544-CIO. A single politician, not a single metropolitan newspaper, has lifted a finger to aid the drivers to win their democratic and legal rights to an election.

To arrive at his crooked decision, Mr. Blair has had disregard the testimony of hundreds of drivers that the union hoodlums sent into Minneapolis collected dues and members only through force. Blair's cynical claim that the drivers "voluntarily paid dues" to the AFL will be recognized as a lie by every employee and employer in the motor transport industry.

Trickery Exposed

Blair has had to lie about the membership figures of Local 544-CIO, pretending that the only members of Local 544-CIO are those 172 witnesses who came to testify at last of a series of hearings, to testify not to their union membership but to the methods of intimidation and coercion used by the Tobin machine in collecting dues and driving up workers.

In reaching his decision, Blair has had to turn his back on the whole history of employer-employee relations in the complex and widely divergent motor transport industry of Minneapolis.

Claim Unproved

As proof for Tobin's claim to a majority of the drivers, Blair accepts the report of a firm of public accountants, who, after all, confined themselves to the simple task of adding up the names the AFL had written on its ledger, making no attempt to verify the authenticity of the information nor to determine by what methods dues were exacted from the workers.

If one were to accept as logical Blair's excuses to justify his certification of the AFL without elections, one would have to deny the very existence of the CIO, with six million members. Blair, like Tobin, argues that the workers of Minneapolis—and of Minnesota and the nation must belong to AFL Teamster Dictator Tobin now and forever, and that it is unthinkable that the drivers should ever assert their independence from Tobin, or should ever stand up for their domestic right to select their own union to run that union in the interests of the membership. Life unfolded according to Blair's rigid formula, there could never be a CIO—nor, for that matter, an American Federation of Labor which itself rose as a competing movement to the earlier Knights of Labor.

Blair Means

When Blair states that to recognize the rights of Local 544-CIO would "defeat the purposes of the Minnesota Labor Relations Act," he really means that for him to recognize the democratic right of the drivers to their own union would defeat the aims of Blair and Governor Stassen, who, from the start of this controversy, have worked hand-in-glove with the employers and Tobin against the union membership.

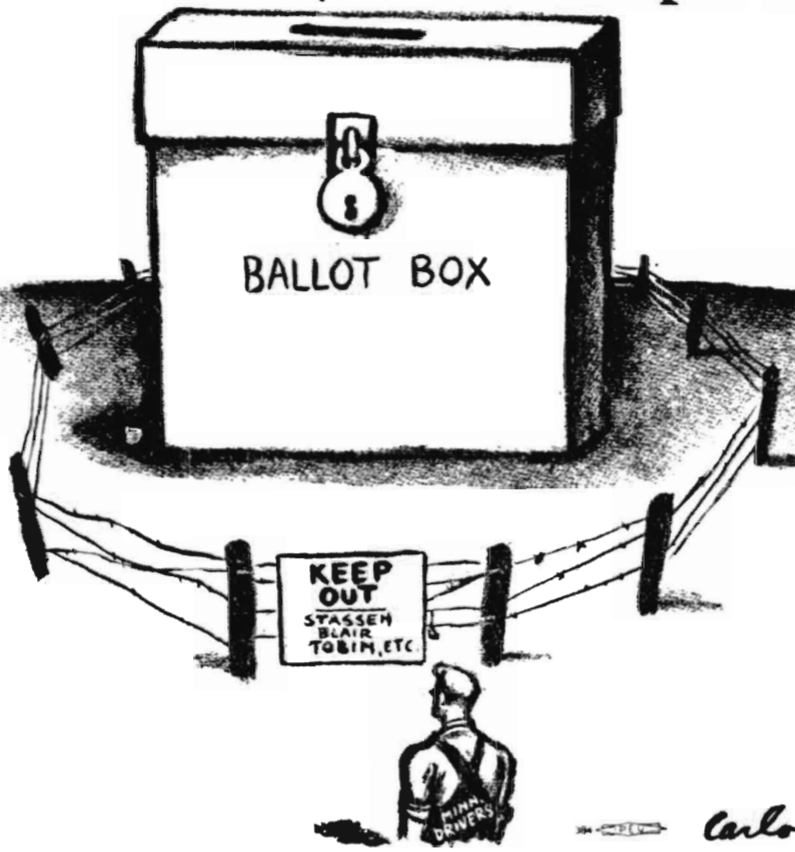
Blair's references to the history of the dispute between the Minneapolis drivers and Tobin torture the truth and all recognition. This dispute was forced upon the drivers by Tobin, who told the union's committee at a conference in Washington that he was sending in a letter to take control of the union away from the membership. The union membership decided to defend union democracy by leaving Tobin's set-up and accepting a proposed charter in the CIO. At its regular June membership meeting, attended by four thousand drivers, Local 544-CIO voted overwhelmingly to leave the AFL and join the CIO. The membership instructed its officers to take all necessary steps to carry out the will of the union.

Local 544-CIO is a bonafide union chartered by the United Construction Workers Organizing Committee of the CIO, approved by CIO President Philip Murray, and enthusiastically supported by the largest unions in the CIO.

Who Would Be Judge

Blair does more than misrepresent and lie about the facts of this dispute. He seeks to set himself up as judge and jury to what is a good union and a bad union, what are good union officials and bad officials. If Blair's decision were to survive a legal test, which we are confident it will not, we would have in Minnesota a situation where corrupt state labor conciliator would henceforth rule on

Democracy in Minneapolis



CIO Drivers Union Formed in Memphis

Auto Workers' Leader Aids Drivers to Defy Tobin Goons — CIO Campaign Gains in South

MEMPHIS, TENN.—The CIO stepped up its campaign to bring democratic industrial unionism to the motor transport drivers of the South this week with the signing of a contract by the new CIO Motor Transport Drivers division of the United Construction Workers, with the Dealers Transport company.

The new pact, signed less than three weeks after the CIO Drivers Union of Memphis was organized, covers 125 convoy drivers and mechanics. It provides for the union shop, seniority, steward system, 10 days' paid vacations, holidays, leaves of absence, military service clause, wage increases, shorter hours, free uniforms and other substantial improvements in working conditions.

B. T. Judd of the United Auto Workers and Paul Christopher, state CIO secretary, aided the UCWOC in organizing the drivers.

Tobin Goons Back Down

When the UCWOC launched its Motor Transport Drivers division, it was met with threats from the Tobin gangsters that any union organized by the CIO would be

wrecked. The drivers of Memphis went right ahead, and, with the support of the rest of the CIO movement, have succeeded in launching a husky new union. The 125 men at the Dealers Transport company have never before been organized, says the CIO NEWS. "Although the AFL Teamsters have been established in Memphis 25 years."

Prior to the new contract the drivers were receiving only 4 1/2¢ per mile on four-car convoy hauls, 4¢ on three-unit trips and 3¢ when two cars were on board. The men were forced to pay \$42 yearly for a uniform, enjoyed no seniority rights and were at the mercy of the dispatcher for assignments which would enable them to earn a living annual wage.

the politics, morals and actions of union members and union leaders. In effect, through his ruling Blair attempts to usurp the legal right of the workers to designate unions of their own choosing, to select officers of their own liking, to themselves decide on union policies.

Through this decision Governor Stassen and State Labor Conciliator Blair are placing the stamp of approval of their offices upon the sort of undemocratic regime and gangster policies practiced by Tobin. The Governor and his Conciliator, through their decision, signify their approval of Tobin's practice of sending hundreds of gunmen into Minneapolis to club and intimidate workers whose only crime is their devotion to honest unionism and democratic union practices.

Not the least interesting aspect of the Blair decision is the arbitrary ruling that henceforth there shall be city-wide employer-union relations in the motor transport industry. This decree sharply reverses the history and the logic of contractual relations in this industry, where hitherto the union has dealt with individual employers or at most small groups of employers. At no time did Blair hear any testimony from employees to show consent of the workers involved to this arbitrary decision.

Slave Law More Dangerous
Unjust as the state labor law is, Blair's decision in this dispute makes the law even more oppressive and dangerous for the union movement, and jeopardizes union rights to an unprecedented degree.

Tobin, with the aid of Governor Stassen and Blair, has signed contracts without the consent or approval of the employees involved. The Blair decision to certify the AFL is an attempt to make these sellout contracts good, and to again force them upon the workers against their will. Local 544-CIO will continue to defend democracy in the union movement, will continue to defend the rights of the drivers, and will challenge the Blair decision in the courts.

Union Calls Off Meeting

544-CIO Telegram Denounces Stassen

As a result of Governor Stassen's cowardly refusal to meet a committee from Local 544-CIO until after the governor's state labor conciliator had made public the decision denying elections to the drivers, Local 544-CIO called off its scheduled meeting Saturday morning with Stassen. The union sent the following telegram to the "friend of democracy" in the state capitol, informing him of the reasons for the union's action:

SINCE YOU AND YOUR STATE LABOR CONCILIATOR HAVE ALREADY HANDED DOWN THE DISHONEST AND SHAMELESS DECISION DENYING DEMOCRATIC ELECTIONS TO THE MINNEAPOLIS DRIVERS, OUR COMMITTEE DOES NOT PROPOSE TO WASTE ITS TIME OR YOURS BY KEEPING THE APPOINTMENT TO MEET YOU TODAY. WE WERE INTERESTED TO OBSERVE THAT IN THE LENGTHY DOCUMENT BLAIR ISSUED TO SEEK TO JUSTIFY THE DECISION, THE FACT WAS NOT ONCE MENTIONED THAT FOR NINETY-ONE DAYS THE DRIVERS THROUGH LOCAL 544-CIO WERE ASKING FOR DEMOCRATIC ELECTIONS. THE OLD GERMAN PROVERB SAYS THAT IN THE HOUSE OF THE HANGED, ONE DOES NOT SPEAK OF THE ROPE. YOUR FUTURE PROTESTS THAT YOU ARE A BELIEVER IN DEMOCRACY WILL PROVOKE GRIM SMILES FROM THOSE WHO HAVE OBSERVED YOUR ACTIONS IN THIS DISPUTE. THE MATTER OF THE DECISION IS NOW IN THE HANDS OF OUR ATTORNEYS. THE COURT REVIEW WILL BE THE FIRST STEP IN OUR STRUGGLE TO OVERTURN AND SET ASIDE THE OBVIOUSLY PREJUDICED DECISION.

LOCAL 544-CIO
BY KELLY POSTAL, SEC.-TREAS.

Union Ready for Tireless Struggle to Overthrow Brazen Decision of Governor's Conciliator to Deny Elections to Drivers—The First Step Is a Court Review of Obviously Biased Ruling

Attorneys for the Motor Transport Drivers and Allied Workers Industrial Union Local 544-CIO will seek a writ of certiorari in Ramsey County district court this Friday, asking a court review of the ruling by Governor Stassen's state labor conciliator to deny Local 544-CIO's petition for democratic elections and to certify Tobin's "544"-AFL without elections.

The court review will be the first step in the struggle of the Minneapolis drivers to overturn the obviously prejudiced decision dictated by Governor Stassen, made public last Friday.

Inasmuch as Blair is a state official, with his office in St. Paul, the union's action will be taken in Ramsey rather than Hennepin county. The union will bring into court the entire record of the testimony taken by Blair, a record that is in complete contradiction to the decision handed down last Friday to deny the drivers the election they demand.

Union attorneys Gilbert Carlson and David Shama are preparing in detail the legal grounds upon which the union will seek to reverse the Stassen-Blair decision. **Decision No Surprise**

It would be an exaggeration to say that a single person in Minneapolis was surprised at the governor's move to deny democratic elections to the drivers. Rather, not only the ranks of the drivers but the employers and the boss press fully expected that Stassen

and his state labor conciliator would give just such a kangaroo decision as was handed down.

Last Friday evening Local 544-CIO held its regular Stewards Meeting. The meeting was well-attended and the men accepted the decision in the light in which Stassen rendered it. They grimly pledged to continue tirelessly the fight for the right of the drivers to designate a union of their own choosing, and to run that union only in the interests of the union membership—NOT IN THE INTERESTS OF DICTATOR TOBIN, THE BOSSES, OR THE BOSS POLITICIANS.

Despite the Stassen decision, every boss and worker in the industry accepts as a matter of fact that if an election were held tomorrow Local 544-CIO would carry every plant, every industry and the entire city.

How Raw It Was

The actual decision to turn the drivers over to Tobin was doubtless reached weeks ago at conferences between Stassen, Tobin's attorneys and the employers. The decision itself was known to the daily papers, the press services and to Tobin hours before Local 544-CIO received a copy from Blair's office. Tobin's yellow sheet here, the "Minnesota Teamster," was out on the street with a copy of the decision and glowing comments from Judge Padway and other Tobin attorneys, hours before Local 544-CIO and the Minneapolis drivers were notified of the ruling. Inasmuch as Padway is hundreds of miles away from Minneapolis, and could not possibly have studied Blair's decision and then prepared a statement on it, one is safe in assuming that both Padway and Tobin were ap-

(Continued on page 2)

Dubuque Drivers 3rd Iowa Union to Swing into CIO

Follow Drivers of Ottumwa and Waterloo in Revolt Against Tobin Receivership Racket — Tobinism Cracking Wide Open Throughout Iowa

The telegram received last Thursday by Local 544-CIO from the Dubuque, Iowa, Drivers Union telling of their withdrawal from Tobin's AFL set-up and their application for a CIO charter in the United Construction Workers, was verified by the following story in last Friday's issue of the Dubuque Leader, the official newspaper of organized labor in that Iowa town.

Dubuque is the third Iowa City where the drivers are in revolt against the Tobin receivership racket. The Drivers Unions in Ottumwa and Waterloo received their CIO charters earlier this month. The movement to the CIO continues to sweep through the motor transport industry in Iowa. Several more AFL Drivers Locals are expected to switch to CIO before the end of the month.

According to the Dubuque Leader, "Dissatisfaction which had been brewing ever since the union's annual election of officers was set aside in March (by Tobin's agent—Ed. flared into the open Tuesday night as a group from Truck Drivers Local 421 decided to transfer their membership to the CIO.

"This development followed months of correspondence and other activity in an unsuccessful effort to reverse the action by which Ray Blankenship was appointed back into office as business agent after being ousted by a majority of the membership voting in the annual election.

Fed Up With Tobinism

"The union has been under trusteeship since the night of the election, with International Representative Carl Keul of Des Moines making final decisions on appointments and policies.

"Representatives of the dissatisfied union members conferred during the last three months with Frank Barnhart, district director

of organization in the CIO, J. C. 'Shady' Lewis, national head of the CIO Packinghouse Workers; and Frank Cronin, general organizer for the United Construction Workers Organizing Committee, transport division.

Drivers Lash Tobin

A public statement drafted by the membership of the new CIO Drivers Union in Dubuque was released to the press last Tuesday, signed by President Clarence Weber, milk driver for the Key West dairy:

"A large group of drivers of Dubuque met September 16, 1941, and voted, by unanimous ballot, to disaffiliate from the International Brotherhood of Teamsters (AFL) and to apply for a charter under the UCWOC Motor Transport and Allied Workers Union, CIO.

"This action was brought about by Tobin's dictatorial rule of refusing to allow the members of the AFL drivers union the right to elect their own officers, and by placing their union under receivership without just cause.

"The drivers feel that they are forced to leave the AFL as their only means of protecting their rights as American workers to maintain local autonomy and democratic control of union affairs, and therefore select the CIO as the only affiliation by which they can maintain a modern, progressive, and democratic union organization."

Admits Bosses Aid AFL

The September 19th issue of the Dubuque Leader also reports Ray Blankenship, one of Tobin's tinfoil hitlers, as boasting at the meeting of the Dubuque Trades and Labor Congress, that "The bosses cooperated 100 per cent with us in Ottumwa, despite Ottumwa's being a CIO town."

But neither the bosses nor the Tobin goons are going to prevent the drivers of Iowa, the Middle West and eventually the entire nation, from dumping Tobin off their backs and building a modern, democratic industrial union.

UAW Board Votes to Back CIO Drivers

The International Executive Board of the CIO United Auto Workers, which met over the week-end in Chicago, pledged full support to the CIO campaign to organize the nation's motor transport workers and condemned Dictator Dan Tobin of the AFL Teamsters for his gangster tactics and his practice of making backdoor deals with the bosses.

The following United Press dispatch from Chicago last Saturday carried news of the Board's action:

"The international executive Board of the United Automobile Workers (CIO) Saturday condemned the tactics of the teamsters union (AFL) in the use of strong-arm squads and backdoor dealings."

"The board passed a resolution condemning the teamsters' methods and supporting all sister CIO unions in pursuit of their legitimate union activities . . . and their organizing efforts."

"The resolution accused AFL unions of trying to block organization work of the CIO."

Last week Tobin's "Minnesota Teamster" carried the lie that the powerful United Auto Workers had voted not to support Local 544-CIO and the CIO campaign to organize the nation's motor transport drivers. The above United Press effectively disposes of this latest Tobin lie.

For the truth about this fight, read the INDUSTRIAL ORGANIZER.

Decline of the AFL and Rise of the CIO

The Conflict Between Modern Industrial Unionism and 19th Century Craft Unionism Is Fought Out at the AFL Conventions in 1934 and 1935—Craft Unionism Can't Organize Basic Industries, Can't Even Organize Crafts—55-Year Record of AFL Is One of Failure

II.

The story of the AFL is the story of its inability to adjust the organizational structure of the unions to conform with the changing social organization of industry. The AFL is dominated by a handful of craft unionists supporting themselves on a base of one-time privileged workers. The AFL bureaucrats maintain themselves and their followers at the expense of the tens of millions of unskilled and semi-skilled workers whom the AFL bureaucracy always repelled and excluded with its craft unionism, its high dues and initiation fees, its contempt for the masses, and its generally reactionary policies.

The sweep of hundreds of thousands of new workers from the basic industries into the union movement following the enactment of the National Industrial Recovery Act in 1933 precipitated a showdown in the AFL.

The conflict between modern industrial unionism and 19th century craft unionism broke into the open at the 1934 AFL convention in San Francisco, with a flood of resolutions for industrial unionism descending on the floor of the convention—from auto workers, rubber workers, miners, teachers, state federations of labor, etc.

All that the craft-union fakers at the head of the Committee on Resolutions could think of doing to counter this storm was to call for more rigid enforcement of the jurisdictional rights of the crafts, and for the organization of more federal locals in the basic industries as against the formation of genuine national industrial unions.

Compromise Is Reached

A sharp struggle took place within the committee between John L. Lewis and John P. Frey, head of the AFL Metal Trades Department. The craft-unionists had to accept a compromise, directing the AFL Executive Council "to issue charters for National or International unions in the automotive, cement, aluminum and such other mass production and miscellaneous industries as in the judgment of the Executive Council may be necessary to meet the situation."

The craft unionists were worried and voiced fears that the granting of industrial union charters might cut into their precious little dues-collecting machines. Finally Frey reminded the convention that the Executive Council was to interpret the resolution. The convention adjourned.

Record of the AFL

To divide workers up into craft unions and then pit them against the might of the great corporations is much like trying to fight 30-ton tanks with shotguns. It can't be done.

The AFL Executive Council betrayed the industrial union resolution adopted at the 1934 convention. It refused to grant industrial union charters to the mass production workers. As an example, the charter it proposed for the nation's rubber workers excluded "such workers who construct buildings, manufacturing or installing of machinery, or engage in maintenance work or in work outside the plants or factories." The same trick was played upon the auto workers. The workers in these great industries were left before, divided up into from 14 to 17 dinky craft unions.

The mass production workers found themselves thwarted at every turn by the AFL, not only on the question of organizational structure but on policy as well. The fight in auto was steered into a government board, where it was sold out by the Roosevelt administration. The same thing happened in rubber. The hard-fought nation-wide textile strike of 1934 was met with the violence of national guardsmen in a number of states, and then broken by a typical Roosevelt settlement. The steel workers fared no better. The AFL was through in the basic industries. Workers were tearing up their membership cards.

There are about 100,000 rubber workers in the nation. To the 1935 AFL convention came but six delegates from six federal locals, with a total of 39 votes (one vote for every 100 dues-paying members).

There were about 598,000 steel workers in 1935. The AFL Amalgamated Association of Iron, Steel and Tin Workers had but 86 votes at the 1935 convention, representing 8,600 dues-paying members.

From the hundreds of thousands of auto workers, to the AFL convention came but six delegates from eight federal auto workers locals.

Can't Even Organize Crafts

Not only does craft unionism fail to organize the mass production industries. The plain fact is that craft unionism fails to organize the bulk of the workers in their own trades.

Of the 147,000 blacksmiths, forgers and hammer-men in the nation, the AFL Blacksmiths Union had only 5,000 organized in 1935.

Of the 49,923 boilermakers, only 15,000 were organized by the AFL Boilermakers Union.

Of the 929,000 carpenters, Hutchinson's AFL Carpenters Union had only 290,000 members in 1935.

Of the 500,000 painters, the AFL Painters Union had but 79,600 members.

Of the 237,000 plumbers, gas and steam fitters, the AFL Plumbers Union had only 45,000 organized.

Of the 1,082,800 truck drivers in the nation, Dan Tobin's AFL Teamsters had only 82,000 members in 1935.

Craft unionism, with its policy of playing ball with the bosses and stifling democracy within the unions, has been an obstacle to organizing the huge majority of workers even in the particular crafts they cover.

Fight Intensified

The 1935 AFL convention rolled around, at Atlantic City. This time 21 resolutions from the floor called for unrestricted industrial unionism in the basic industries. The majority of the Resolutions Committee, controlled by the craft unionists, urged the convention to support the Executive Council in its refusal to grant industrial union charters.

The minority report came out for unrestricted industrial unionism.

"We refuse to accept existing conditions as evidence that the organizing policies of the AFL have been successful," said Charles P. Howard of the Printers, reporting for the industrial union minority. "THE FACT THAT AFTER 55 YEARS OF ACTIVE AND EFFORT WE HAVE ENROLLED UNDER THE BANNER OF THE AFL APPROXIMATELY 3,500,000 MEMBERS OF THE 39,000,000 ORGANIZABLE WORKERS IS A CONDITION THAT SPEAKS FOR ITSELF. INDUSTRIAL ORGANIZATION IS THE ONLY SOLUTION."

The minority report concluded: "The Executive Council of the AFL is expressly directed and instructed to issue unrestricted charters to organizations formed with the policy herein enunciated. The Executive Council is also instructed to enter upon an aggressive organization campaign in those industries in which the great mass of workers are not now organized, issue unrestricted charters to workers organized into independent unions, company-dominated unions, and those organizations now affiliated with associations not now recognized by the AFL as bona fide labor organizations."

Lewis Points to the Record

John L. Lewis rose to defend the minority report. The president of the United Mine Workers made a scathing indictment of the dominating policy of the craft unionists and of the need for a sharp change towards industrial unionism.

He pointed to his 25 years of experience within the AFL. He told how every attempt of the AFL to organize the basic industries with the ineffectual policy of craft unionism had been wrecked on the rock of stater faculty. The AFL's record "is 25 years of constant, unbroken failure should be convincing to those who actually have a desire to increase the prestige of our great labor movement by expanding its membership to permit it to occupy its natural place in the sun."

Lewis heaped ridicule upon the AFL's record for the year. He showed, from the AFL executive council's own figures, that the 1,650 organizers of the AFL had wound up the year with 314 fewer local unions than when they started out!

Must Have Change

"On that basis I submit it to be a reasonable statement that it will be a long time before the American Federation of Labor organizes those 25,000,000 workers that we are all so anxious to organize. There are others among us who believe that the record indicates a need for a change of policy. Those of us who have had experience in these mass production industries are ready to stake our professional judgment for what it may be worth and say that it is an absolute fact

that AMERICA'S GREAT MODERN INDUSTRIES CANNOT BE SUCCESSFULLY ORGANIZED AND THOSE ORGANIZATIONS MAINTAINED AGAINST THE POWER OF LABOR IN THIS COUNTRY UNDER THE (CRAFT UNION) POLICY.

"There has been a change in industry, a constant daily change in its processes, a constant change in its employment conditions, a great concentration of opposition to the extension and the logical expansion of the trade union movement. Great combinations of capital have assembled great industrial plants, and they are strung across the borders of our several states in such a manner that they have assembled to themselves tremendous power and influence, and they are almost 100 per cent effective in opposing organization of the workers under the policies of the American Federation of Labor."

AFL Betrayed Labor

Lewis turned to the craft unionists of the Executive Council and accused them of a breach of faith with the 1934 industrial union resolution. "We find that the San Francisco convention policy (for industrial union charters) has not been administered by the Executive Council of the American Federation of Labor. . . . Well, a year ago at San Francisco, I was a year younger and naturally I had more faith in the Executive Council. I was beguiled into believing that an enlarged Executive Council would honestly interpret and administer this policy—the policy we talked about for six days in committee, the policy of issuing charters for industrial unions in the mass production industries."

Continuing to bear down heavily, Lewis turned to Matthew Wolf who cringed in his seat: "But surely Delegate Wolf would not hold it against me that I was so trusting at that time. I know better now. At San Francisco they seduced me with fair words. Now, of course, having learned that I was seduced, I am enraged and I am ready to rend my seducers limb from limb, including Delegate

Wolf. In that sense of course, I speak figuratively."

Lewis pointed to the AFL's failure in rubber, in auto, in steel. He argued, he reasoned, he pled with the convention to be modern and to accept the principles of industrial unionism for the mass production industries.

Supporting Lewis were the Mine, Mill and Smelter workers, the federal local unions of the radio workers, the auto workers, the cement workers, the rubber workers, the aluminum workers, all newly organized workers, all for industrial unionism. The convention hall was a bedlam.

But the moss-covered craft unionists won. The majority report was adopted by a vote of 1,892,000 to 1,093,960.

Three weeks later the CIO was formed, as an industrial union caucus within the AFL. It opened shop in Washington on November 9, 1935, with seven unions and almost 1,000,000 members.

Six years later it was to have about forty international unions, with about 6,000,000 members. The story of the CIO's amazing growth will be told next week.

The major reason for the failure of the AFL is craft unionism. The major reason for the success of the CIO is industrial unionism.

Let every worker cling tight to this vitally important reason, especially today when from every side he hears fervent appeals for unity between the AFL and CIO. Absolutely everyone in the United States is for the unity of labor, but by no means for the same reason.

Big Business and Roosevelt want labor unity of the sort that would leave the pre-war craft-union labor dictators of the Tobin stripe in the saddle.

William Green and Wolf are all for labor unity, of the sort that would leave the craft-unionists to control where they could gradually eat away at the powerful industrial unions.

The only labor unity that will BENEFIT the workers themselves is a unity which recognizes the undisputed superiority of industrial unionism, and which further recognizes the vital need for union democracy, and for militant policies.

To Be Continued

Railroad Unions Delayed In Demand for Higher Wages

Efforts of the nation's 1,200,000 railroad workers to obtain substantial wage increases to keep pace with the rising cost of living and the huge profits of the railroads were further delayed last week when the five-man fact-finding commission appointed by President Roosevelt asked for an extension of time to make its report.

Under the so-called railroad labor act, calculated to postpone and dilute efforts of the workers to gain decent wages and conditions, the dispute between the 21 railroad craft unions and the railroad industry has already dragged along for many months. Now the fact-finding commission wants to delay its report until November 1st, after which the unions will have to wait another thirty days before they can take a finger to fight.

Even should the railroad workers go into a strike, the 21 craft unions will keep the workers split up into 21 separate armies, marching against the snail speed of the losses. Should a strike be called, it would most likely follow the pattern of other railroad strikes of the last twenty years, with some of the craft unions scabbing on the others.

Bureaucracy Main Obstacle

The monstrous, unyielding bureaucracy that stifles the railroad workers is the major obstacle preventing these men from receiving decent wages and conditions. The workers must support 23 national headquarters, 23 sets of national officials, and a similar number of local crafts in each district throughout the United States.

Only extreme pressure from the rank-and-file has prevented the fakers at the head of the railroad unions from selling out the demand for higher wages. The main dispute centers on the demands of the big five operating brotherhoods for a 30 per cent wage increase, and of the fourteen non-operating unions for an hourly wage boost of 30c and a minimum hourly wage of 70c, plus paid vacations.

The bosses are seeking changes in working rules.

Wayne L. Morse, dean of the Oregon law school, is chairman of Roosevelt's fact-finding commission on the stage at Kimball Hall in Chicago. The unions will have 12

Dept. of Justice Sponsors Talk by Dictator Tobin

Listeners Smile When Tobin Says He Believes in Democracy

The U. S. Department of Justice and Dictator Dan Tobin of the AFL Teamsters continued to scratch one another's back, when the Department sponsored a recent radio broadcast by Tobin, wherein the latter, believe it or not, told what a great friend of "democracy" he is.

Soon after the Minneapolis drivers revolted against Tobin and joined the CIO, Dictator Dan ran whining to the White House. Roosevelt promised to help him in his predicament by setting the Department of Justice upon Local 544-CIO.

June 27th the Department of Justice raided the Minneapolis and St. Paul headquarters of the Socialist Workers Party with which active members and leaders of Local 544 have been associated. On July 15th federal indictments against sixteen members of Local 544-CIO were issued.

Now Tobin speaks on the Department of Justice radio program to whomp it up for the imperialist war into which Big Business and Roosevelt are forcing the American people.

Three Fakers

Tobin is as much a believer in genuine democracy as are President Roosevelt and Minnesota's

Governor Stassen. Roosevelt won't let the American people vote on war. Stassen won't let the Minneapolis drivers vote on their choice of unions. Dictator Tobin puts hundreds of his local unions under receivership in order to stifle the resentment of the rank-and-file. All three are whooping it up for the new fake "war for democracy."

Union men and women the nation over, who have watched Dictator Tobin operate for years, smiled grimly to themselves when they heard the old faker say over the Department of Justice broadcast that "Workers are ready to make the supreme sacrifice in every way possible to save the freedom that the masses of toilers struggled to obtain."

Tobin, like Roosevelt and Stassen, is all for freedom somewhere else, but not here in the United States, certainly not in the AFL Teamsters International.

This Makes Us Laugh

New Attorney General Says He'll Save Civil Liberties

The fifty-eighth Attorney General of the United States is a slick Harvard-educated Philadelphia lawyer named Francis Biddle.

Descendant of an old wealthy family, Biddle was born in Paris in 1886. Like President Roosevelt, he was educated at Groton and later Harvard. He graduated from the Harvard law school in 1911.

and has scuffled between politics and a private law practice ever since.

What Biddle Does

Evidently the reporter did not ask Biddle about his prosecution of Local 544 for its democratic decision to leave Tobin's racket-ridden dictatorship and to join the CIO. There was no mention of Biddle's action in this inner-union dispute in the N. Y. Times article.

Say one thing, and do the opposite. Biddle follows out this law of the boss politician to perfection. We will wager that, before this war is over, Francis Biddle will have established a record as Attorney General that will make the brutal regime of Mitchell Palmer, Woodrow Wilson's Attorney General, seem like a Utopian dream of freedom and liberty.

Biddle returned to his private law practice in Philadelphia, but in 1938 was called back to Washington to act as chief counsel for the Joint Congressional Committee investigating the TVA.

In 1939 Roosevelt nominated Biddle as judge in the Third Circuit Court of Appeals. Since that time he has been acting Attorney General.

Has Two Faces

Both Biddle and the boss potentate working overtime to build up a pretty picture of the new Attorney General as a great liberal.

Like his boss, Roosevelt, Biddle is professionally skilled at writing liberal phrases at the same time he is smashing blows at organized labor.

The New York Times last Sunday printed a glowing picture of the Attorney General who ran to the aid of Tobin and the Minneapolis bosses by making the Minneapolis and St. Paul headquarters of the anti-war Socialist Workers Party, and later indicted 26 leading members of Local 544-CIO and thirteen leaders of the Socialist Workers Party for "a revolutionary conspiracy to overthrow the government by force."

Like all boss politicians, Biddle says one thing and does the opposite. At the same time he is doing his utmost to deny free speech and civil liberties to the 29 workers under prosecution in Minneapolis. Biddle sports up about his "devotion" to civil liberties.

What Biddle Says

"It seems to me that the most important job an Attorney General can do in an emergency is to protect civil liberties," the N. Y. Times quotes him as saying. "In tense times such as these a strange psychology grips us. If we can't get at the immediate cause of our difficulties we are likely to vent our dammed-up energy on a scapegoat. That scapegoat may be someone who speaks with a foreign accent, or it may be a labor union which stands up for what it believes to be its rights. That sort of psychology is the very essence of totalitarianism, as witness the inhuman treatment of minorities wherever the blight of Nazism has fallen. On the other hand, civil liberties are the very essence of the democracy we are pledged to protect."

"In so far as I can, by the use of the authority and the influence of my office, I intend to see that civil liberties in this country are protected; that we do not again fall into the disgraceful hysteria of witch hunts, strike-breakings and minority persecutions which were

Civil Liberties Union Active in Legal Defense Of People's Liberties

As several readers have asked for more information on the American Civil Liberties Union which, together with the Civil Rights Defense Committee, is participating in the defense of the 29 members of Local 544-CIO and the Socialist Workers Party indicted by the federal government for "conspiracy to overthrow the government," we here present a brief sketch of the ACLU:

The American Civil Liberties Union is a national organization for the defense of civil liberties, founded in 1920. ACLU, incorporated under the laws of New York, is composed of some 6,000 members throughout the country, and directed by a national committee of about 80 members, and a steering board located in New York.

Local civil liberties committees affiliated with the ACLU are organized in 31 areas. Attorneys and representatives of the organization in all leading cities.

The American Civil Liberties Union aided in the defense of Mooney and Billings, the Scottsboro boys, etc. Subsequent to the ACLU deal with such matters as strike-breaking injunctions, freedom from censorship, academic freedom, rights of aliens and Indians, etc.

The activities of the ACLU all concern legal defense, such as tests of laws believed to violate constitutional guarantees (such as the Smith Act under which the 29 are indicted) against public officials, or private persons violating civil liberties, and pressure on public officials to protect civil liberties.

Roger N. Baldwin is the founder and organizer of the ACLU. He is at present writing a pamphlet on the Minneapolis indictments.

Stassen Decision Appealed to Court

(Continued from page 1) The decision of the decision many days before it was made public.

The reception given the decision by the boss press was extremely interesting. No daily paper, of course, bothered to point out that the decision was a flagrant denial of democracy, made at a time when Governor Stassen, together with the other war-mongers, are calling upon the workers to sacrifice for a "war for democracy."

The Minneapolis Star-Journal, in an article by M. W. Halstrom in the Sunday issue, analyzed the decision with a fine cynicism.

Behind the Ruling

"544 Ruling Is Seen As Help For Stassen," the story is headed, and goes on to point out that "Some observers believe it insures Stassen's re-election. . . . The whole thing was a gift, so far as Stassen was concerned. . . . It was his luck that the affair was tossed right into the state administrator's lap. . . . and that Conciliator Blair's findings gave that vital job of representing the drivers to the American Federation of Labor union, rather than to the CIO union."

Implicit in the whole story, which accurately reflects the employers' viewpoint, are the following: (1) That the case was never even considered on its merits; (2) that Blair gave the decision that Stassen ordered him to give; and (3) that Stassen decided to try to hand the drivers to Tobin, hoping that he will thus obtain at least a semblance of labor support in his race for a third term next year, from a grateful Tobin machine plus whatever other AFL workers they can induce to support the author of the Slave Labor Act.

Though Stassen and Blair may protest that the decision was reached fairly, the Star-Journal points out, "You can't keep AFL flags from feeling gratitude for it." Unquestionably Tobin's Quisling and hopheads are ready to slobber over the governor, who has done his utmost to hand them the

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St. Helena's Group To Give Card Party

The first of a series of three card parties will be given in St. Helena's school auditorium Wednesday, October 1st, by the Ladies' Benevolent Society, for the benefit of the building fund. Mrs. Gene Nagan is chairman for the first card party.

It was a family with enough troubles to be a radio serial. DANIEL FRANCIS ELANCY.



-SCOOP-

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Industrial Organizer

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Business Manager DANIEL BURKE Editor MILES B. DUNN

Stassen and Tobin

Soon after Dictator Tobin openly declared war on the Minneapolis drivers, on the eve of the June 9th membership meeting at which the men voted to leave the AFL and join the CIO, the boss papers informed us that Tobin and Stassen were conferring together by phone.

Unquestionably the sturdy labor bureaucrat in Indianapolis and the slick demagogue in the Minnesota state capitol again conferred by phone before or after Stassen made his ruling public last Friday. Just as unquestionably, the pair of crusading "democrats" congratulated one another warmly on their cleverness in denying democracy to the Minneapolis drivers. Each must have praised the other for his far-sightedness in behaving as he did throughout this dispute.

It is not our business to advise either Tobin or Stassen. Both are agents of the employers, not of the workingclass. They take advice and guidance from the House of Haves, not from the House of Labor. One serves the employers as lieutenant in the ranks of labor, the other as politician in the Minnesota state capitol.

For the benefit of our readers, not for the benefit of Tobin and Stassen, we make the prediction that both are a bit premature in their exchange of congratulations.

Tobin Can't Stop CIO

So far as Tobin is concerned, it is today our considered estimate that the fight for democracy for the nation's drivers, the fight that Local 544 initiated, has been all but won, and that Tobin has lost the war.

How dare we make this bold statement, at a time when Tobin, to all surface appearances, has been handed the Minneapolis drivers by an obliging governor?

We base ourselves upon the fact that the fissure of Tobin's machine, first cracked open by the Minneapolis drivers, has now become so wide that there is NO POSSIBILITY THAT TOBIN CAN RECOVER.

Following Local 544's lead in striking out for democratic unionism, the drivers of Austin, Ottumwa, Mason City, Coffeyville, Houston, Dubuque, Flint, Detroit, Memphis, etc., have dealt such blows against Tobin's bureaucracy and the myth of his invincibility that it is now but a question of time before his bureaucratic rule is completely shattered. The revolt against Tobinism, wide as it has become, is only a shadow of what the nation's drivers have in store for this creature. We bow to no one in our knowledge of the motor transport industry and what is going on in the minds of the workers, and we say that Tobin hasn't the ghost of a chance to keep his throne. The day when this \$30,000-a-year labor faker could dictate to the drivers of America is coming to a close.

An Interesting Tobin Lie

Tobin's "Minnesota Teamster" published a very interesting lie on its front page last week. This lie revolved around Tobin's denial that the United Auto Workers would carry through the decision at their recent Duffalo convention to support Local 544-CIO and the campaign of CIO to organize the nation's drivers. (For an exposure of the lie itself, we refer our readers to the story from the executive board of the UAW, in this issue.)

Tobin's lie is interesting because it tells a great deal about the cold fear felt by the Tobin machine that the tremendously powerful United Auto Workers will join the United Mine Workers and other CIO unions in aiding the drivers in their fight for union democracy and progressive industrial unionism. It is a fact that the very most powerful CIO internationalists, the ones so placed as to be most effective in the fight against Tobinism and to give most aid to the drivers whom Tobin opposes, are the very CIO unions who are most determined to push the cause for which Local 544-CIO fights, to a successful conclusion.

Tobin understands very well what we mean. He is assured that he is aging rapidly these days as his fate becomes more apparent. He may bluster in public, or to his subordinates, to the Raw Deal News, the O'Laughlins and others. But he has lost this war.

It is certain his days as dictator over the union drivers of this nation, are all but finished. Fortunately for Tobin's victims, not all states have Governor Stassen, nor Stassen Slave Labor Laws.

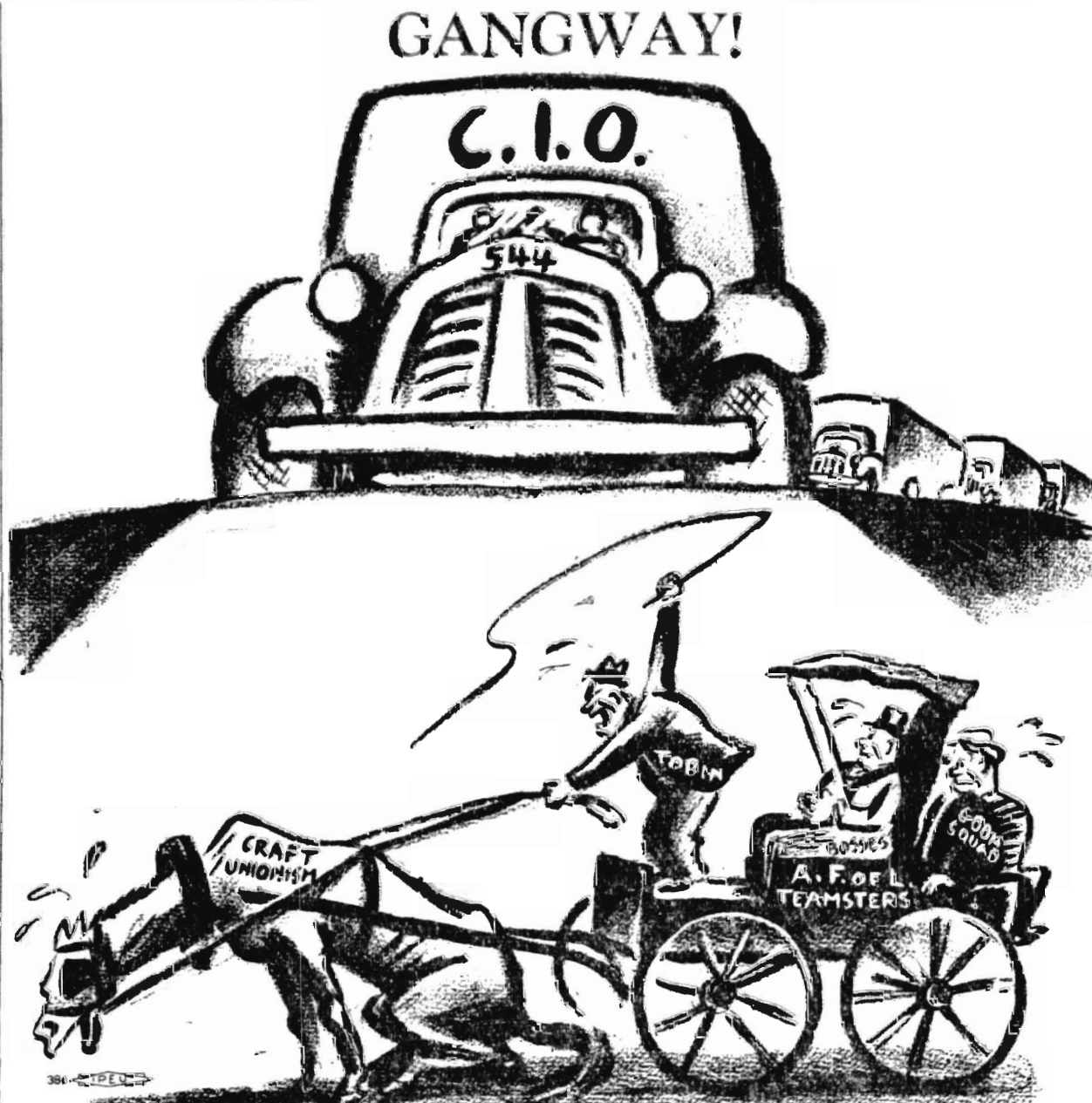
Tobin's attempted raids against the United Auto Workers in Iowa, his blustering threats against the Packinghouse Workers, the Steel Workers, the United Mine Workers, will only quicken his demise.

Stassen's Career

Governor Stassen's case, too, gives us some solid satisfaction. So far as his career in Minnesota is concerned, we would differ sharply from Halloran's estimate in the Star-Journal that the Governor has improved his chances to pick up at least a few labor votes in 1942. The implications of the Blair decision, pointed out by 544-CIO's executive board, are much too dangerous for the entire union movement, AFL and CIO. So far as the Minneapolis motor transport drivers are concerned, Stassen has lost all chances of gaining any support whatsoever from this source. The drivers hate the Tobin machine, they want a chance to settle this dispute democratically, and Stassen has joined Tobin in denying them that chance. The chorus of boos with which the drivers greeted Stassen at the truck rodeo last Sunday testifies to their feeling towards the slippery governor.

So far as the AFL rank-and-file are concerned, they are miles apart from the Lawsons and Olsons and the other AFL State Federation of Labor officials who arranged to have Stassen appear last week before the Federation convention in International Falls.

However, it is the national scene that we are particularly concerned with. Informed political observers un-



derstood that Stassen has burning ambitions to become a national political figure.

To achieve this goal today, it is absolutely necessary for a politician to obtain votes or support from organized labor, particularly from the CIO. The boss politician who hankers after national office must absolutely have to fool large numbers of workers into voting for him.

Stassen An Ugly Name

By informing the CIO movement from coast to coast of the progress of this struggle for democratic industrial unionism, Local 544-CIO has been able to expose Stassen for the demagogue he is. Stassen is today an ugly word in the ears of millions of workers throughout the nation.

"That governor you have in Minnesota is sure a stinker," a California auto worker wrote us last week. "The Minnesota labor law is the most god-awful thing we ever heard of," a coal miner from Indiana told us.

It is well that the nation's workers take Stassen's measure at this time. They will be prepared to greet him should he venture out on the sea of national politics. Simply by publicizing widely his record in the dispute between the Minneapolis drivers and Tobin, Local 544-CIO has made it impossible for him to receive anything but contempt from the nation's workers. The governor can be assured that Local 544-CIO and its many friends within the national CIO will see to it that the governor's action to deny democratic elections to the Minneapolis drivers will be brought to the attention of workers everywhere. This is a job we like to do, and we whistle while we work.

Yes, the sturdy labor bureaucrat in Indianapolis and the slick demagogue in the Minnesota state capitol are surely premature in their exchange of congratulations. They have struck a foul blow, but 544-CIO will yet win the war.

What Stassen Certified

When Governor Harold Stassen, moving through his state labor conciliator, made public his decision to try to hand the Minneapolis drivers on a platter to Tobin, the governor does much more than deny the drivers their petition for democratic elections. When Stassen certifies the Tobin union, he also certifies all the criminal actions of which the Tobin machine is guilty in Minneapolis.

For the benefit of our readers in the city and nation, we briefly list a few of the things that Stassen certifies, and their losses with his approval:

1. On July 26th a gang of Tobin organizers were killed in Hill City, Minnesota, for trying to murder a farmer and steal a truck.
2. Early in August an independent trucker and his helper narrowly escaped death when fired upon by gunmen, commonly believed to be Tobin's imported hoodlums.
3. August 7th two Tobin organizers were caught in the Nicollet hotel assaulting a nurse.
4. August 8th Tobin organizers Boelter, Buddley and Smith attacked Alderman Pratt and his brother in a downtown cafe.
5. Three days later the above three Tobin hoodlums were captured in Eau Claire where they beat up another man. The dope, marijuana, was found in their possession.
6. For weeks three hundred imported Tobin gunmen and henchmen swarmed the streets of Minneapolis, beating up and intimidating drivers and warehousemen, collecting AFL dues and signatures at the point of guns.
7. Tobin denies democracy to the Minneapolis drivers. He installs a receiver in the city, who appoints union officers and refuses to permit the membership to choose its own union, its own officers, or to determine union policy.
8. Tobin connives with the bosses and Stassen to put over back-door sell-out contracts on the membership, refusing to permit the drivers to vote on the contracts.
9. Tobin connives with Roosevelt to obtain federal indictments against 16 members and leaders of Local 544-CIO, for an alleged "conspiracy to overthrow the government."
10. Tobin moves through the Department of Immigration to bring about the arrest of Carl Skoglund, 544-CIO organizer, who is held for deportation on bail of \$25,000.
11. Tobin's chief carpetbagger, Sellout Casey (who has since fled the city) denies the drivers their democratic rights to an election, with the cynical statement "One does not flip a coin to determine whether another person is entitled to possession of one's own belongings."
12. Tobin, in an effort to force the rest of the AFL movement to support his criminal brand of racketeering craft-unionism, induced the AFL Executive Committee to

CIO 1140 Whips AFL In Election

The CIO United Electrical Workers Local 1140 last week decisively smacked down the AFL in a National Labor Relations Board election held at the Mitchell Gatter company. The vote was 27 for CIO, zero for the AFL.

The NLRB will conduct an election next week at the Grant Battery plant in Minneapolis, after which Local 1140 will enter negotiations with the industry.

Wage increases on the hourly were won for eight members of Local 1140 Monday, following a one-hour strike at the G&M Manufacturing company.

There is no change in the strike of Local 1140 against the laboring Machinery Manufacturing company.

Four Motions Made on Behalf of 29

Hearings on four motions in behalf of sixteen members of Local 544-CIO and thirteen members of the Socialist Workers Party, originally scheduled for Tuesday before Federal Judge Matthew J. Joyce, were postponed to Thursday at 2 p. m.

Attorneys for the union members and for the SWP party will argue on the following four motions: (1) that the government furnish a bill of particulars to the defendants; (2) that the government designate under which of the two laws it wishes to prosecute—whether for sedition conspiracy, or assisting overthrow of the government; (3) that separate trials be granted each of the 19 defendants; (4) that a ruling be made on whether there exists "a clear and present danger" that the defendants will overthrow the United States government.

AFL State Convention Hears Stassen Speak

The Minnesota AFL State Federation of Labor convention heard Governor Harold Stassen as guest speaker. Stassen, author of the Slave Labor Act, has fought organized labor throughout his administration. He helped railroad and APLA strikers to prison and delay he denies democracy to the Minneapolis drivers.

The New Jersey AFL State Federation of Labor didn't let the Lawson gang in Minnesota put anything over on them though. The New Jersey AFL convention heard as guest speaker, Albert W. Hawkes, president of the United States Chamber of Commerce, who told the assembled union delegates how "un-American" the closed shop is.

Next year Lawson and Olson will no doubt invite the president of the U. S. Chamber of Commerce to speak before the state AFL convention here.

designate a committee to come to Minneapolis to purge the Central Labor Union.

There is a round dozen of the crimes against organized labor committed by the rotten Tobin machine. By certifying the AFL, Governor Stassen shows his approval of Tobin's kind of "unionism." The governor likes Tobin's dictatorial and racketeering style. So do the bosses. But the drivers and warehousemen despise Tobin and all he stands for. And the workers themselves will yet have the last word in this dispute.

On the National Picket Line

Marvyl Seboll

A major problem facing the American organized labor movement today is the priority unemployment which is sweeping the nation like a vast tidal wave. The very existence of such a condition, widespread unemployment and want in the midst of the greatest industrial boom this country has ever seen, seems almost incomprehensible at first glance. Yet it is the logical result of the war-time dislocation of industry deliberately induced by big monopoly corporations.

American Big Business, and its servant, the Roosevelt Administration, are determined to defend and retain control over world markets—but that defense must not cost the monopolists one cent of their sacred profits. They are determined to defend "our way of life" to the last drop of blood of the last American worker and farmer. But they are not willing, in that prospect, to give up any of the stupendous profits which they are reaping as a result of the defense program.

It is claimed that there is a shortage of essential raw materials—steel, aluminum and bauxite, tin, rubber, etc.—and that this shortage necessitates a drastic reduction in the manufacture of consumer goods in order that all available raw materials can be used for the manufacture of implements of war. There is such a shortage, and as a result, hundreds of thousands of non-defense workers are soon going to be unemployed. By December, 200,000 auto workers will be out of work. More thousands of workers now engaged in the making of electrical home appliances, refrigerators, washing machines, radios, etc., will feel the pinch of hunger even before winter sets in.

There is a good reason for the shortage of raw materials—steel. The same raw material can be used as the reason for the lack of plant expansion, which is another evidence of this war-time dislocation of production.

About a year ago officials of the Aluminum Company of America (ALCOA) testifying in an

Men of Steel Win Major CIO Victory

Little Steel, last outpost of the open shop in big industry, is this week striking down to connect negotiations with representatives of the SWOC. This development represents a major victory, a tribute to the loyalty and devotion to the cause of a majority by thousands of workers who kept the steel of defeat in the defeated Little Steel sense of 1937.

The representatives of Bethlehem Steel, Republic Steel, Youngstown Sheet and Tube Co., and Inland Steel have bound themselves by contract to negotiate and sign a tentative bargaining agreement with the union, after NLRB decisions proved that SWOC had a vast majority of the workers within their ranks.

The negotiations are being conducted in New York, Cleveland, Youngstown, Ohio, and Indiana Harbor, Mich. Each union committee is composed of representatives from the plants, with one CIO SWOC representative at its head.

Indicated in the demands to be negotiated are the closed shop, check-out system, seniority, grievance machinery, the elimination of wage inequalities, and the bringing up of wages to levels now paid in union shops, and other improvements in working conditions.

Why Griller Signs
A Republic Steel the SWOC won 2,848 votes out of 66,818 in 17 plants operated by this company.

The Youngstown Sheet and Tube company employees chose the SWOC by a majority of 15,626 out of 21,286.

At Inland Steel the SWOC won 9,550 out of 12,729. And in eight of Bethlehem Steel's plants the SWOC won 30,995 out of 42,956.

anti-trust action brought against them, said that there was an ample supply both of processed aluminum and bauxite, the ore from which it is derived, in this country. More recently the GPM has worked hand and glove with ALCOA to prevent any disturbance of that company's monopoly over the aluminum industry. Still more recently the government sent out a frantic plea to the housewives of the country to give up their aluminum pots and pans so that the building of airplanes could go on.

Roosevelt himself endorsed the Dunn report which stipulated that the present steel production capacity was sufficient to meet the needs of both civilian and defense buildings. Now the GPM has ordered the auto industry to cut its production in less than 50% of that for December 1940. On Sept. 11 the GPM announced that steel capacity would be stepped up 20%, but the New York Times, commenting on the order, said:

"Some defense officials... doubt that any expansion will be authorized... until all of the steel required for this increase in capacity is taken from civilian supplies..."

Some time ago a new synthetic rubber, superior to the natural product both in that it is cheaper to produce and stronger, was discovered. The rubber barons quickly bought up the patents so that this new product would not disturb their price control and market. Now there is a shortage of raw rubber. About 90% of all the rubber used here is imported from the Dutch East Indies—where Goodyear and Goodrich hold vast plantations of rubber trees.

OPM reported recently that there was a good stock pile on hand of mica—an essential in the manufacture of radios. On May 20, Metal Reserves Corporation revealed that there is practically no mica on hand, and that the only stock pile available is in India. OPM also assured the people that there was a good supply of tin available. Metal Reserves Corp. again revealed that this is not true. The present supply of tin, which is also imported from the Dutch East Indies, will last for about four months if there is no increased demand.

The steel, rubber, aluminum producers, the airplane and auto manufacturers, machine makers, in fact, all of the industrialists, have fought tooth and nail against expansion of their plants to speed up the defense. If that expansion means spending one penny of their stupendous profits, only when the government through amortization plans, and for the new buildings, retooling, etc., did any of these "patriotic" acts expand. FOR THE NEW YORK TIMES, HAS ASSESSED JUNE 24, 1941, IN ITS AUGUST ISSUE, ABOUT EXPANSION OF BIG BUSINESS.

It is now obvious that expansion of production facilities for steel, electricity, aluminum, and other essentials should have been undertaken as soon as the emergency was realized. But advisers closest to the GPM... reflected the fear of their several industries that the creation of vast new plant capacity would PRESENT A THREAT OF POST WAR COMPETITION" (our emphasis).

There is only one way of this industrial war and chaos. And that is to refuse to demand that the fry be taken out of the pot of the capacity and production of the hands of the workers' management. What must have been a plan to expand production on basis of national ownership, the expropriation of all industry, operated on workers' control.

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UNION MEETING SCHEDULE

Motor Transport and Allied Workers Industrial Union Local 544-CIO

SEPTEMBER MEETING SCHEDULE	Thursday, September 18—Test Awaiting Newspaper, 10 a. m.
Monday, September 1—Labor Day	Friday, September 19—Job cards
Wednesday, September 3—Sausage Festival	Monday, September 21—Water
Thursday, September 4—Greenhouse Independent Truck Owners	Tuesday, September 22—Material
Friday, September 5—Job Stewards	Thursday, September 24—Test Awaiting Wholesale
Monday, September 8—General Membership	Friday, September 26—Cold Storage and Produce
Tuesday, September 9—Lumber	Seniority Committee meets
Wednesday, September 10—Market: Wholesale Liquor	Tuesday at 7 p. m. Tuesday Committee meets and adj. Friday at 7 p. m. All regular meetings start at 8 p. m. unless otherwise indicated.
Friday, September 12—Wholesale Grocery	For Drivers—2nd Monday, September 16th, Day Laborers
Sunday, September 14—Over-the-road city pickup truckmen and road drivers who come under the area contract, 2 p. m.	Warehousemen—2nd Tuesday, September 18th, St. Louis, 6th day, September 22
Monday, September 15—Furniture Stores; Coal; Paper and Printing	