

THE NORTHWEST ORGANIZER

Official Organ of the Northwest Labor Unity Conference

MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.
GENERAL OFFICE: 286 E. 6TH ST.
St. Paul, Minn.

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!

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MINNEAPOLIS, MINNESOTA, WEDNESDAY, APRIL 22, 1936

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SINGLE MEN WIN CAMP FIGHT

MILL WORKERS HOLD MEETING TUESDAY EVE

Sash, Door and Mill Men
Hold Large Meeting
on East Side

88 Workers Join the Union
as New Spirit Enters
Industry

The meeting of the Sash, Door, and Mill Workers, held Tuesday night at 310 East Hennepin avenue, was a complete demonstration of the response that is received by a union from workers when correct organizational tactics are used.

This independent union of sash, door and mill workers, has recently placed itself under the guiding hand of Local 574. Using organizational strategy outlined by Local 574 Executive Board the Mill Workers Union has forged ahead in the last three weeks and made amazing progress.

Although this union has been in existence for some time, their real progress has only been dated from the time they placed their destinies in the hands of Local 574.

The Tuesday night meeting on East Hennepin was addressed by Miles Dunne, Editor of the Northwest Organizer. Dunne told the members of the Mill Workers Union that victory was in their grasp and no rewards would be beyond their reach if they succeeded in organizing a powerful industrial union that would have the strength and courage to enforce their demands. The workers received Dunne's speech enthusiastically and 88 new members joined the union.

Another open mass meeting, for workers in this industry, has been set for Wednesday, April 22. Hand bills setting forth the new proposed wage schedule will be distributed to all sash and door factories. The meeting will be held in General Drivers hall, 257 Plymouth avenue north, 8 p. m.

Mankato Relief Rally Scheduled for May 1

On Friday, May 1, the Mankato unit of Local 574 will stage a huge mass meeting for southern Minnesota workers. At this labor gathering will be invited employed and unemployed, WPA workers and direct relief clients. The meeting will be held in Richards hall, Mankato. Speakers will be on hand from General Drivers Union, Minneapolis.

What is this rumor we hear about the members of the Stenographers Union wearing union buttons?

THE BACKBONE OF LOCAL 574



A meeting of a committee of the job stewards of Local 574 held in the large conference room at the union headquarters. The members of the union will recognize in this group the faces of men who have given generous and untiring service and devotion to the union. It is the splendid work of these men who represent the union on the job that has contributed in very large part toward making Local 574 a powerful and efficient union. Each of the above stewards is a working member of the crew he represents.

Executive Board of Local 574 Again Publicly State Aims, Purposes and Position of General Drivers Union

One year ago today, on the 15th day of April, the charter of Local 574 was revoked by Daniel J. Tobin. The union was immediately unseated in the Teamsters Joint Council. In fact, obviously acting on advance information, Tobin's chore boys in the Joint Council had already maneuvered to remove Bill Brown, president of 574, from his position as organizer for that body, while Brown was confined to his bed with sickness.

The story was a little different in the Central Labor Union. Here also the union was unseated, but only after the progressive elements in the assembly had put up a good fight in its defense. It is significant to record that even today, one year after the date, there is determined opposition from the floor of the Central Labor Union whenever an attempt is made to attack Local 574. Even Meyer Lewis, the great purger, favorite disciple of Bill Green, the craft unionist, has to tread very lightly on the question of Local 574.

Despite its excommunication from the AF of L, the General Drivers Union has almost tripled its membership in the past year. This does not mean that it is good to be outside the AF of L. Such an implication would imply that national unity of the workers is

not necessary. It does mean that Local 574, in spite of the Tobin-Green-Meyer Lewis combine, is still to all practical intents and purposes a part of the national labor movement. The charter revocation has proven to be little more than theoretical. The union's enemies, within the labor movement, consist of a handful of labor fakers and one or two of Tobin's stooge unions. The majority of the workers in the other drivers unions in the city have remained staunch supporters of 574, and the vast bulk of the membership of the other AF of L locals are for it. The unorganized workers, who are just now awakening to the need for strong unions, have great respect for the General Drivers and come to them for help and guidance. All of this is due to the correct policy which Local 574 has

consistently followed.

In every strike, large and small, from the battles at the Flour City Ornamental Iron Works and the Strutwear to the "sit-down" at the J. R. Clark Co. and the strike of the Building Laborers Union on the slum clearance project, Local 574 has been right up in the front lines, supporting the strike in every manner possible. It has helped to build powerful unions for the AF of L, such as Local 160 of the Northern States Power employees. New groups have been crystallized and turned over to the AF of L, e. g., the candy workers and the building maintenance employees. In countless small controversies, it has been the stoppage of deliveries by Local 574 which has turned the tide in favor of the workers.

All of this has served to strengthen the bonds of solidarity between Local 574 and the AF of L unions. Like co-operation has been forthcoming to the drivers in their struggles with the employers. This splendid spirit of co-operation has served to disarm those who seek to tear down what has been built. The sniping of Tobin and Meyer Lewis, the conniving by Locals 500 and 221, have all been very ineffective.

Local 574 recognizes that the

Package Delivery Meet Sunday, April 26

A special open meeting of drivers, helpers and inside workers in the package delivery, department and furniture store section will be held Sunday, April 26, at 11 A. M. at 257 Plymouth Ave. N. The meeting will discuss demands for the renewal of the working agreement.

EXECUTIVE BOARD
LOCAL 574

574 FEDERAL GROUP FIGHTS FORCED LABOR

Dunne's Protest to Board
Brings Action by
Body

Single Men to Go Back on
Relief, Says New
Order

A smashing victory was won Tuesday morning by the Federal Workers section, on the question of forced labor camps for single men. Monday morning G. J. Dunne, representing the Federal Workers, appeared before a committee of the Welfare Board and spoke for an hour and a half on this question. Dunne protested against the position taken by the Relief Department that single men, residents of Minneapolis, be refused relief when they would not accept transfers to forced labor camps at Cannon Falls and elsewhere.

Over 500 single men had refused to allow the Relief Department to banish them to rural slavery and had been entirely cut off from all direct relief.

At the Tuesday morning meeting of the Welfare Board, Dunne and other representatives of the Federal Section, again laid siege to the members of the board and after a long, stormy session the previous order was rescinded and the single men were ordered back on direct relief.

The Federal Workers Section of Local 574 deserves a world of credit for the splendid fight they put up on this question that resulted in a complete victory for the single men's cause.

Police Gas Grets Packing Strikers

Police directed a barrage of teargas bombs against the picket line in front of the plant of the John Morrell Packing Co. after an encounter between strikers and scabs who tried to break through the line. Three scabs were injured.

Sam Twedell, business agent of the Amalgated Meat Cutters and Butcher Workmen local, and E. R. Evens, a picket, were arrested. The strike has been in progress since last summer.

Calif. Relief Clients Are Fingerprinted

Los Angeles relief workers, receiving \$1-a-day wages, are being fingerprinted like dangerous criminals. Officials call the relief fingerprinting projects "rehabilitation."

(Continued on page 2)

Make Minneapolis a Union Town

Executive Board of Local 574 Again Publicly State Aims, Purposes and Position of General Drivers Union

(Continued from page 1)

AF of L is the national instrument for the organization of the industrial workers. It seeks reinstatement in that body without any special favors. It asks only that it be accorded the same rights and privileges that are enjoyed by other local unions. That it be not dismembered on the altar of craft unionism. That it be returned to membership in the AF of L with all its strength and vigor, with the same rights that it enjoyed prior to its expulsion.

Pending the time of its return to membership, Local 574 will continue to support the AF of L. Not those elements within it which seek to hold down the workers by keeping them harnessed to the yoke of craft unionism, but it will support to the fullest extent those progressive elements in the movement which seek to open the doors of the AF of L to the large bulk of the unorganized workers by introducing the correct industrial form of organization. And further, Local 574 will support, with all its powerful resources, every legitimate union in every conflict, large or small, against our common enemy, the organized employers.

The General Drivers Union, Local 574, has dedicated itself to the task of working in co-operation with all unions, locally and nationally, to completely organize and improve the living conditions of every worker in Minneapolis, St. Paul, the Northwest and the entire nation.

We ask only that all workers, organized and unorganized, and all union officials join hands with us in this sincere and worthwhile objective. And that we remember at all times that our natural enemy, our common enemy, is the organized employers. And that when we fight among ourselves, we injure no one but ourselves and give additional weapons to our enemies, who are already too well armed against us.

EXECUTIVE BOARD
LOCAL 574

Flat Glass Workers Turn Towards C.I.O.

After a meeting here, the committee for industrial organization announced that the Federation of Flat Glass Workers of America, an American Federation of Labor affiliate has become a member of the committee.

Glenn W. McCabe, president of the union, presented the request of the union for alliance with the committee and announced that his union of 14,000 intends to branch out along industrial union lines into a field of over 100,000 workers.

In its immediate field, the glass workers have approximately 90% of the workers organized, McCabe said.

Greetings

Editor,
NORTHWEST ORGANIZER
257 Plymouth Avenue North
Dear Sir and Brother:

The birthday issue of the NORTHWEST ORGANIZER marks a real milestone on the road towards better union organization in the northwest.

Our local union, which subscribes in a body to the ORGANIZER, is more than satisfied with the policy of the paper and its editorial expression.

We hope that the ORGANIZER will continue to grow and expand during the coming year and that its second anniversary will see its circulation spread to every true militant in the northwest labor movement.

Fraternally yours,
RUBIN LATZ
Business Representative
Locals 18005-183

Classes Are Held In Drivers Hall

General Drivers Union Local 574, recognizing the crying need for working class education for its membership, was among the first unions in the northwest to hold regular educational sessions for the benefit of the membership.

As soon as the turmoil of the 1934 strikes had died down and the membership had settled into the routine of peace time union existence, literally dozens of classes were formed by members where they received information on economics, labor history, public speaking and other working class subjects.

It has been the policy of General Drivers Union, from the first, to attempt to inoculate the members of the union with a knowledge of their economic relation to the rest of society. The progress and success of Local 574 can be laid, in no small measure, to the superior understanding that is enjoyed by the members of the union.

Working class education has been no passing fad in the Drivers Union. Classes are still being conducted, and, almost nightly, some of our halls are occupied by workers receiving this vital information. The union, has in the past, and will in the future, continue to encourage the formation of classes for the benefit of the membership.

May Day Meeting Friday, 574 Hall

Friday, May 1, at 8 p. m. in General Drivers hall, 257 Plymouth avenue north, there will be a May Day celebration meeting which will be sponsored by trade unions, workers' fraternal organizations and political groups.

Among those collaborating in staging the affair are Local 160, Northern States Power Employees Union, Local 1859, Furniture Workers Union, Local 18002-183, Joint Local Cleaners, Drivers and Laundry Workers, Local 574, General Drivers Union, Workman's Circle Branches, Socialist Party, and Young People's Socialist League. The band of the Independent Union of all Workers of Austin, Minnesota, has been contacted, and will, in all probability, furnish music for the occasion.

The principal speaker of the evening will be Paul Porter. Mr. Porter is the editor of **Kenosha Labor**, official organ of the Central Labor Union of Kenosha, Wisconsin. Porter has had a long active record in the labor movement. He was the organizer and leader of the 1933-34 taxi drivers strike in Philadelphia which was broken by the vicious tactics of Daniel Tobin. Paul Porter also attended the last AF of L Convention as a delegate from the Radio Workers Union.

Speakers representing participating organizations will also be on the program.

Milwaukee Guildmen Fight Yellow Hearst

As the strike of the Milwaukee Newspaper Guild against Hearst-owned Wisconsin News goes into its ninth week, the striking news gatherers and editorial workers are standing firmly shoulder to shoulder in a determined effort that labor-hating William Randolph Hearst shall not destroy their organization nor defeat their strike.

Sympathy and support for the

NERVE CENTER



The office of Local 574, one of the busiest places in Minneapolis. It is from this center that the multitude of activities of Local 574 are coordinated.

CEMENT BLOCK WORKERS JOIN DRIVERS UNION

Employees in Cement Block Plants Join Hand With Local 574

Union Conditions Brought to Cement Workers for First Time

Last week saw the almost complete unionization of a group of workers who have hitherto been almost completely unorganized. The cement block workers and employees in gravel pits have formed a new section of 574.

The making of cement blocks is an industry of considerable size in Minneapolis. At the peak of the production season, hundreds of workers are employed in producing this necessary building material. There is a skilled trade where only training and experience in the work produces workmen who are competent to hold jobs.

No attempt has ever been made by an A. F. of L. union to take these workers into a union organization. Local 574 considers that the workers in the cement block plants and in the gravel pits are an important and vital part of the building material industry. The majority of these workers have worked for wages which are ridiculously low when compared to the skill that is required.

Several well attended meetings have been held for cement block makers and gravel pit workers and as a result almost 100% unionization of the industry has been affected. Negotiations are now being conducted between the union and the cement block and gravel employers. It is expected that a union agreement covering these workers will soon be signed.

striking guildsmen is spreading in an ever widening circle. Messages pledging support and containing financial assistance pour into the strike headquarters daily.

Advertising and circulation of the Wisconsin News has dropped to the vanishing point. The boycott initiated by the strikers against the Hearst sheet has been highly successful in Milwaukee and adjacent territories. Mass picket lines, parades and demonstrations are the weapons used by the Guild strikers with great success.

Strike leaders report that the spirit is good and that they are determined to carry on until victory is theirs.

Proclamation of the new Fascist government in Paraguay: "The liberating revolution is here . . . All political parties and labor unions are henceforth banned."

And Roosevelt had the guts to recognize such a government!

Bill Brown Says—

If the truck drivers are as anxious to join 500 as the Eighth Street disorganizers say they are, why is it necessary to have the Minneapolis police force at every meeting that they attempt to hold? They know that the workers in our industry have had a living example of how Tobin acts in a strike. Any organizer with half the courage of the worst kind of a scab would hardly ask for the same people that shot Ness and Belor to help them organize a fink union. Local 574 will be here long after Latimer is in the political junk pile.



BILL BROWN
President of 574

Federal Workers Section Proves Powerful Ally to All Unemployed

A brief history of the development of the Federal Workers Section of Local 574 is not only of special interest to our members but should serve as a guide for the necessary work in the future of building unemployed organizations. In order to make an analysis we must go back to the summer of 1934 following the two successful strikes of the General Drivers Union. At that time we realized the important part played by the unemployed and relief workers by the assistance given the General Drivers Union in carrying to a successful conclusion the bitter struggles that we had gone through.

We found that we had taken into our union hundreds of drivers, helpers and inside workers who, for one reason or another, were either part-time workers or unemployed. We felt that any organization of workers which does not have for its policy the taking care of their unemployed is not carrying out its full share of the responsibility toward its membership.

The executive Board of the union discussed this matter at some length and decided that we would attempt to get the assistance of the General Labor Movement through their official body, the Central Labor Union, for a real attempt to organize the unemployed workers who were members or who had been former members of the various trade union organizations. Our delegates to the Central Labor Union were instructed to make a motion to this effect and succeeded in getting set up, by unanimous agreement of the Central Labor body, a committee of three to formulate a policy for carrying out this work. Before this committee had

Coal Workers Drink, Eat at Tuesday Party

Tuesday night, April 16, the coal firms operating out of the Fuel Distributors yard threw a party for all of the workers employed there. The affair was held at the Minneapolis Brewing Company. A good lunch was served, the beer flowed freely and a good time was had by all.

The firms that took part in giving the party were the Fuel Distributors Co., DeLaitre Dixon, Reeves Coal, Swain Farmer and the Crail Coal Co. As far as the workers were concerned it was a strictly 574 affair.

So thoroughly did the union spirit imbue the party that late in the evening Herb Crail was seen wearing a 574 button.

Recent declaration of the New York Board of Trade: "Strikes must be made illegal. The time has come to protect the interests of workmen and employers alike. Unions are rackets, the shame of our cities. Let us wipe out this malignant growth."

The big boys reason thusly: We have an organization and it's fine for us—but we don't want you to have an organization that's fine for you.

met, the charter of the General Drivers Union was revoked and we were automatically expelled from the Central Labor Union.

We now realized that if anything was to be done along the lines of organizing the unemployed of our union, that we would not get any assistance and therefore this matter and the responsibility of carrying out such a program rested entirely with Local 574. We decided that our first responsibility would be toward members of our own organization and we placed one of the union organizers in this field to set up and build an organization of the unemployed members of our own union.

It immediately became apparent that so much interest was shown in the program and policy laid out that it would be necessary to take into such an organization former members of other unions and the unemployed in general. After several organizational meetings we decided on the name, the Federal Workers Section of Local 574.

Grievance and other committees were set up, organizational plans adopted and a full time organizer functioning only for this section and a complete plan and program was adopted. Another interesting part of the plan is the setting up of project stewards who act in an advisory capacity as well as to collect dues and organize on their own projects.

The correctness of our estimation and analysis of the policy for assisting the unemployed has been more than gratifying, and the present membership, with the enthusiasm with which the workers have responded, has proven, beyond a doubt, that only unemployed organizations which are backed and supported by a solid militant trade union organization, can survive or function for the workers. The best proof of this statement is the fact that we have all seen hundreds of unemployed organizations rise and exist for a short period of time and finally expire while our organization has had a record of consistent growth and remains the only solid and militant unemployed organization in this section of the country.

Local 160 Meeting Schedule

- Wednesday, April 22—Stewards and open organization meeting
- Thursday, April 23—Executive Board
- Wednesday, May 6—Regular membership meeting
- Thursday, May 7—Executive Board meeting
- Wednesday, May 13—Stewards and open organization meeting
- Thursday, May 14—Executive Board meeting
- Wednesday, May 20—Regular membership meeting
- Thursday, May 21—Executive Board meeting
- Wednesday, May 27—Stewards and open organization meeting
- Thursday, May 28—Executive Board meeting

DUNNE STATES CONFIDENCE IN FUTURE OF 574

Reviews Record of Enemies Met and Defeated by Union

Cites Continuous Growth as Proof of Sound Policies

By V. R. Dunne

Local 574 has existed one year without a charter. Tobin "revoked" it just 12 months ago. Today our union is bigger and stronger than it has been at any time in its history. The monthly dues payments maintains a better average level than in the past. New members from all sections of the industry continue to join in an ever increasing number. Several new groups have come to 574 for assistance in organizing and have become members of our Local. This is especially true in the last few weeks and months. The General Drivers, Helpers and Inside Workers Local 574 has only recently renewed contracts with the most important groups of employers.

These facts give eloquent testimony to the inherent health of the union. This pronounces, in forceful language, an endorsement by thousands of workers, the policy of Local 574.

Does it follow that the union, its membership and leaders argue, that the Local has a better standing without a charter than with one as a unit of the general Trade Union Movement? That is not at all the case. The leadership, the union as a whole, has gone far out of the path of the average "independent" union in an effort to have the charter restored.

Local 574 has, however, maintained a deliberately consistent attitude on this question. Contending that the rights and interests of the membership rank ahead of the interests of the International officials, it seeks reinstatement on the basis of its present form and without sacrificing the welfare of its members. Local 574 will not give up its rights for which it is struggling. These rights include the restoration of its charter, and the right to build and work for Industrial Unionism. The General Drivers of today came into being as a fighting union. The Coal Strike of February, 1934, which organized for the first time, the Coal Yard workers and drivers, stamped it indelibly as such. The Coal Strike victory, achieved without the aid of the International, prepared the union for the May and July strikes.

The organization campaign, launched in March of 1934, was planned deliberately to organize the street transportation in the city and to include in the union all of those workers on platforms and in warehouses who played a direct part in this (for Minneapolis) basic industry. The May strike, which came as a result of the employers' refusal to deal with the now powerful union, was bitterly fought by both the bosses and, as had been expected, by Tobin and his henchmen. The spectacular fight put up by Local 574 in May resulted in routing, in open battle, the police and special deputies who came, also according to expectation, to the aid of the employers.

Thus the Citizens Alliance received at the hands of Local 574, its second defeat within the year, after 20 years of almost uninterrupted union busting. The Union, at the end of the victorious May strike, had grown to mighty proportions. The Citizens Alliance, now thoroughly alarmed, deter-

LOCAL 574 BURIES A MARTYR



The vanguard of the funeral procession which carried Henry Ness, war veteran and member of Local 574, to a martyr's grave. Ness was shot down by police on the "Bloody Friday" of the second 1934 truck strike. Members of the Veterans of Foreign Wars arranged military ceremonies for the funeral. The marching columns of Local 574 members seen in the picture extended over six city blocks. Thousands of supporters of the fighting truck drivers swelled the line of march into a procession which tied up loop traffic for four hours. Not a cop was in sight.

mined to smash, at all costs, this real menace to the "open shop." Refusing to comply with the agreement signed in the May settlement, the employers, led by the Citizens Alliance, and backed by Tobin, denied Local 574 the right to speak for the inside workers. Knowing that this meant a fight for the gains of the two previous strikes and for the life of the union, the Organization Committee, which actively conducted the affairs of the Union, prepared to accept the challenge.

With an appeal to the Central Labor Union, and all friends of labor, Local 574 held the organization campaign, endorsed by the organizations for a monster parade up Nicollet avenue, which ended in an enthusiastic, crowded auditorium meeting.

A 36-day strike was opened on July 16th. Local 574 lost two brothers killed and 50 wounded by police gunfire. The Union fought in the streets against the state troops and had its strike headquarters raided by them. It contended against governmental mediators; was slandered and maligned again by Tobin and the International. Surmounting all this with superb courage, the ranks held firm and came to victory in its third major battle of the year.

More solid now than ever, with dozens of job stewards, a weekly Organizer, a fine headquarters, a busy organization staff, and thousands of devoted members, Local 574 looks toward a fighting future with confidence.

Mankato Local Joins Blue Earth F. L. P.

RESOLUTION

WHEREAS; It is apparent that trade unions and workers organizations need greater opportunity for expression of their views on the political field, and

WHEREAS; The two old parties offer no chance for workers to help mold the program and platform of these parties,

THEREFORE; Be it resolved that Local 574, Mankato, Minnesota, at a regular meeting assembled, go on record for affiliating to the Blue Earth County Farmer-Labor Central committee and that we proceed to elect two delegates to represent us in that body.

The Railroad Unions

The Bankruptcy of Craft Unionism

In the concerted move to dismember the M. & St. L. Ry., by the railroad financiers, we have another illustration of the utter helplessness of the craft system and its leadership. The M. & St. L. case is not an isolated one, but on the other hand, part of a settled policy and program of railroad consolidation and coordination to increase the private profit of large holders of railroad securities.

The owners of the railroads, like the owners of all other industry under capitalism, are in business to make a profit. Every move they make is motivated by this idea. Their proposal to cut up and abandon parts of the St. Louis Railway, to consolidate and eliminate railroad terminals, and their acquisition of highway transport, is merely for the purpose of increasing their profits at the expense of the workers. People do not go in business for the altruistic motive of rendering service to others but to make profits for themselves. The railroad owners are only acting in accordance with their interest.

But how about the railroad workers? Are we acting according to our interest? Let us give some serious thought to this question. Is it to the interest of railroad workers to be kept divided into 21 separate unions? Is it to our interest to maintain 21 complete of ficial bureaucracies for all these unions? What do you think, brother? What do you think of a labor leadership that keeps the workers in one industry divided in this fashion? You could hardly expect such leadership to mobilize workers for effective resistance against any proposals to eliminate workers' jobs to make more profits for absentee owners of railroad stocks and bonds. As a matter of fact, the present Brotherhood leadership, who draw all the way from Five to Fifteen Thousand dollars a year salary plus a liberal expense account, has far more in common with those who

want to eliminate unprofitable trackage and consolidate railroad terminals than they have with the railroad workers. How could you expect such high salaried craft officials to work effectively for amalgamation of the railroad unions? How could you expect this kind of leadership, whose main concern seems to be to steal members from one another, to unite the railroad workers for effective protection and promotion of their common interest? Let's eliminate this privileged class from within our own ranks by paying our leadership the union rate of pay.

It is foolish for railroad workers to look to our present Brotherhood leadership for direction and guidance in meeting the problems of railroad dismemberment and consolidation. A leadership which keeps the workers divided into 21 independent unions in one industry does not lead the workers anywhere but to surrender and defeat. This holds equally true in the M. & St. L. situation. To protect the interest of the M. & St. L. workers requires united action on the part of all railroad workers behind a definite program and a definite position in a case like this one. Our union leadership should have a definite position on how to protect the workers' interest in trackage elimination or consolidation. And the united economic strength of the railroad workers should be

NATIONAL LABOR RELATIONS BOARD

Washington, D. C.

April 16, 1936

Grant Dunne
256 Plymouth Ave. North
Minneapolis, Minnesota

Dear Mr. Dunne:

May I congratulate you on the effective and pointed testimony that you gave before the La Follette subcommittee hearing. I wish that circumstances might have permitted a more detailed account of developments in Minnesota. Should the resolution pass and a big investigating committee be set up there ought to be opportunity for full testimony from Minneapolis.

My personal thanks for your taking the time out to appear and despite delays to have your say.

Very truly yours,
Heber Blankenhorn

Laundry Workers Union Initiates

One of the most successful general closed meetings of the year was held on Wednesday, April 15, by the Laundry Workers, Cleaners and Drivers Local 18005-183. A group of 17 new members, consisting of inside workers and drivers were initiated. A debate by the WPA educational group about the Constitution and the Supreme Court was very well received, and the Hon. Meyer Lewis meddling in our purely local affairs was discussed and unanimously condemned and rejected.

The meeting ending up with a celebration in honor of our President, Clarence Matthews' 30th birthday anniversary, being presented with a beautiful gift by Rubin Latz in behalf of the Executive Committee and the entire membership in appreciation for his conscientious and good work for the Union.

used to back and support such a position.

Railroads, like other basic industries, have reached a stage of development where they have become a social necessity and they have for a long time been receiving favors and considerations as such. Consequently, they can no longer remain the personal plaything of private investors. The railroads must be made to fill the needs of society and not merely to gratify the personal wishes of a few. And on this basis our labor leadership should demand that the railroads take care of their workers first in all changes and improvements in railroad transportation. Any industrial changes which do not benefit the workers certainly should not be classed as progressive changes and, therefore, should be resisted by the workers in an organized and concerted manner. This is the position taken by the Minneapolis Railroad Council in its 16 page program for railroad workers. Get a copy of this program and read it.

If the proposed changes on the Minneapolis and St. Louis Railroad are good ones then not only should all the present workers be retained but their wages and working conditions should also be improved. If the proposed change will improve the industry then it should also improve the condition of the workers in that industry. If not, why not? At any rate this is the position that must be taken by any good labor leadership. It would be suicidal for organized labor to take any other position.

It is absolutely silly and foolish for labor leaders to run to the various governmental departments and bureaus for a redress of workers' grievances. The well organized owning class has far greater influence on public office holders than the workers can possibly have under the system of private ownership of industry. The workers' most effective weapon, under this system, is collective economic action, when necessary, to protect and promote their economic interest. But we cannot use this weapon effectively as long as we permit overpaid craft officials to keep us divided in 21 unions in one industry.

The railroad workers need an industrial union on the railroads to take the place of the present 21 craft unions. We also need a new leadership which does not need the protection of gaglaws and censorship. We need a union and a leadership that can protect our interest in cases like the M. & St. L. Terminal Committees or Councils, consisting of progressive members from the various railroad unions, are steps in the direction towards one union of railroad workers.

LOCAL UNION'S ORGANIZATION IS EXPLAINED

Job Stewards Prove to Be Important Arm of Union

Union Office Is Nerve Center for Huge Local

The large membership of Local 574, together with the fact that the Union has working agreements with hundreds of companies, presents a complicated problem in organizational procedure and union administration. All of the members of Local 574 have a community of interest which is something more concrete than the broad principle of the fraternity of the workers. The Union has in its ranks and actively represents workers from practically every phase of the trucking industry. This includes the truck drivers, helpers, platform men, dock workers, warehouse men, yard men and inside workers.

The term "inside worker" covers specifically those workers in the large warehouses, stores and small manufacturing and distributing establishments who rightfully belong with the truck drivers because of the close relationship of their jobs to the transportation of goods on the streets and highways.

A novice approaching this problem would soon create out of a well functioning organization a hodge-podge before which the incident of the Tower of Babel would pale to insignificance.

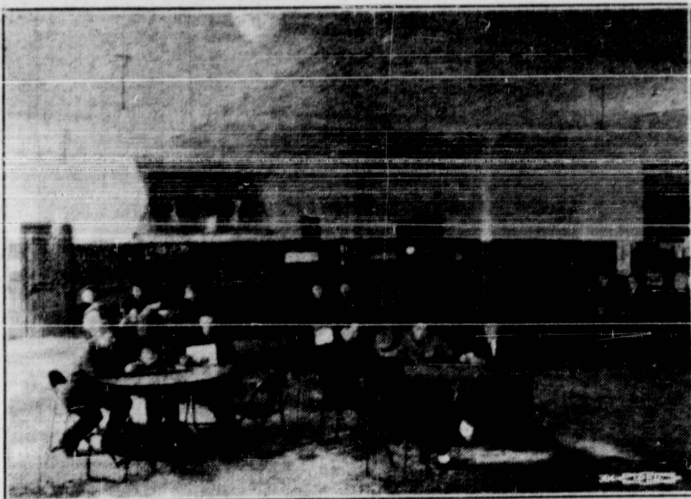
The two years of experience since the revitalization of Local 574 early in 1934 have been utilized to create organizational machinery which promotes harmony, efficiency and constant growth in the Union. For the purposes of working out the broad fundamental organizational problems the entire membership of the Union meets twice monthly. Practical experience has dictated the necessity for and proven the value of the establishment of sectional groupings according to the particular line of industry for purposes of dealing with the special problems peculiar to that industry. For example, the transfer, taxis, coal sections, etc. This method of procedure has made it possible for the workers in each type of trucking industry to deal as a group with their own special problems, and at the same time to have the advantage of the power and prestige of the entire organization with all of its sections.

A job steward system has been created which serves as the eyes, ears and, as a matter of fact, as the very nerve center of the Union. There are at the present time 71 job stewards, and a number larger than the entire membership of many craft unions. These stewards among the larger companies are responsible for the crew on only one job while among the smaller companies, the steward system is supplemented by job committees in the real large companies; for example, the Yellow Taxi Company, the large transfer companies, etc.

The stewards and committee men are charged by the Union By-Laws to "represent the Union on the job, to see that working agreements between the Union and the employer are enforced; that there is no discrimination against the Union members by the employer; that the seniority rule is observed; and that all employees on the job are members in good standing in the Union."

Reinforcing the job steward system is a staff of nine full time

WHERE OLD FRIENDS MEET NEW FRIENDS



The club rooms of Local 574 where members of the union gather during their idle hours. Every union man and woman is welcome here, and the members of many unions take advantage of this hospitality. In fact, even some of the "Eighth Street generals" like to drop in—when Meyer Lewis is not in town. During the busy evening hours this hall is filled with visitors, and there are usually two or three small meetings at corner tables held here because all other halls are filled.

field representatives. It is their duty to settle grievances which the job steward cannot handle, to organize new members into the Union and, functioning collectively, to coordinate the activities of the various sections so that the Union at all times presents a solid fighting front.

The Union Executive Board, most of whose members are also full time field representatives, gives leadership and guidance to the organization by constantly planning the way toward greater gains and consolidating the position of the Union to maintain these gains as they are won.

The office of Local 574 functions on a highly systematized basis. With the rapid expansion of the Union it became necessary to junk the horse and wagon methods of bookkeeping which were inherited from the old days under the dictation of the Drivers' International. A card index system for membership records and specially prepared forms and methods of procedure for keeping track of the job stewards are now completely installed. The exact standing of any member can now be determined in a moment's time.

Reports are prepared regularly to give an exact picture of the status of the Union and cumulative records show all the various phases of its growth. It is now possible to find at any time, on short notice, the exact facts concerning the actual trend of the Union. This method of systematization has contributed largely to the splendid growth and progress of the Union.

Special forms are provided for the recording of grievances submitted by members. Here again a follow-up system is used to insure that every complaint is followed through until adjusted. Studies are made of these records to determine ways and means of providing greater efficiency in settling grievances.

It must be recognized that Local 574 is a large scale and highly successful experiment in a new method of organization. It has done many things, written new history for the labor movement, but as yet only the surface has been scratched. There is even greater work ahead of us. The performance of the Union thus far gives great promise for the future.

Justice in the State of Delaware: "Charles Jackson was given a public lashing and sentenced to six months in jail today for stealing seven valves from a fishery plant. Jackson said he wanted to sell them to obtain food."

The American Liberty League would tell him to eat the constitution.

Coal Workers Are Union Backbone

The Coal Workers Section of General Drivers Union has long been recognized as being the real backbone of Local 574. It is not without significance that the coal drivers and coal yard workers were the first ones organized during the organizational drive of 1933-34.

No really satisfactory explanation has ever been advanced that completely explains the militancy, determination and courage of this section of the union. Their three-day whirlwind strike of February, 1934, really set the tone for the militant strike actions that were taken by Local 574 during that year.

The coal workers strike was characterized by the extreme militancy and solidarity that was displayed by these workers which brought about a victory in the strike and with it complete unionization of the coal industry. The Coal Workers Section is still the most faithful and loyal portion of Local 574.

The May and July strikes of the General Drivers Union were lead and conducted, almost entirely, by members who were former workers in the coal yards. Not only did the leadership of the coal strike and subsequent strikes come from the coal yard drivers and workers, but the most militant pickets, picket captains and functionaries were workers who were engaged in the "black diamond industry."

The determined and courageous stand taken by the Coal Workers Section in February, 1934, has been more than repaid by the wages and working conditions that they now enjoy.

Workers, Farmers to Have Co-operatives

In Montevideo, Minnesota, WPA workers and exploited farmers have joined hands and are attempting to break the monopoly on food and clothing long held by local Montevideo merchants. They have formed a co-operative store that will be known as the Consumers Buying Club. It is set up as a Rochdale Co-operative.

Funds have already been raised to put the store in operation, a sinking fund has been set aside to assure its continued operation, a store building has been rented and the new mercantile venture of the workers and farmers will shortly be launched. It has the support of the Big Stone Labor association, the Farm Holiday and the Farmers Union.

Oh yes, the local merchants don't like it a bit.

Independent Truck Owners Have Demonstrated the Value of Unity

IMPORTANT NOTICE
It is important that every union member should know and realize the importance of securing a withdrawal card when leaving employment. Only two things are necessary to secure a withdrawal card. First, that you be unemployed or working at some occupation not covered by the jurisdiction of this union; and second, that your dues be paid for the month in which the withdrawal card is secured.

There are dozens of cases on record where union members, because they told someone that they wanted a withdrawal were under the impression that they had properly satisfied the rules governing card regulations. Do not take anyone's word in this important matter! See your job steward or come to the union office and insist that the withdrawal card be placed in your hands. A withdrawal card costs nothing, but failure to secure one may cost you a \$10 reinstatement fee. Act promptly, when you are unemployed!

Local 160 News

The regular membership meeting on Wednesday, April 15, was very well attended. Reports were received from a number of departments, all indicating solid growth and expansion. A further report on the establishing of the full time office was received. Plans were outlined for enlarging the staff of stewards. The printed questionnaires were on hand and distributed. Brother Miles Dunne, of the Northwest Organizer, spoke to the meeting, emphasizing the necessity of everyone actively participating in the union as the only road to 100 per cent organization.

On Friday, April 17, two special meetings were held. One, the Overhead Department meeting at 257 Plymouth Ave. N., to hear the report from the committee that had met with the management on matters of wages and hours in the Overhead Department. Plans were outlined for immediate activity and a committee to further define the details was scheduled to meet on Monday, April 20. The size of the meeting revealed very nearly 100 per cent in the union and all indications were the few stragglers would be in shortly. The second meeting of the evening was at the home of Roy Dennis for the Meter Department men. Here too a committee report on a meeting with the department was heard and plans laid for an immediate program in the department. A special committee will meet Tuesday evening, April 21, to work out the final details which will be ratified at the regular Wednesday evening meeting, April 22.

Returns on the questionnaires are beginning to come in in good shape. Everyone should emphasize to ALL their fellow workers the necessity of making out this report and handing it in as soon as possible. The questionnaire contains full information on procedure.

Greetings

NORTHWEST ORGANIZER
257 Plymouth Avenue North
Dear Sir and Brother:
Local 160, Northern States Power Employees Union, takes this opportunity to greet the anniversary issue of the NORTHWEST ORGANIZER. Our union feels that this militant labor publication is the best of its kind being published. We wish the ORGANIZER success during the coming year and hope you will succeed in spreading the gospel of sound unionism to an ever-increasing circle of readers.
Fraternally yours,
GEORGE PHILLIPS
Local 160

One of the reasons for the loss of Local 574's charter was the Independent Truck Owners Section which is now an integral part of our union. During the May strike of 1934 many independent truck owners came in and sought the protection of the union. When this was followed by the July-August strike, in which many members of the Independents took an active part, it was decided that this category of workers should be freely admitted to the union.

The Teamsters International, learning that Local 574 was organizing independent truck owners, ordered the union to cease this practice and to expel all such members from its ranks. The orders of the International were disobeyed and the union continued to accept as members individual owners of hauling equipment. Tobin raged, but the Independents stayed with the union. They are now an active and important branch of Local 574.

The union has been able to accomplish many things for them. It has set a wage scale for trucks that is now generally recognized as being the going wage throughout the state. The action taken by the independent truck owners on the question of WPA employment was a classic example of what can be accomplished through union organization.

This section of the union first compelled the state WPA administration to abandon its plans of hiring fleet owners which would have worked a hardship upon individual truck proprietors. In January, 1936, they compelled the administration to give up its plan of "rotating" the work which would have resulted in truck owners living on a subsistent wage.

The Independent Truck Owners Section, which is over 500 strong have an active and militant leadership that has brought this portion of the union many rewards in the form of higher wages and better working conditions.

Unions to Start Baseball League

The baseball leagues are starting to stick their heads up out of the southern training grounds. . . warm breezes are blowing up here near the pole again. And a lot of hands are itching to get inside a glove, a lot of fingers to curl around a horsehide.

In previous years when the itching and curling symptoms appeared, the move was to get lined up with some league made up of teams from all sorts of groups from the very much ex-Strutwear Company Union to the Patriots Incorporated.

Altho the organized men in this city fought together side by side on the picket line and supported each other in their struggles with the bosses in every other way, somehow the feeling of solidarity never manifested itself in any sort of a sports organization for organized workers only.

This season it is proposed that we organized guys get together and set up our own League, get our own permit from the Park Board and play off Union against Union. We've done a lot of fighting side by side, and we'll probably do a lot more. . . but now's the time for a little play and let's play together!

If you're interested, organize a team in your union, pronto, and get in touch with Dexter Goulston at Main 7781 as quickly as possible. If we want to get started, we'll have to hurry because the season's already started.

Cab Drivers Section of Local 574 Wins Wages, Hours for Members

In the past years there had been made several attempts to organize the taxicab drivers, but all failed for lack of proper leadership. It was in May, 1934, during the truck drivers strike that the taxicab drivers started a real live organization. At that time there was an attempt to organize a "Company Union," at the Yellow Cab Co. The reaction was: All taxi drivers of the Yellow Cab Co. went to strike headquarters, 1900 Chicago avenue, to join Local 574.

We went out on the picket line and helped the truck drivers and forced all independent taxicab owners and drivers off the street and into Local 574. When the truck drivers settled and went back to work we stayed out until we received a settlement which took several more days and resulted in a signed agreement for one year from June 4, 1934 with increased commissions and union recognition. Independent taxi drivers received a similar agreement and a group meeting of all taxicab drivers voted by almost unanimous voice to stay in Local 574.

We were all working during the July strike until "Bloody Friday," when we again went out to support the truck drivers. Again we had to force the independent taxicab owners off the street and during the time of this strike they were continually chiseling, and we were forced to take drastic action to make these independents stay off the street.

There were several attempts made by International officers to revive a discarded Taxicab Drivers Local and again a majority vote was taken to stay with Local 574. Nevertheless, Geary, International Vice-President, who was here to try and break the strike, was able to get the independent cab owners to start a Taxicab Drivers Local and they forced their drivers to join on penalty of discharge.

It has been the policy of independent cab owners since, to, at all times control the Taxicab Drivers Local which has proved to us that they are merely organized for the purpose of misleading workers to patronize them. Do not be misled thereof, as the real taxicab drivers organization belongs to the Drivers Local 574.

We signed a new agreement in June, 1935, without a struggle, and received increased commissions and seniority in all departments. We have progressed steadily since, and have rewritten a new agreement in February of this year to and including December 31, 1937.

We have not only increased our earnings, but also the company's, and proved to the rest of the organized workers that an industrial organization such as ours is necessary to increase the advantages of the workers.

The Independent Taxicab Owners and Drivers organization, which is controlled by the owners alone, is in such condition that the drivers must take what they get and like it. They are still fighting our organization through the Central Labor body, with craft unionism, and the backing of the International officers, to try and discredit our organization. Nevertheless, we have proved to all workers throughout this city that we have an organization which functions solely for the workers and through real co-operation has received not only increased earnings, but also new equipment, better understanding between workers and seniority has proven a real advance in this industry.

Today, we are organized to the point whereby we control the entire industry in which we work, and the independents are fighting between themselves for business,

'Union' Organizer Uses Police Dept.

On three different occasions, during the past week, "organizers" of the Teamsters Joint Council have had the accompaniment of squad carloads of police.

At the Consolidated Package Delivery, Saturday morning, a carload of representatives of the Teamsters Council, closely followed by two police squad cars, called upon the employer. At the Merchants Transfer, later in the day, the same thing took place.

There could be no more shameful insult to a truck driver in Minneapolis than for a union representative to call upon the same police department that shot down his brothers during the Drivers strike to give him protection. Workers should answer this insult and affront in only one manner. They should drive these people from their presence as they would a leper.

No one, however, should be surprised at the tactics these people are using. They are true representatives of the decaying Teamsters International.

G. Dunne Testifies At Senate Hearing

Of interest to the local labor movement should be the testimony given by Grant J. Dunne before Senator LaFollette's Senate Subcommittee, that is investigating spies and agent provocateurs in unions. The Recording Secretary of Local 574 was called before the committee while he was in Washington, D. C. recently.

Dunne told the committee that during the General Drivers' strike in Minneapolis in May, 1934, a man who represented himself as a member of the Farmer-Labor party obtained the confidence of the strike leaders and gained access to the microphone at strike headquarters where the assignments of pickets in radio equipped cars were directed. This man, who gave the name of James O'Hara, according to Dunne, ordered two picket cars containing a large number of women, to go to an alley close to newspaper plants, where they were beset by deputies and beaten so badly that some had to go to the hospital.

Editor Invites All To Write Organizer

The editor of the Northwest Organizer wishes at this time to thank the hundreds of friends, in all parts of the country, who have been so generous in submitting labor articles and news stories that have been used in the columns of our paper. Without the help and assistance rendered by the many well wishers of the Organizer it, many times, would have been a difficult matter to make the sheet interesting to its wide circle of readers.

The columns of the Organizer have always been, and will continue to be, open to articles and stories that are of interest in labor circles. We hope that the friends we already have and those we expect to make will continue as contributors of the official organ of the Northwest Labor Unity Conference.

which they cannot receive because they lack responsibility. The Yellow Taxi Co. employees, numbering about 250 men, are solid for 574 and shall remain so as long as we can increase our general working conditions.

THE SOUSAS AND CONFREYS OF 574



Truck drivers with a flare for music find the union ready to help them realize their ambitions. All members of this seven-piece band are working members of Local 574. Dick Atherton, the originator and maestro, strumming the banjo at the right, says that one year from now the union will have to build a bigger stage to accommodate the growth of the truck-driving musician group.

Members of Union Form Dance Band Which Plays at Union Gatherings

Local 574 were the pioneers in the union field when it came to organizing a musical group who would play under its name. It was long known that an organization as large as 574 contained plenty of musical talent that could be used to form a band or orchestra. When the first call for musicians went out, those who were charged with the responsibility of assisting the band were amazed by the response that was received.

Dick Atherton, banjo player extraordinary and a driver at the Brecht and Richter Co., has been one of the active figures in the formation of the dance orchestra that now plays under the name of Local 574. This splendid musical organization has already repaid the union for the effort that was put into its formation.

It has played at several union mass meetings and has elicited most favorable comment wherever it has been heard. It is the intention of the union to encourage and foster, whenever possible, the musical inclinations of its membership.

Union Quarters House Activity

The headquarters of Local 574, located at 257 Plymouth avenue north, which we moved into June 1, 1935, have proved to be a real home for General Drivers Union. The second and third floor of the Plymouth avenue building appeared ample for the wants of the union when we first moved in, but the constantly expanding membership of the union, during the last year, has taxed the space to the utmost.

On the second floor are located offices of the union. Here is also the editorial office of the Northwest Organizer. The rest of the second floor space is devoted to a large club and lounging room, an ample check room, two small meeting halls and a conference room. On the third floor is located the large meeting hall. The main auditorium is equipped to seat upwards of 1,500 people.

During the day the second floor presents a busy appearance as members are constantly coming and going, paying dues, making complaints and having grievances adjusted. At night the halls are always thronged with union meetings, committee meetings, classes and gatherings of various groups.

Today there is scarcely a worker in Minneapolis who is not familiar with the location of the headquarters of the Local 574.

Market Workers Secure Reforms In Wages, Hours

Perhaps the greatest achievement that has been recorded by Local 574 was the complete unionization of the Minneapolis Central Market Workers. The economic fate of these workers was the determining factor that threw General Drivers Union into the July-August strike of 1934. Local 574 settled the May strike with the understanding that we would have complete jurisdiction over, and be able to set a wage scale for the cruelly exploited inside workers on the central market. When the market employers refused to recognize the union's contention that it had a right to deal for these workers and no satisfactory method could be set up where the union's claim to deal with the workers could be established, the July strike took place.

There is no section of workers, coming under the jurisdiction of Local 574, who received greater benefits from the union's victory than did the Market Workers Section. Prior to the strike, which brought about a union agreement for these workers, wages as low as \$12 per week was being paid by market firms. Weekly hours of 75 to 80 were common. The struggle with the market bosses, which brought victory to the union, established wages and working conditions which are far in excess of the fondest dreams of the market workers before the unionization of the industry.

The union agreement on the market brought about an eight-hour day and a 50c minimum wage. It brought seniority and the right to belong to a union. It made the Market Workers Section a powerful arm of Local 574. They remain its staunchest ally and its most faithful friend.

Teamster Council Loses Comedian

We take this occasion to record the passing of Cliff Hall as an organizer for the Minneapolis Teamsters Joint Council. Hall was probably as ill fitted to organize workers as anyone that ever tried the job.

To begin with, he had absolutely no knowledge of the trade union movement, and in addition to that, he had no feeling of sympathy for the economic plight of workers whom he was attempting to organize.

His record in Local 574, prior to the loss of our charter, was a bad one. It can be conceded, without argument, that had Hall remained business agent of Local 574 for a longer period than he did, the union would have been completely disorganized.

The Teamsters Joint Council should be congratulated for riding itself of this vainglorious, self-seeker whose whole experience has proven that he is a disorganizer of workers instead of an organizer.

Richard F. Sieg, local relief client, awaiting trial for robbery! "I'd like to ask the judge, the police, anyone who has money to live decent, what they'd do if they had no food, no shoes, no clothing for their family and no money to buy it with . . . Lots of people would do what I did."

Yes, and they'd be right in doing it. It's the damnable profit system that can't give people the elementary human needs that drives people to robbery, in 98 per cent of the cases. If justice were to prevail in this case, Sieg would go scot free and the system would be sentenced to extermination.

Greetings

Editor,
NORTHWEST ORGANIZER
259 Plymouth Avenue North
Greetings to the anniversary issue of your paper. The membership of Local 1859, who all subscribe to the ORGANIZER, feel that the aggressive trade union policy as expressed in its news and editorial columns, closely represent the views of our union on this question.
Success and luck to the ORGANIZER for the coming year.
Fraternally yours,
JOHN JANASCO
President Local 1859

Sabotage Against Toledo Auto Strikers Told by Union Member

(Continued from last issue)

There are signs that the auto workers may strike for union recognition against the auto barons this spring. In the last issue of the Organizer we told the story of the strikebreaking tactics of the Dillon-Green A. F. of L. machine in the big General Motors strike last year. Francis Dillon, president of the auto workers, is a craft unionist and a handy man for William Green. If the auto workers are to win their strike the Green-Dillon machine must be OUT and an industrial union leadership IN. Everyone knows the rubber workers in Akron won their victory as an industrial union, assisted by the C. I. O.

Those readers of the Organizer who read in the last issue about Dillon's tactics in the Chevy strike maybe thought this was an all-time high in autocratic strike-breaking. But right after, Green and Dillon outbid themselves. That was at the first convention of the "International Union of United Automobile Workers of America" held in Detroit last August. There Bill Green presented the former "federal" union with its international charter. "With a deep and sincere consciousness of the solemnity of the occasion," to quote Bill. After which he told them a few things about the charter. First it gave them jurisdiction over "production workers only." Second, the Executive Council of the A. F. of L. RESERVED THE RIGHT to appoint their officers. Just like that! The boys hollered. Bill tried to soothe them. "Is it possible," he exclaimed "that we cannot extend to you the help we are craving to give?" Exact words. (The help was the gift of Mr. Dillon to them for president.) The boys proceeded to vote down the help, and to defeat the proposition that they deny themselves the right to name their own international officials. Did that bother the president of the American Federation of Labor? Not a bit of it. He told them "the vote made no difference" and appointed Dillon anyway! The Green machine then adjourned the convention.

Bill's appointee got into strike-breaking action a couple of months later, and the issue was what it has always been CRAFT UNIONISM VERSUS INDUSTRIAL, which at bottom means keeping Green and Dillon on the payroll. Four thousand workers in the Detroit Motor Products Company walked out on strike. The strike was called by the Automobile Industrial Workers Association, but the Mechanics Educational Society having workers in the plant called out its men in support. Also the Association of Automobile Workers of America ("Greer" union) supported the strike. All three unions were committed to the industrial principle, and later amalgamated into a single industrial union. That was a real threat to Francis J. Dillon. He acted promptly, announcing he would confer with the management and "take the Motor Products workers back to their job at once." Then after some fenegling with the company, he actually ordered those strikers who were members of the International to go back to work. The striking unionists on the picket line rubbed their eyes one morning to see several squads of fellow-unionists marching THROUGH THEIR PICKET LINE UNDER DILLON'S ORDERS AND BACK INTO THE PLANT. The smell of this open strike-breaking was so strong that protests and denunciations against Dillon and Green rolled in from half the labor movement in the United States. It was too rank for the nostrils of trade unionists everywhere, craft or otherwise.

Dillon was hastily summoned to Washington, and after some terrified conferring with Green, he was sent back to Detroit to reverse himself. The strike-breakers were pulled out again on strike. But by then the picket line was demoralized, the company which had been making offers when Dillon sent his men through the pickets broke off negotiations, and the strike flattened out.

Right now there's good evidence that the auto workers have learned their lesson in Dillonism. The workers who make trucks and automobiles can win union recognition exactly as the truck drivers of Minneapolis won it. But they can't win if there are strike-breakers in their ranks, whether those strike-breakers are led by the Pinkerton detectives or the president of the Auto International.

C. R. W.

Welfare Allows \$6.50 Burial Expense

An excellent example of the callous disregard for suffering of relief clients in times of death and bereavement is contained in a letter written by the secretary of the Board of Public Welfare addressed to the Zeesman Funeral Home.

The letter was in answer to a bill of \$150 that the Zeesman Funeral Home had presented to the Welfare Board. This sum represented the cost of the funeral of the wife of a relief client who had continuously been on the Minneapolis relief rolls for a period of over three years. The letter speaks for itself.

CITY OF MINNEAPOLIS
BOARD OF PUBLIC WELFARE
Office of the Secretary
CITY HALL

March 21, 1936

Zeesman's Funeral Home
1401-3 Plymouth Ave. N.
Minneapolis, Minnesota

Gentlemen:

We are herewith returning your bill for \$150.00 for the burial of Eva Ross.

We know nothing about this funeral and THE RELIEF DEPARTMENT IS NOT RESPONSIBLE FOR FUNERALS WHICH IT DOES NOT AUTHORIZE. Furthermore, the Relief Department only agrees to pay \$6.50 for funerals which it authorizes. You must look to the people who ordered the funeral the same as other mortuaries must do.

You can readily realize, we are sure, what it would mean if all funeral directors could turn over their bad accounts to the Relief Department for payment. And not only that, if funeral directors could collect their bad bills this way, other lines of business would have the same right and such an arrangement would obviously be impossible.

Very truly yours,

A. C. BOLSTAD
Secretary

Meeting Schedule Local 574

Thursday, April 2—Independent Truck Owners.
Friday, April 3—Federal Workers.
Wednesday, April 8—Market Workers.
Friday, April 10—574 Stewards; Federal Workers.
Monday, April 13—Full Membership.
Thursday, April 16—Independent Truck Owners.
Friday, April 17—Federal Workers.
Friday, April 24—574 Stewards; Federal Workers.
Monday, April 27—Full Membership.
Tuesday, April 28—Taxi Drivers; night drivers, 1 p. m.; day drivers, 7 p. m.
The UNION EXECUTIVE BOARD meets every Tuesday at 8 p. m.
The FEDERAL WORKERS STEWARDS meet every Thursday at 8 p. m.

LEAVING OLSON'S RESORT



Bill Brown, Miles Dunne and V. R. Dunne leaving the military stockade at the fair grounds during the 1934 truck strike. They were put there by the national guard in an effort to "protect the strikers from themselves." Prompt action on the picket lines brought their quick release.

Industrial Union Issue Is Posed Sharply in Northwest by Drivers

Aims of Meyer Lewis Are a United Front With Reaction

All intelligent and aggressive workers examine today the industrial union question. This interest is directed now in both a critical manner and with a hopeful attitude. There is in the attention of the average worker something of a fierce determination. He means it. He will study the declarations of the leaders. He turns upon the statements of its opponents, more than passing inquiry. He demands not only pamphlets and newspaper articles. He wants action!

The terrible pressure of the bosses on the job remind him hourly of the need for some better form of organization than the old craft form of the present and the past. On the job every day, he has a living example of the efficiency of modern forms and methods. Today the employers have a virtual monopoly on this. The worker, forced to be efficient in his daily tasks grows more and more impatient with the outmoded craft union which helps him but little, and gives the employer a needless advantage.

Knowing full well that the ability he possesses and gives to the business of his employer can be turned to the advantage of himself and his fellow workers, he seeks a method, a form, and most of all, he seeks leaders. Leaders who not only understand the problem, but leaders who will move decisively toward the solution of this problem.

With industry tending swiftly to centralize, posing the same questions to an ever greater number of regimented men and women, the craft union seems, and really is, a relic of the past. Such a relic, however, does not leave the scene of its own volition. For this is needed a conscious effort on the part of those who suffer from its defects. A fight must be made against it.

The workers of 574 have realized all this and more. They, with their brothers of the other unions, have witnessed, and are now witnessing, the attempts made by re-

actionary craft union officials to destroy the General Drivers Union. These officials, in the name of "safe and sane" methods, are fighting to prevent the development of the forces favorable to Industrial Unionism. William Green and Daniel Tobin, whose local spokesman is Meyer Lewis, move through the Central Labor Union and the Teamsters Joint Council to this nefarious work.

Meyer Lewis does not yet speak for the Central Labor Union. His game is to dominate it and then to use it as a form or instrument in the name of reaction, in support of Charles Lawson, secretary of the State Federation of Labor who fights against all things progressive in the labor movement and especially against Industrial Unionism.

All friends of Industrial Unionism, and especially members of 574, must call upon the Committee for Industrial Organization to go into action against the menace of the Old Guard, who are developing an offensive on all fronts against progress in the Trade Union Movement.

Better unions can be built only the 574 way.

"Liberal" La Follette Turns Out Guard

It cost the state of Wisconsin \$512.82 to mobilize a tank company of the National Guard, an ambulance company and three other companies for getting ready to oust the WPA relief strikers from the state capitol after Governor Phil LaFollette gave orders for the eviction.

The militarist gesture was a waste of the state's money, as the strikers and their families left peacefully.

Chicago Center for Guns, Gas, Bayonets

Military expenditures in Chicago now total about \$50,000,000 a year, the Chicago Association of Commerce boasts.

"The army business handled by Chicago has mounted until now it

General Drivers Leads in Sports For All Members

BASEBALL

General Drivers Union Local 574 was the first union in recent years, to take recognition of the necessity of a sports program for its members. During the May and July strikes of 1934 there was no time to develop athletic teams, however, in the spring of 1935 Local 574 equipped and put into the field one of the strongest amateur baseball organizations in the state.

Dances and social affairs were given by the union and the money so raised was used to defray the expense of equipping the team with the necessary uniforms and playing equipment. The team, under the management of Fred Nelson, steward at Bolander Excavating Co., made a splendid record during its first year.

The club was composed mostly of former college and university players in addition to some who and semi-professional baseball. Another strong team is being put in the field this spring. They will again play under the colors and name of Local 574. A schedule of games for the 1936 season is now in the process of making.

FOOTBALL

When the baseball season was ended, our Local Union assisted its members in forming a football team who were members of the park board league. The football team under the leadership of Jack Novack, established itself as a factor in Minneapolis amateur football circles.

Besides giving vent to the athletic ability to many of its members, the union profited immensely by the favorable advertising the football was able to bring the organization. During the season, the football team gave several dances which assisted in covering the expenses they had incurred the union.

Playing in brilliant blue sweaters, prominently lettered, 574, they made a splendid appearance on the field. Plans are already being laid for another campaign by the union team this fall.

KITTENBALL

This spring will see the formation of an inter-union kittenball league. Each section of the union has been requested to select a kittenball team from its members. These teams, which will come from the coal drivers, ice drivers, independent truck owners, market workers, transfer drivers and building material workers, will form a league and play a season series which will see each team pitted against the other several times.

The union will lend every support and assistance to facilitate the operation of the 574 kittenball league.

represents one of the greatest individual factors in the city's commercial activity," the association declares.

In addition to most of the supplies purchased for the inland forces of the regular army and the National Guard, the Chicago headquarters of the army is now buying the clothing and other supplies for all of the CCC camps between the Alleghany and Rocky mountains.

N. Y. Teachers Local Doubles Membership

Teachers Union Local 5 of New York City, with 5,500 on the rolls, is celebrating the doubling of its membership since last October.

According to the latest report, Local 500 is attempting typical gangster measures in an effort to build their phoney local.

Furniture Workers Union, 'Sit-Down' Strikers Have a Militant History

On the night of September 3, 1935, a new union was born that has proved itself an important factor in the Minneapolis trade union movement. On that evening, 60 employees of the J. R. Clark Co. held their first meeting in the Central Labor Union hall. Several meetings, marked by steadily swelling attendance, followed the first one, and, in November, the union was full-fledged and had secured a charter from the International Brotherhood of Carpenters and Joiners of America.

Under the guidance of Roy Weir, Central Labor Union organizer, the union attempted, without success, to secure an agreement with the J. R. Clark Co. In the latter part of November, Local 1859, finding itself balked by the employer, turned to Local 574 for assistance. They moved their headquarters to General Drivers halls and with the assistance of Local 574 staff, they forced the company, on December 9, to sign a seniority union recognition agreement.

On February 10, the company signed a new union agreement covering wages and working conditions, provisions that had not been included in the first contract. Shortly after the company had signed the second agreement, which called for wage increases that averaged 22% throughout the plant, they began a series of discrimination and intimidation plainly pointed at destroying the union.

A Citizens' Alliance Yellow Dog Contract was brought forth by the Clark Company and frantic attempts were made by company officials to get individual members of the union to sign this document. Only a threat of a strike stopped the company from succeeding with their plan which, had it been carried out, would have seriously affected the union.

On March 19, the company discharged a long-time employee in gross violation of the seniority agreement. The union shop committee protested this violation of the contract. The Executive Board of the J. R. Clark union met with the Executive Board of Local 574, and there the plans were laid for the most unique strike action that has ever been undertaken in the history of the Minneapolis labor movement.

Monday, March 23, 290 members of the union went into the factory at the usual time but instead of going to work when the whistle blew, they sat down by their machines and started the first "sit down" strike in this part of the country.

Guards were posted at the doors, the entry from the office to the factory was barred, a commissary was set up and the workers declared that they would stay in the factory, at all costs, until the company met their demands. The only ones admitted to the building during the progress of the strike were 574 drivers who brought the food, ready cooked, and officials of General Drivers Union, who addressed several meetings of the strikers during the three days it lasted.

On March 25, the company

capitulated, and the strike was settled with a complete victory for the union. So important was this action taken by Furniture Workers Union, Local 1859, that the "sit down" strike made newspaper headlines throughout the country.

The militant and aggressive leadership of this union have made it one of the most powerful and closely knit workers economic organizations in the northwest. Those familiar with the personnel of the union are confident that it will go forward and be able to secure greater rewards for itself.

Werner and Hennepin Sign With Local 574

The Werner Transportation Co., where helpers, drivers and platform workers have recently become unionized, signed a union agreement with Local 574 Sunday morning.

This ends a controversy at the Werner Firm that has been going on for some time. It has been the contention of the management of the Werner Co. that, owing to the nature of their business certain of their employees did not come under the jurisdiction of General Drivers Union.

A strike had been called for 5

SIT-DOWNER



John Janasco, president of Furniture Workers Union Local 1859, leader of the victorious three day sit-down strike at the J. R. Clark Co. John will soon be matching wits with the bosses' "best minds" in the arbitration of the Lehman case.

a. m. Monday, but it was called off when the boss signed the agreement on Sunday.

The Hennepin Transfer Co., also affected under the same controversy, agreed to sign on Monday afternoon.

574 Lent Aid to Many Northwest Labor Organizations the Past Year

The workers of all crafts in Minneapolis recognize the value and assistance that Local 574 has rendered to them in the past period. The General Drivers are the basic industry of Minneapolis, without their being organized into a strong union, the trade union movement of Minneapolis would be weak and impotent.

Every trade union has grown in power and increased in membership since Local 574 came into power in Minneapolis. Many new unions have been organized with the assistance of Local 574; such as, auto mechanics, ornamental iron workers, candy workers, Northern States Power men, concrete block workers, J. R. Clark wooden ware workers and we are at present helping to organize all sash and door workers of Minneapolis.

General Drivers, Local 574, have established a minimum work week and a wage scale for its own craft that is being enforced and lived up to almost 100%. For the first time in the history of Minneapolis, a driver, helper or inside worker does not have to ask his boss about hours and the scale of wages. All workers know what they are supposed to get and also know where to go to have the agreement complied with.

It is a recognized fact that from 1922 up to 1933, the labor movement of Minneapolis declined in power and membership and that every strike during this period was lost. The Citizens' Alliance of Minneapolis arrogantly and consistently refused to recognize the rights of any worker to organize and any group of workers attempting to do so were immediately discharged by their respective employers.

Since 1933 the workers of Minneapolis not only have the right to organize, but have built powerful unions that have dealt blow after blow to the Citizens' Alliance, until today it's practically a foregone conclusion and the workers actually know that they can join a union without fear of their jobs. No union in Minneapolis has stood up under an attack of the combined reactionary forces of Minneapolis more than Local 574.

We had to fight the bosses and

About 574 and What It Has Meant to Him Our Old Friend 'mike' writes 'dere emily'

dere emily,
wuz here, dontt it. i rid out in the country Sunday with a lotta guys an it wuz certinly nice, all the snow offa the ground an the grass turnin green agin an the farmers beginnin to plow and so on. i'll be up nex weak-end, emily, an we'll go for a piknik out ta Sandy Lake. hou wud ya like that, kid.

this week is a big week, emily. Its the 1 anniversary a the N. W. Org., an the Union is about 29 months old. 2 years ago we wuz jus organizin the market an the May Strike hadnt started yit. i gess a lotta water has gon over the dam since then, eh, kid. all we had then wuz just sum guys with brains an bakkbone, an we didnt hav much else. today we still got all those guys an we got a swell head-¼s an a paper an a orkestra an a ball club an thousans a members—not to speke a higher wages an shorter hours wich jus goze ta show how far some bakkbone an brains will get the workers.

when we started the coal strike in 1934, we only had the coal workers interestud in us, but today we got workers all over the cuntry intrested in us. the beet workers in Montanah, an the drivers in Fargo an the gas workers

in St. Loocy, an the news guys in beer town an the packing house workers all thru Minn. 574 stands fer Fite the Bosses evry minute a the year for higher wages an better conditions an fer Workers Solidarity with all other workers.

ya, we r doin a gud job here, emily, the bosses in Mpls. cant stik a umbrella down a guys throat an then open it when they pull it out, like they used to befor 574 came on the scen. they cant do it to ANY union whilst 574 is here. imagine, emily, what if evry city in the U. S. had a 574—what if evry city in the world had a 574. what if the Union movement wuz goin forward all over the world like it is in mpls. the pikshur wud look a little diffrunt, wudnt it. The bosses wud think 2 before they murdered workin class guys like down in Tampa, if Tampa had a 574. if evry city had a 574, Tom Mooney wudnt be in jail. if evry city had a 574, the bosses wud think 3 times before they tried ta start another war. becuz why shud the workers in a 574 in mpls. or new york or Chi fite the workers in a 574 in Lndon or Paris or Berlin or Tokioh. the workers a the world dont ever gain from war, emily, unless ya figger gettin yure pratt shot off is a gain. its only the bosses that gain, by makin the workers fertit to fite the bosses and get em fitin each other. the bosses gain by sellin bullits an guns an gas an food an clothin to the army a workers so as the workers can shoot each other to smithereens. the bosses gain by gettin new colonies an land an so forth.

the bosses is allus whoopin it up in their papers about we must pertekt American interests in China, we must pertekt American interests in Mexico. i dont no what this means. i aint got no interests in China or Mexico or any place else but rite here on my job an i no who to fite there all rite. its only the bosses an bankers who got investmunts in China who get excited about war an i'll be damd if i'll fite ta pertekt their interests. on the contrary, i am 100 per cent for the Chinese workers an the workers all over the world who r fitin their own bosses an our bosses too.

which reminds me ta remind you that a week frum friday is May Day, we are havin a big meetin in 574 hall that nite ta sellabrate May Day. that is the 1 day in the year that belongs to the workers, an workers all over the world sellabrate that day, an pledge Solidarity to all their fello workers. with all this here war talk goin on, we shure need May Days, now that will mak us realize so we never fertit it aint the duty a American workers to fite the Japaneze workers, an it aint the duty a French workers ta fite german workers but it is the duty a all the workers in the world to fite all the bosses in the world all the time until the workers a that world own the world, an when that time cums there wont be no more wars becuz no one will stand to win from war. you an yure ma will hef to cum down for the May Day meetin, kid.

well i'll be sein ya nex week-end, emily. ahsta manyahna, as the spanish say.

yures,

mike

Yellow Notes

They are still talking about those new Yellow Taxis.

* * *

Did you know that the new cabs were all driven here from Kalamazoo, Michigan, by union drivers?

* * *

The new drivers' room is progressing slow but sure.

* * *

It's kind of tough for the boys who have to drive the old cars, so give them a break when you can. We hope it won't be long until we all have new ones.

* * *

Did you know that "Alice the Goon" is driving an old car and likes it?

* * *

Did you know "Gracie Allen" (Big Ben doesn't drink any more)?

* * *

Don't forget to report, even if you scratch a fender on a new car, you're not going to get fired for it.

* * *

Don't forget your dues stamp and receipt on the first pay day after the tenth of each month.

* * *

Did you know that 574 men are delivering coal to the Yellow garage now?

* * *

Did you read the Laundry Workers agreement in the last issue? They should read our agreement once.

* * *

Believe it or not, Committeeman Hagstrom was seen on 50th and Bryant the other night. He must have lost his sense of direction.

Fargo, North Dakota, news item: "Paul Nickel, a college student here, said that on a recent visit to China he couldn't tell dog meat from beef."

He musta been living on relief.

* * *

Dr. Morris Fishbein headlines: "Meat is an Essential Ingredient in Normal Diet of Working Man."

We say, "For a Normal Diet, a Living Wage is an Essential Ingredient."

Housewives Attention
The following brands of vegetables and fruits are "Unfair" to Arizona Labor:
OLD FORT YUMA CASTLE DOME McDANIEL NUGGETT Fruit and Vegetable Workers' Union No. 19115 of Arizona ask your support in their fight against these brands

all reactionary leaders in the local labor movement but also the national Tobin-Green combination. We appreciate and value to the greatest extent the assistance that all workers of Minneapolis have given, which has made it possible for Local 574 to grow and develop into greater power.

We will, in the future, as in the past, support any group of workers in their rights to want to organize for the improvement of conditions and their life. We will fight any attempt on the part of any leader to break up Local 574 or any attempt of anybody to divide us.

L. L. Baleisen, industrial secretary of the Brooklyn Chamber of Commerce, sez: "What we want to do is to destroy the whole A. F. of L. It's a racket from top to bottom. . . Oh, we're not against unions. In fact, we help to organize lots of them."

If the secretary writes a letter, it's too long. If he sends a postal card, it's too short. If he sends out a notice, he is a spendthrift. If he doesn't send a notice he's lazy.

If he attends a committee meeting he's butting in. If he stays away he's a shirker. If he duns a member for dues he's insulting. If he fails to collect dues he's slipping. If the meeting is a success the officers are praised. If not a success the secretary is blamed. If he asks for advice he is incompetent. If he does not he is bullheaded. If he writes his minutes complete they are too long. If he condenses them they are incomplete. If he talks on the subject, he is trying to run things. If he remains quiet he has lost interest.

Ashes to ashes
Dust to dust
When the other won't do it
The secretary must.

Greetings
NORTHWEST ORGANIZER
257 Plymouth Avenue North
Dear Sir and Brother:
Sash, Door and Mill Workers Union congratulates the NORTHWEST ORGANIZER on the occasion of its first birthday.
We assure you of our continued support during the coming year.
Signed,
SASH, DOOR AND MILL WORKERS UNION

MEETING SCHEDULE
Furniture Workers No. 1859
Wednesday, April 1—Membership meeting.
Wednesday April 15—Membership meeting.
The Executive Board of Local No. 1859 meets on call of the chairman.
All special meetings and all department meetings will be called either by special mail notices or will be published in the Northwest Organizer.

THE NORTHWEST ORGANIZER

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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."

One Year

One year ago, in Julius F. Emme's work shop in St. Paul, the publicity committee of the Northwest Labor Unity Conference met, charged with the task of creating a progressive labor organ which would truly reflect the hopes and desires of the workers. Out of the meeting was born the **Northwest Organizer**.

With that beginning, the story of the paper is one of constant battle for existence. A wealth of material has always been available from which to write interesting stories and editorial comment. In fact, the sponsors of the **Northwest Organizer** have been particularly well equipped to write about labor news because of their active participation in the making of the news. The technical question of doing the writing was solved by drawing in large part upon the officers of Local 574 to find time for this work by foregoing a certain amount of necessary sleep.

The real problem as always with working class organization problems has been financial. Beginning with the first issue, and continuing week by week, a continuous financial crisis existed. Great sacrifices were made in order to carry on. The splendid co-operation of the ambitious progressive workers from many unions has been one of the main pillars of support for the paper. This heartening response is unquestionable proof that the workers appreciate a paper written FOR them and in their language.

While the financial problem is not as acute as it has been in the past, it is far from being completely solved. The best guarantee for the continuation of the **Northwest Organizer** lies in continued support from the workers. There is every assurance that the workers, students and liberal sympathizers will give even greater assistance in the future.

In one year's time the **Northwest Organizer** has grown by leaps and bounds. Today it has the largest paid circulation of any labor paper in the Twin Cities. It has large subscription lists also in the rural communities in Hennepin, Ramsey and Anoka counties. In Minnesota at large, there are subscribers in 24 cities and towns outside the Twin Cities. The **Northwest Organizer** goes to readers in 19 states and to Washington, D. C. Foreign subscriptions have come in from Norway and Porto Rico.

In Minneapolis, the Power Workers, Laundry Workers, Furniture Workers and General Drivers subscribe for every member of the union. Outside Minneapolis, the paper goes in bundle orders to scores of unions and other workers' organizations. Rubber workers, miners, packing house workers, steel workers read its columns. From the share-croppers of the South to the copper miners of Butte, from the shoe workers of New England to the sugar workers of California, it is eagerly received and read.

Sympathizers of labor on the Hollywood movie lots and staid professors at Harvard follow the labor news of the northwest through the **Northwest Organizer**. Norman Mini, in San Quentin prison on a framed-up criminal syndicalism charge, is a complimentary subscriber. Individual farmers, farmers' organizations and the farmers' press read and exchange news with our paper. Students in many of the big universities and colleges use the editorials and news stories of the **Northwest Organizer** in their class work on labor subjects. Evan swanky Vassar College is included in this list.

Labor papers from all parts of the country are "on exchange." The **Northwest Organizer** is an official subscriber to the Federated Press service. Voluntary correspondents have sprung up in many places. In short, the **Northwest Organizer** really has its finger upon the pulse of the national labor movement; it knows how to report on what it hears, and the workers and friends of the workers throughout the country know this and have demonstrated their appreciation by boosting the paper everywhere.

This very encouraging review proves that all past effort has been more than worthwhile. It now remains for us to set ourselves to the task of making an even better and more encouraging review possible in Volume III, Number 1, one year from today. The best way to begin is for every one to push the new subscription drive.

An Insult to the Workers

The organizational measures now being used by the Teamsters Joint Council in their efforts to build a phoney, impotent, and useless A. F. of L. Drivers Union here are indicative of the degeneration and impotency of the whole craft union philosophy. Calling upon employers and endeavoring to sell them the idea of a "safe" Drivers Union is the whole stock in trade of these incompetent representatives of the Drivers International. These "organizers" are followed about, daily, by a squad car of police. That a union representative should find it necessary to ask the police to assist him in his organizational activity is simply a dastardly affront and an insult to the workers whom he is attempting to get into a union.

Keeping Step With 574

By Mickey Dunne

G. Dunne, F. Frosig and M. Dunne were speakers Thursday night at the regular meeting of the Mankato Local.

Fred Lebo, Swanson driver who resides at 1324 Central Ave. N. E., suffered a fractured skull in an automobile accident at 13th and Central. He is reported to be out of danger.

FOR SALE—One six-hole power take-off. This take-off will fit any model Ford truck and is in excellent mechanical condition. Call Gra.ville 4217.

A committee from Local 574 Executive Board met with the Executive Board of Local 120 in St. Paul Thursday night.

Harold Haaf took the big jump Tuesday. The wedding was at St. Boniface church. Harold is a long time member of Local 574.

The Sash, Door and Mill Workers held a rousing meeting in 574 hall Wednesday night.

The prize story that came out of the coal yards this year was the one concerning a new carry man in one of the large yards. One of the drivers went into the "dog house" and said, "Come on with me, I have a 500 lb. carry for you." The carry man indignantly replied, "Get someone else. If I can't get a whole ton to carry I don't want to waste my time." The pay-off of the story is that the price for carrying 500 lbs. is the same for carrying a ton and it is just one-fourth of the work.

Where did Slicker Ambrose go all dressed up the night the stewards' picture was taken?

Three dances have already been booked for Local 574 band.

Several unions will collaborate in staging a May Day celebration meeting in 574 halls on the night of May 1. Members should plan to attend this American working class holiday affair.

Roy Weir is a candidate for County Commissioner on the East side.

The Welfare Board has again resumed its policy of banishing the single men out of the metropolitan area. They are being sent to forced labor camps located in various places in the state.

PUZZLE DEPARTMENT

Find Bill Lotz in the picture of the office. Believe it or not, he is there.

Laundry workers held a successful dance in 574 auditorium Saturday night.

The Independent Truck Owners Section is planning to hold a dance in the near future. Ditto Local 160. Ditto Local 1859.

The date for the Clark Box Union dance has already been set. It will be Saturday night, May 9. Local 574 dance orchestra will furnish the music.

The editorial office of the **Northwest Organizer** has acquired a part-time stenographer.

Last Thursday night so crowded was the union headquarters with meetings that a specially called meeting of the

Federal Workers Executive Board met in the kitchen.

The Belt Line job is rated by WPA officials as being the most efficiently conducted project in this territory. There are 120 trucks worth \$120,000 on the job, all furnished by independent truck owners. F. C. Grazer, highway department engineer, has charge of the work.

Single girls take notice! Take a look at the picture of the union stewards. Many of those good looking guys are not married.

The Mankato Local 574 has affiliated to the Blue Earth Farmer-Labor County Committee and is represented there with two delegates.

The Organizer received anniversary greetings from dozens of organizations and individuals.

One Punch Dickerson has another shanty on his eye. Ask him how he got it.

New members continued to join the union at an encouraging rate.

One of the laundry workers reports that she attended St. John's church Easter morning with her

LABOR . . . Looks at the Press

The building service strike in New York only shows once again that the big bosses will hold out indefinitely against paying workers \$2 more a week, even if it means paying strikebreakers \$10 a day.

Consolation, by the New York Sunday Mirror: "That is the position of modern youth; if it cannot make a living in the city, let it try to do so in the country. If it can't get what it thinks it ought to be paid, let it work willingly for less. And if it can't get that 'less,' it should be willing to work and learn FOR NOTHING."

Lest we forget: "The American Flint Glass Workers Union today had its plan of liquidation for its bank approved by Judge James Martin of Toledo. The Union got out with a loss of only \$786,000 of money taken from its membership in dues and assessments and sunk in the bank."

In the 1920's, such "labor" banks were hailed as the beginning of a new social order, and a practical refutation of the class war.

How Mr. Walter S. Gifford of A. T. & T. earns his \$206,000 a year salary—during the depression he laid off 120,000 workers, cut the annual payroll from 526 millions to 387 millions—and continued to pay the regular nine-dollar dividend.

Fred G. Clark, National Commander of the Crusaders: "I have no objections to teachers describing conditions in the Soviet Union, just so long as they make clear that conditions there are bad."

Despite the fact that Mussolini is ripping Ethiopia to pieces, that Hitler has re-armed and entered the Rhineland, that Turkey has occupied the Dardanelles, that Japan is wandering all over China, and that England and France have concentrated their fleets in the Mediterranean, we think it would be a swell idea if you had lots of faith in the good old League of Nations. To be sure, there hasn't been one day of universal peace since the League of Nations was set up—but you never can tell.

Official A. F. of L. records show that from 1933 to 1935, the

NOTICE

Members of Local 160, Local 18005-183, and Local 1859. Your union has subscribed for the **NORTHWEST ORGANIZER** for the entire membership. You should receive the paper regularly once a week. If you do not receive the publication, please turn your name and address in to your local secretary. The same holds true when moving or changing addresses. Turn in both your old and new address to your union office. It is imperative that this procedure be followed promptly in order that you receive all issues of the paper.

little daughter. In this church the hymns are sung according to numbers which are displayed prominently at the front end of the church. The first hymn that was hung that morning was numbered with that famous set of digits, 574.

Hinkey Haynes was the father of a seven pound boy born Sunday morning.

The alfalfa growing contest at Murphy Transfer is coming along nicely. Ted Rogers and Dick Das are both sporting handsome beards.

Do you know where a girl's bicycle can be purchased cheaply? It is wanted for a girl in a very poverty-stricken family. Information at the union office.

It may be just spring fever, but at any rate, that's all for this week.

membership of craft unions increased 14 per cent—but the membership of industrial unions increased 57 PER CENT . . . And some guys still have the nerve to defend the craft union structure.

Arthur Brisbane, the other day, had the gall to say: "The youth of America don't want security. . . What they want is war."

The youth of America will speak for themselves, Arthur! At the nation-wide student strike against war April 22nd.

Cherryvale, Kansas: "A drive has begun here to erect a memorial to Frank Bellamy, author of the lines: 'I pledge allegiance to my flag, etc.'"

Herbert Hoover sez: "I have had every honor that any man could want."

You mean from your class, not the working class.

Just a coupla headlines: U. S. Rubber Co. Profits Best since 1927, and General Electric Earnings for 1935 Largest in 5 Years.

But the most significant headline is: "A. F. of L. Reports Unemployment Rising Again."

A one-minute lesson in politics: What the Minnesota Republican platform sez:

Administration of relief should be returned to local management. What it means: Relief should be cut to the bone.

We support the right of labor to organize and bargain collectively.

What it means: We'll do our best to smash the union movement, as usual.

We recommend the establishment of a state-wide police system.

What it means: This will give us more men to use against striking workers.

We favor the elimination of the state levy on real and personal property.

What it means: We intend to put over the sales tax at the earliest possible moment.

We demand the abolition of profits from war.

What it means: Easy to say this, and it doesn't mean anything anyway.