

BUILD A LABOR TEMPLE - A UNION RADIO STATION

THE NORTHWEST ORGANIZER

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

MINNEAPOLIS, MINNESOTA, THURSDAY, SEPT. 29, 1938

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

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

VOL. 4, NO. 24

PRICE 5 CENTS

International Comes To Aid of Over-Road Strike

Gives Funds And Pledges Whatever Financial Aid Is Necessary

Concerted Action of Employers Answered By Teamsters Brotherhood — Other Big Unions in Area Will Also Aid — Unions Meet Employers Today — Three-Score Companies Quit Fight, Sign Agreement

Edward F. Murphy, seventh vice-president of the International Brotherhood of Teamsters, arrived yesterday morning in Omaha, center of the strike to enforce the uniform over-the-road agreement, bringing with him funds of the International to finance the strike and word from the International office that whatever aid is necessary to assure victory will be forthcoming.

P-H Strikers Resist Two Fink Plots

The strike of Furniture Workers Union Local 1859 against the Puffer-Hubbard company held firm in its third week as two attempts were made to intimidate strikers, disrupt the struggle, and send the men back with their demands unwon.

An attorney for the Northwestern National Bank, which controls the Puffer-Hubbard plant, made a threat that unless the union withdraws its demands for wage increases to bring the scale up to the prevailing wage in the industry, the plant would remain closed.

Department Store Workers Meet Friday

The Warehouse and Inside Workers Union Local 20316 is sponsoring an important meeting for all department store employees, this Friday night, September 30th, at 257 Plymouth Avenue North. The principle issue to be discussed is the fight for seniority.

131 Drivers To Retain Gains Won

By unanimous vote, last Wednesday night's membership meeting of Laundry Drivers Local 131 instructed its executive board to take any action necessary to retain all previous gains embodied in the present contract.

In a statement to the unions involved in the strike, Vice-President Murphy declared that, in view of the concerted action of the employers in their attempt to break down the 11-state Area Agreement recently signed at Chicago, the International Brotherhood of Teamsters was coming to the aid of the striking unions not only with moral support but with whatever financial aid will be necessary to bring about a victorious conclusion of the strike.

Other Unions to Aid In addition to the aid of the International, stated Murphy, all of the big unions in the area are going to give financial aid through the medium of the North Central Area Negotiating Committee, which is in charge of the strike in collaboration with the unions directly involved.

The Area Committee, numbering eleven men from the states in the area, recently elected at a meeting of 175 unions in Indianapolis, called the attention of the International to the situation in the Omaha area and spreading to other terminals, which was produced by the concerted attack of the employers in an attempt to upset the area agreement concluded at Chicago a few weeks ago. When this situation was reported to the International by the Area Committee, stated Murphy, he was sent to Omaha to aid the Area Committee in fighting the battle to a successful conclusion.

Meeting With Employers This morning — Thursday — at 10 a. m., a meeting is to take place at the Hotel Rome in Omaha between the employers and the Area Committee, in which Vice-President Murphy will participate on behalf of the International Brotherhood.

Drivers involved in the tie-up now include groups at the following terminals: Omaha, Lincoln, Grand Island, Norfolk and Fremont, Nebraska; Sioux City and Des Moines, Iowa, and Kansas City, Missouri. Instigated by the Omaha Businessmen's Association which promised its backing to the Nebraska Commercial Truckers Association in a head-on collision with the teamsters, the strike became from the first a decisive test of strength whether or not the uniform over-the-road agreement was to be enforced throughout the eleven-state area. Also involved was the question of a new contract between Omaha local trucking companies and General Drivers Union Local 554. The local companies acted in concert with the over-the-road companies in refusing to sign either agreement.

Strike Solid The strike was 100 per cent effective from the first, with nothing moving except equipment of operators who signed the agreements. A partial list of the three-score companies, both local and over-road, which have broken away from the Nebraska Commercial Truckers Association and signed up appears at the end of this story. With city elections close at hand in Omaha, there was little (Continued on page 4)

On the National Picket Line

War with all its horrible ramifications hovers over the world like a vulture.

For the past several days the newspapers have flaunted screaming headlines, news stories of every description have told the quaking public the story. Therefore it is needless for this column to go into the actual happenings which are transpiring faster than they can be recorded in a weekly paper. However, it might be interesting to burrow into some past history and speculate on the future.

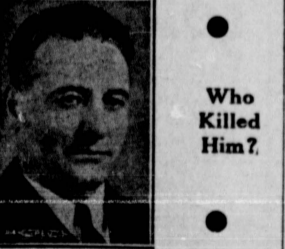
Czechoslovakia was created by the Versailles Treaty. It is composed, as a nation, of six minority groups. The Germans, the Czechs, the Croats (Slovaks), the Poles, the Hungarians and the Austrians-Balkans, all trained in hating one another by centuries of warfare. By the Versailles Treaty, the Czech capitalists ruled over, not only their "own" workers, but also over the five other national groups.

Situated as it is, Czechoslovakia performed a valuable task for the French and English imperialists, forming a natural barrier against Germany and her allies to the south and west. It also formed a natural outlet for British and French trade, and is a rich source of all kinds of raw material.

Czechoslovakian industry and resources include one of the richest farming countries on the continent, nearly one-third of the area of the country is covered with rich hardwood forests. Minerals, coal, hard and soft, iron, antimony, graphite, garnets, gold, silver, lead, copper, and petroleum. Manufactures; textiles, shoes, glass, food, paper, furniture, sugar, beer, steel and other products, machinery and electrical equipment, leather goods—everything vitally necessary to all of the surrounding nations.

Is it any wonder, then, that England and France are anxious to keep Hitler from taking over the entire Czech nation? Or on the other hand, is it any wonder that Germany is more than anxious to get her hands on the rich resources of this area?

What protection have the people of the United States that we too will not be embroiled in the coming holocaust? What right have we to sit back complacently and say "We won't get into it." We elected Wilson on the slogan "Keep America out of the War."



Patrick J. Corcoran was murdered by unknown persons on the night of November 17, 1937. The Minneapolis Teamsters Joint Council offers a reward of TEN THOUSAN DDOLLARS for information leading to the apprehension and conviction of the murderers.

Injunction Dropped By Direct Service

Truce Declared With Direct Service, as Company Abandons Injunction Suit and Previous Restraining Order Is Lifted—Employees to Be Asked by Union to Join Filling Station Attendants Local 977

A truce in the fight against Direct Service Oil Company was declared on Friday, September 23, when the company abandoned its injunction suit and lifted the restraining order previously granted it against the teaming crafts by District Judge Baldwin.

The text of the joint statement establishing the truce appears in the accompanying box. It was signed by Neil M. Cronin, attorney for the company, and Gilbert E. Carlson as attorney for the teamsters.

The truce leaves the unions free scope to urge the employees of the company to join Filling Station Attendants Local 977, affiliate of the Teamsters Joint Council, and all union men contacting the Direct Service Oil Company's employees are free to persuade the men to join the union of their trade.

Desperate at the failure of their union-raiding strategy, the so-called "CIO oil workers union" is attempting to involve the Direct Service employees in conflict with the drivers' movement.

After the truce was signed, "unknown parties" physically assaulted two Direct Service employees, hoping to precipitate another fight. But the men now know the exact situation and understand that assaults upon them are not coming from the driving crafts.

Auto Testers Organized by FWS, Meet

The Minneapolis auto testers, white-collar workers on the WPA project which is testing all autos in Minnesota, have been organized by the Federal Workers Section of Local 544.

At a meeting of the auto testers on September 26th they drew up a series of demands to be presented to the WPA Administration. Of the 160 men on the project, 125 have their dues paid up and the stewards on the job declare it will soon be 100% organized.

True to their usual union-raiding practices, CIO Local 1140 of the "machinists" has been attempting to split the workers on the project, but with no success, as the figures for unionism indicate.

Attention! 977 Members

All 977 members — carry your dues books with you, or have them on hand at the station, at all times. When the collector calls for your dues, he will place a stamp in your book.

All unemployed members of 977 — You can avoid paying dues while unemployed by coming to the union office and taking out an honorary withdrawal card.

Larry Davidson, Acting Secretary Filling Station Attendants Union Local 977

Text of Joint Statement: "Direct Service Oil Company Removed from Unfair List"

"The restraining order suit begun by the Direct Service Oil Company has been settled by a truce to which both parties have mutually agreed.

"The restraining order has been lifted. There is to be no more bannering or picketing of Direct Service Stations and the Company has been removed from the unfair list during the period of this truce.

"September 23, 1938.
"NEIL M. CRONIN
"GILBERT E. CARLSON"

Attention—Defense Squad Captains, 544

All captains of Local 544 defense squads functioning in the Union Defense Guard are to have their crews up to full strength immediately. Be prepared to mobilize your crew ready for action.

Labor Mourns Loss Of Ray Sawyer

It was a great shock to organized labor to learn of the death of Ray Sawyer early last Friday morning. Brother Sawyer, late organizer for the Minneapolis Teamsters Joint Council, had been a fixture of the labor movement for two decades, and he will be greatly missed by the thousands of workers throughout the state who knew him.

Raymond Lionel Sawyer was born October 26, 1890. He was initiated into the Milk Drivers Union Local 471 on March 2, 1920. He served as president of the union for seven consecutive years, up to 1934. In 1937 he held the office of secretary-treasurer of Local 471. At the beginning of 1938, Sawyer was made organizer of the Teamsters Joint Council, the position he held at his death. He was also organizer for the Private Chauffeurs' Union Local 912.

Brother Sawyer was active in the Farmer-Labor movement from its inception, and helped to build that party.

Hundreds of trade unionists attended his services, held Monday afternoon at the Foss Methodist Episcopal church, and later at the Crystal Lake cemetery. Personal friends and union brothers served as pallbearers. Officials of those unions comprising the Teamsters Joint Council served as honorary pallbearers.

Surviving are his wife, Katherine; a daughter, Marguerite; a son, Raymond; six brothers and a sister.

Union Hall Closed In honor of his memory, the union headquarters at 257 Plymouth Avenue North was closed at three o'clock Monday afternoon. The building was draped in black during the day.

In the death of Ray Sawyer, the labor movement has lost a staunch and loyal union man.

Coal Drivers' Attention

The Coal Drivers' Section of Local 544 will meet the first Monday in November, November 7th, and thereafter the first Monday of each month. This will be the first meeting of the season and all coal drivers are instructed to attend. Those members returning to the coal yards are urged to turn in their withdrawal cards.

Local 471 Mourns Death Of Sawyer

Members of the Milk Drivers and Dairy Employees Union Local 471 feel the deepest sorrow at the death of Ray Sawyer. For eighteen years, our late Brother served this union loyally and well. For seven years Ray Sawyer was president of this union; for one year, he was secretary-treasurer.

His staunch devotion to the cause of unionism and his unflinching courage will not soon be forgotten. Brother Sawyer was well known not only to the union movement of Minneapolis, but to unionists throughout the Northwest. He never refused an appeal for organizational help, and made hundreds of trips throughout the state to bring the message of unionism to workers seeking organization.

Though for the past eight months Brother Sawyer served the Teamsters Joint Council as organizer, the Milk Drivers Union remained his "first love," and he showed in many ways that his interest and devotion to Local 471 never flagged. EXECUTIVE BOARD Milk Drivers Union Local 471

554 Welcomes Fruit Farmers



This sign is displayed on Highway 75 south of Omaha. It was erected by General Drivers Union Local 554 to assure Nebraska farmers they are welcome to bring all their produce to market. Cooperation between farmers and strikers has been effective from the start of the strike, and farm leaders are giving hearty support to Local 554. Standing by the sign are Tom Smith, union secretary, and J. Solo, a picket.

Accident Caused By One-Man Cars

Two Bloomington-Columbia Heights street cars, both one-man operations, collided head-on at 2nd Avenue South and Washington shortly before 9 a. m. Wednesday.

Coming toward each other on parallel tracks crossing Washington, the cars collided heavily when the east-bound car crashed into the other through an open switch. Passengers were badly shaken up, one woman being taken to the hospital afterward, either for injuries or hysteria, and the cars badly damaged. Traffic was held up for some time by the accident.

Ordinarily when an east-bound car, operated by two men, pulls up to discharge and take on passengers at the corner, the motorman is enabled to give his full attention to determining whether the switch is open or not, and to close the switch, while the conductor attends to opening the doors, helping the passengers off, and taking others on. But on the one-man cars, the motorman must act as conductor, and in the ensuing confusion of handling the doors, the passengers on and off, taking fares and giving change and transfers, etc., it is no wonder that a man—and both of those involved were of long service—should become confused and an accident result.

Accidents Increasing Although the company has issued no figures, it is known that stations where the one-man cars operate have been having an increasing number of accidents, as the strain of one-man car operation begins to take its toll of the men involved.

Driver Mory Olson Backed for Council

Board of Union Business Agents and Farmer-Laborites Back Teamster for Unexpired Term of Late Alderman Miller

Labor's candidate to fill the unexpired term of the late Alderman Herman Miller for the Tenth Ward is Morris (Mory) Olson, a teamster, it was made clear by actions taken Tuesday by the Minneapolis Board of Union Business Agents and the Tenth Ward Farmer-Labor Club.

The body of union officers unanimously endorsed Olson for the post at their Tuesday luncheon. That evening the ward club affected gave Olson an overwhelming majority for endorsement.

The twenty-five aldermen of the City Council will choose an alderman on Friday to take the place of the late Herman Miller, and it was expected that the choice of the labor and Farmer-Labor bodies would also be the decision of the labor and liberal members of the Council.

The City Council at present does not include a single member from the teaming crafts, although that section of the labor movement is by far the largest in Minneapolis. Mory Olson is a veteran of the 1934 drivers strikes, and at present a steward and member of General Drivers Union Local 544.

Make Minneapolis a Union Town

Scandinavian Labor Rejects 'Middle Way'

No "Middle Way" Possible Under Capitalism —Sweden Has Its "58 Families"—Fascism a Growing Threat — Not "Middle Way" But Workers' Democracy the Answer

A sweeping rejection of the "Middle Way" philosophy which various persons are attributing to the Scandinavian labor movement is contained in a recent pamphlet, "Does Norwegian Labor Seek the Middle Way?" written by Finn Moe, well known Scandinavian labor journalist, who recently traveled throughout the United States.

Mr. Moe exposes many of the false claims made for the "Middle Way" by those liberals who fear a strong and militant labor movement here in America.

Excerpts from Mr. Moe's pamphlet follow:

Many Americans are now pointing to the Scandinavian countries as nations that have found a middle way between the fascist and communist dictatorships. With the help of recognized trade unions, cooperatives, social legislation and public ownership, they are declaring that capitalism, as the Scandinavian countries indicate, can be made into a well-working system, wherein social welfare is advanced.

Capitalism Precludes Justice

Scandinavian labor agrees with those admirers of Scandinavia who declare that social change is possible without a type of proletarian dictatorship now found in the Soviet Union. But Scandinavian labor does not believe that it is possible to create a just and happy society on a capitalist basis. It is convinced that the only solution to the social problems lies in the social ownership and operation of basic industries by a strong labor government as the starting point for a transformation of an economic system wherein goods are produced for profit into a social order where goods are produced for use.

It is a curious fact that the authors who have recently written about the Scandinavian countries have failed to discover that the Scandinavians themselves lay no claim, as yet, to having found a "way out."

"Middle Way" No Way Out

The best proof of the fact that the so called "middle way" does not provide the "way out," is that no Scandinavian labor leader can be found who would be willing to assert that no danger of fascism exists in the Scandinavian countries today. . . . For as long as the capitalist system exists, there will always be the danger that the capitalists will endeavor to overthrow the democratic regime with a view of protecting their interests.

The Scandinavian capitalist class has recognized that as long as political democracy exists, it is better for capital and labor to deal with each other on an organized basis. Therefore the conflicts between labor and capital do not take such violent forms as in the United States. But that does not mean that the basic conflict between labor and capital is not as strong in the Scandinavian countries as in America.

As a result of the advances in collective action, it is probably a fact that the average standard of living of the people is somewhat higher in the Scandinavian countries than in any other European country.

But a study of the Scandinavian countries will soon disclose that the fundamental problems are not solved; that these countries also are the victims of the evils of the capitalist system, though to a lesser degree than in the United States. These evils are: the unequal distribution of income, the economic dictatorship of a small minority, and the danger of new depressions.

Sweden's "58 Families"

For those who believe that the Scandinavian people really govern their countries, it is very interesting to study the pamphlet, THE POWER OF GREAT FINANCE, written by one of the financial experts of the Swedish Social Democratic parliamentary group, Frans Severin, and published in 1936. The pamphlet gives an analysis of the essential life in Sweden. This

clear, however, that the Norwegian consumers' cooperative movement has no organic connection with the labor movement and has even at times been in conflict with it.

The Labor Party feels that, while the cooperative movement has given the workers cheaper products and has thus contributed to raising their living standards, it has not changed or aimed at a basic change in capitalist society, with its inequality and injustice.

The Fascist Danger

Our labor leaders conduct a frontal attack on depressions. They see a close relation between depressions and the danger of fascism. The misery and hopelessness of the German laboring masses constituted the background for the Nazi movement. Bruening, leader of the Catholic Center Party, more than any other German leader, was responsible for the victory of Hitler. It was his deflation policy, his policy of steadily increased taxation and of reduced wages, his whole policy of "economy" which drove the masses into the arms of Hitler.

Furthermore, the thing that made the Hitler movement so powerful was the support of the farmers. One of the most outstanding weaknesses of the German Social Democracy was its failure to formulate and enact an adequate agrarian program.

The Norwegian Labor Party recently has stressed more than ever the necessity of workers' and farmers' collaboration, and has paid much more attention than before to the needs and the demands of the farmers.

Alliance with the farmers in this respect does not mean a coalition government. In the whole post-war period, the Norwegian Labor Party has been opposed to coalition governments. It will not place itself in a government where it can be held responsible for the limiting activities of another party.

Labor and the Farmers

It is very important to note again that the Norwegian Labor Party does not plan to socialize agriculture. Only the great estates with tillable, but not cultivated or badly cultivated areas, are to be taken over by the government and are to be divided and given to landless workers and farmers owning farms too small for profitable war. On the whole, the organization of agriculture is to be on a voluntary cooperative basis. It is certain that this type of agricultural program has played a great role in overcoming the fears of the farmers in joining the Labor Party.

For Workers' Democracy

As for the future form of government, the program states that it is the task of labor to carry through at the earliest possible moment a new economic organization, based on complete industrial democracy, with workers control in the plants and industries. The old organs of the government will not suffice for this task. On the basis of labor, the wage-earners, farmers and fishermen must therefore create new economic and constitutional organs, according to the new tasks and needs of the working people. These shall give scope both for active participation of the masses, and for personal initiative and responsibility. The foregoing indicates that Norwegian labor is attempting to transform the present day political democracy into an economic democracy, without abolishing the democratic rights of the working masses themselves.

Norwegian labor suffers from no illusions that it will some day without struggle awaken to discover socialism in Norway. It is certain

Truth About Co-ops

Norwegian labor gives vigorous support to the consumers' cooperative movement of the country. It considers the cooperative movement the basis for distribution in a socialist society. It must be made

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that it will encounter a very strong opposition from the ruling class which will try by all means to hinder the fulfillment of labor's plans. But Norwegian labor has also been convinced that if it really has a majority of the organized workers and farmers with it, it will be able to win over this opposition. Its program states that the bourgeoisie will not voluntarily abandon its power and "privileges." In the period of transition, it maintains, the party is ready to use all means at the disposal of the working class to break the resistance of the bourgeoisie.

Socialism, Not "Middle Way"

Norwegian labor, though proud of its accomplishments, is still no illusions. The country is under capitalist and every step of labor's program will be opposed by the organized force of the capitalists.

The Labor Party still maintains that its primary task is not the enactment of single reforms, unrelated to the abolition of capitalism; not the "middle way," but the laying of the foundations of a socialist society.

Watt Notes

Brother M. Babich of the Inspection Department is a proud grandfather.

Brother William Eliason has been appointed a steward in the Meter Department. Metermen, please note.

Brother Chauncey Dunn of the paint dept. fell and broke his wrist this last week.

Brother "Gus" Gerdin is back on the job after vacationing.

Brother Joe Connors of the Meter Readers is now a married man.

Brother "Bill" Edwards of the Trouble Department is now home from the hospital.

More operators have been up to the office lately to get straightened out.

The last meeting was again very well attended.

Many of our members are getting ready for the hunting season.

Some St. Paul and Minneapolis members are getting better acquainted.

Battery Workers Renew Agreement With Local Firms

New working agreements with the Grant Storage Battery and the Mitchell Battery companies were signed September 1st by Battery Workers Union Local B-1034 of the International Brotherhood of Electrical Workers.

The pact brings gains in working conditions, and a five-days' paid vacation to the battery workers. Present wage scales are maintained, as is the 8-hour day, 40-hour week, with time and one-half for overtime. The contract is retroactive to July 15 and will run for one year to July 15, 1939.

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Independent Truck Chatter

By R. F. Hornig

With chin in hands and elbows on the table, beginning your column this week presented a disturbing problem that required making news out of reports that weren't made. From what little help that has been offered one is led to believe that all the ITO spent a quiet week in the cemetery or else were out of town fishing and returned without a bite.

All honors go to Pehrni for giving us the lowdown on what our out-of-town crews are doing. 'Pops' and his pals from the Blue Earth paving gang were in town for Sunday after a good week's work. With a full month to go the boys are ready to forget their ten days' washout if they can run out their time now, although at best a thirty-six hour driving shift holds no promise for too rich a diet.

DeRuyter Brothers of Willmar were low bidders on that big grading job between Savage and Shakopee.

Les Baumgard is the first of the state crew to leave for the coal yards.

The five-tons are doing nicely, thank you!

Looking for a good truck? Call Bill Camp, Ch. 8005. For sale; one '38 Dodge used four months. Six by eight dump box, three and a half yard end gate. 7.50-20 duals.

C. Cully called 'em clear up to No. 200 last week. Many of the WPA trucks on their offtime last week clicked for some nice change.

The county crews are silent as a ghost town. Must be plenty there; poverty is always loud in its lamentations.

After the slack of early and mid-summer construction our city contractors are unusually busy at this time. They have been putting the bite on us plenty for trucks lately. This has been an extraordinary year for the ITO. Several times this season we have had more jobs to go around than trucks available. The discouraging part of the whole business is the lack of any promise that forty or more won't be clamoring for work a week or ten days later.

L. O. Swanson, Glacier Sand & Gravel, the Johnson-Westerdahl combination, have all been on the lookout for trucks the last week. Paving at Willmar and at Brainerd is in the air now.

Bill Sinnott and Ambrose head a bowling team representing Local 544 in the Union bowling league. They are still short one more man. Anyone wishing a season of bowling

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Wage, Hour Bill Taken Apart by Sears Workers

Sears, Roebuck workers, members of the Warehouse and Inside Workers Union Local 20316, met last Friday night in the union headquarters and vigorously condemned the move of the company to cut weekly hours from 41 to 40 with a commensurate cut in wages.

A thorough analysis was made of the federal Wages and Hours Bill to go into effect October 24th. It was shown that the Bill would do absolutely nothing for the Sears workers, and that the only hope of these employees was to build and strengthen their union, which alone has shown it can make gains and protect the interests of the workers.

Within the next few weeks another meeting of Sears employees will be held at which Mr. Lueck, general manager of the Sears company, will be invited to attend and answer questions, particularly questions dealing with the cut in hours from 41 to 40.

1859 Organizes Cleland Plant, Presents Pact

Employees of the Cleland Manufacturing company, 2800 Washington Avenue North, makers of grain cleaning machinery, organized one hundred percent into the Furniture Workers Union Local 1859 last week.

A contract has been presented to the company, calling for a 50c hourly minimum for the first ninety days, and a 55c minimum thereafter, with 70c hourly for machine operators; for the closed shop and time and one-half for overtime. Nine men were involved.

We are being stop-watched—in, out, back and forth—on an eight block haul on the school board's project at the Cavell school over northeast. That's tops—or something! Adding insult to injury, we are required to fill out time-sheets on the same basis for each load. Efficiency plus!

Are the Independents acquainted outside of working contacts? There seem to be very few who pal around together, even without their families.

Let's have a big turnout at the October meeting next week Thursday the 6th.

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Bar Notes Local 346

It is very important that all members attend meetings at least once a month. Our meetings are held on the 2nd and 4th Mondays. On the 2nd Monday we meet at 8:30 p. m., and on the 4th Monday at 1:30 p. m.

Our convention of the International Union, held last month in Frisco, made many changes in our laws. One of the important changes was the increase in dues:

Section 63 of our constitution now reads: "All male members shall pay the minimum sum of \$1.50 per month and all female members shall pay the minimum of \$1.25 per month, as dues to this Local. Payable on the first day of each month."

This law takes effect October 1st. The 10c assessment on each member will be paid by the union starting October 1st. This means that the 25c increases in dues will cover all dues and assessments.

David Rorer's cafe, previously listed as unfair to Local 346 and the labor movement, has straightened out with the union and is now deserving of the patronage of organized labor.

The commissars' Square Deal caucus, built to control the last elections in Local 458, seems to have cracked wide open. Already at least three members have seen the light.

The commissars have yet to show they can build the union movement. Everyone knows they can split it.

Those great "progressives" at the head of the Miscellaneous Workers Union Local 665 aren't above refusing admission to the union of good workers who happen to disagree with their peculiar brand of unionism.

The Kelly-Aserson crew in Local 665 is not so good when it comes to settling grievances of union members who don't happen to be members of the Stalinist gang.

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Henry W. Anderson MORTUARY

Funeral Director
1839 EAST LAKE ST. Dupont 2331

S. J. READER CO.

Road Contractors
325 KASOTA BUILDING
Atlantic 4667 Minneapolis

FWS Youth Get Non-Relief Jobs

Fighting for the principle that every unemployed young person has the right to a job, regardless of whether his family is on relief or not, the Youth Committee of the Federal Workers Section has succeeded this week in having a number of boys and girls from non-relief families placed on the National Youth Administration program. These young people had been trying for months to get on the NYA, but could not succeed until the Youth Committee intervened.

Hundreds of applications for NYA jobs are on file in the Youth Administration office, both from relief and non-relief families. Due to the fact that the entire quota of NYA jobs for Minneapolis is only 1,000, boys and girls in need of jobs are usually forced to wait many months before their applications for jobs are even considered.

The Youth Committee has raised the demand for an immediate addition of 15,000 NYA jobs to the present quota. With 30,000 unemployed youth in Minneapolis, this is just the first step in the fight to make real the principle that every young person should have the right to a job.

Warehousemen End Season

Local 20316's kittenball team in the men's division wound up the season recently, with 6 games won and 4 lost to finish in third place in the Western Division of the city league. The girl's team, playing in the Federal League, copped second place, winning 6 games and losing only two. Standout players in the latter team were Evelyn Simon, Rose Leone, Irma Rasmussen, and Sara Simon.

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Your Neighborhood Shoe Dealer
Carries
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Additional text and advertisements on the right edge of the page, including more business listings and notices.

Vigilantes Kidnap Two Union Leaders In Dickinson, N. D.

The story of the vicious actions of a "vigilante committee" made up of cowardly businessmen, thugs from Dickinson, North Dakota, which ran two union organizers out of town on September 15th, has just reached us.

The Meat Cutters and Butcher Workmen's Union Local 497 has recently been active in Dickinson, and was successful in organizing the industry. Agreements were drawn up with the help of George Gruggen, International representative of the Meat Cutters, and A. R. Altman, president of the Hotel and Restaurant Employees Union Local 712, and presented to the various meat markets.

Union Makes Headway
When the J. P. Berringer market refused to sign, a one-day strike brought a quick union victory. Negotiations were then started with the Sanitary Market. Failure to reach an agreement resulted in a strike on Monday morning, September 12th. The strike was completely effective and peaceful, and several new workers joined the union.

In the meantime, word leaked out that the business men of Dickinson were holding secret meetings and threatening to "run the union agitators" out of town.

In an affidavit, Mr. Altman, a resident of Dickinson since 1929, tells what happened:

Altman's Story
Following a conference between Altman and Gruggen in Gruggen's room at the Villard Hotel on Thursday night, September 15th, Altman left about 10:45 p. m. and walked about two blocks when he was paged and told that some men were seeking to break into Gruggen's room and run him out of town.

100 Vigilantes
Altman rushed back and was met at the door of Gruggen's room by two deputy sheriffs, Alex Wolfe and Joe Gerrig, who pushed him into the room. The deputies immediately sent downstairs for a strong-arm squad consisting of businessmen, including the boss of the struck Sanitary Market, who came up and dragged the two union officials to the banquet room where a mob of businessmen was congregated.

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EXCLUSIVE LAKE ST. PONTIAC DEALERS
Our Used Cars will suit the most particular Truck Driver
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OVER 45 YEARS OF SATISFACTORY SERVICE
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ing action to smash the labor-haters.

That labor will have to depend on its own forces to protect itself is shown by the action of the attorney-general, who is frantically trying to hush up the whole affair.

Answer With Union Guards
The vigilante action in Dickinson shows once more the burning necessity of organizing union defense squads to guard union halls, to defend union picket lines, and to shield members of organized labor from the growing fascist movement in the United States.

Minot Union Signs With Bridgeman

Following three days of negotiations, the General Drivers Union Local 74 of Minot, North Dakota, signed an agreement with the Bridgeman-Russell creamery covering the 16 men who work in the two Minot plants.

Though no wage increases were won, a number of advances in working conditions were obtained, such as time and one-half for overtime, a week's vacation with pay, the 48-hour week, full seniority, etc. The pact is similar to that signed recently by the Grand Forks union with the same company. It is retroactive to September 1st and runs until September 15, 1939.

Floyd Coverston, business agent of the Grand Forks Drivers Union, assisted Local 74 in the negotiations.

Ole Peterson Dies, Father of 544 Man

Members of Local 544 were very sorry to hear of the death last Friday of Ole Peterson, 78, 4555 Lyndale Avenue North, following a six weeks' illness.

Mr. Peterson, a long-time union man who worked for the Great Northern railway, is the father of Al Peterson, a loyal member of Local 544 working at the Williams Hardware.

BUY UNION LABEL GOODS DEMAND UNION CLERKS

The following patents were issued September 20, 1938, to Minnesota inventors, as reported by WILLIAMSON & WILLIAMSON, Patent Attorneys, 925 Metropolitan Life Building, Minneapolis, Minnesota.
Davis, Clarence J., Minneapolis, Minn., display device; Staudt, Edwin G., Minneapolis, Minn., counting mechanism; Staudt, Edwin G., Minneapolis, Minn., summing and drying adhesive on flat surfaces; Weisman, Simon, Minneapolis, Minn., cigarette with lighter attachment.

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Home for Finks



Above is pictured the home of the fink "Associated Independent Unions" of Minneapolis, the company union set-up backed by the Citizens Alliance crowd and Mayor Leach. The sign in front of the fink home is a scab sign. From basement to attic, the place is anti-union. No self-respecting worker would be seen anywhere near the place. Tens of thousands of workers have stayed away from this pest-house since the finks took it over.

Some people after they elevate themselves socially and otherwise don't speak to anyone. I wonder if Bud Weitzel will stop and talk to the lowly milkman after he acquired that \$500.00 a month job.

On the Route With the Milk Man

By Mike Rusenko

Jimmy Deeble and Dave Peterson are going to play an 18-hole game of golf for the championship of the Franklin Cry. Boy, if these birds can shoot pasture pool like they can shoot other things what a game it will be.

Rosy was on his vacation last week; he picked last Sunday morning to do some nailing and repairing on the house to keep the crickets out, when along came the Minister, he looks at Rosy and says "My good man, don't you know this is the Sabbath and that you will never go to Heaven working on this day." Rosy replied "That's all right Rev. I got friend in both places."

Olaf Lindberg of the Clover Leaf Cry. Co., has acquired some fuzz under his nose. If he only had big ears he would look just like Clark Gable.

Mary Wronski of the L.O.L. is Mrs. Joe Miller. We know that all the girls will miss Mary, but when do we get the cigars?

John Dodson has a bunch of hot shots in his bowling team in the Clover Leaf League, boy ask him and see, he has three 200 bowlers on his squad.

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Jack Lundeen is on his vacation, while on his vacation he is doing a little excavating. Somebody told him that an old miser buried some money on his property, now he's digging like h--- around his house.

Clarence White and Otto Wolf. Saturday a union committee met with representatives of the Minneapolis box industry: the Glazer, Flour City and the Co-operative Box company. A further meeting was held Tuesday night at which terms of a new working agreement were discussed.

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COAL ICE

gram are the chief rooster kings for the North High football crew. They will be on hand for the North Edison game Friday at Edison field.

Les Cummins got himself hitched to one of the Office girls and the Boys are still waiting for their El-Ropos. Say, Les, is the Mrs. going to check your report daily?

I was wondering why Big-Shot Berquist hasn't been talking to any of the gang lately. Last Sunday he became a "Grampa." Boy, are you ever getting old, Georgy.

Glazer Box Struck by Local 1859

Following a month of unsatisfactory negotiations, workers at the Glazer box company, 1110 Emerson Avenue North, went on strike last Thursday at 1:30 p. m. Glazer employees are members of Furniture Workers Union Local 1859.

The old union contract expired Wednesday, September 23rd, and the Glazer company has refused to grant the union's demands for a 5c hourly wage increase and a week's vacation with pay. A five-cent increase would bring hourly minimums up to 52 1/2c.

About 33 men are involved in the strike action. At the peak period, this plant employs 60.

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Near Third Street Since 1903
FREE PARKING LOT IN REAR

Local 131 "Gas and Suds"

Now that the convention and our week's vacation is ended, we get down to business again. I've been bawled out plenty for missing last week's column. It's funny how one gets so tired vacationing that he has to get back to work in order to rest up.

Largest Attendance
The last meeting, held in the third floor auditorium, was packed with lots of lively discussion, PARTICULARLY on the merits of the notice received from the employers asking for ADJUSTMENTS in the present contract. The meeting attracted the largest attendance of the year.

It was pointed out that the employers were desirous of meeting a union committee to change those vital working conditions we now work under to a lower standard in wages, hours and conditions.

The membership, after a thorough discussion, voted to send the entire executive board to meet the employers and inform the gentlemen that our membership by unanimous vote will accept NO LESS THAN OUR PRESENT CONTRACT. It was pointed out that not a single contract signed by the driving unions in the Twin Cities, with but one exception, has called for less than last year's standards. In most cases higher wages and conditions have been stipulated.

There has been some undercurrent proposing a closed shop for the new pact. The executive board will go in with all the necessary weapons to gain a satisfactory contract. They have agreed to notify the membership from time to time either through this column or through special meetings of their progress, if any. Every member will have his say before anything is signed.

WARNING: Pay no heed to anyone passing out poison propaganda such as "They'll have to close up," or "the union has a bunch of reds and bolsheviks," etc.

For the straight dope, get your information at the union office or the union meetings.

United Front
A joint committee has been agreed upon, representing Local 183-30 and our union, to obtain a satisfactory contract for the inside workers also.

To Mrs. Raymond Sawyer and Family: We of the Laundry and Dry Cleaning Drivers Union wish to express our deepest sympathy for you and yours in the loss of your beloved husband and father. We who knew him as our brother and friend know that his passing will not be easy for you and us to forget.

The moratorium must have been lifted. We received a check from 183-30 the other day for their picnic share—\$68.89.

Meyer Fineman and Sam Loberbaum of the Mill City were down to see the board also, regarding the hours. Twenty bucks next time, boys.

3 Teams Tied For Bowling Lead

The Union Drivers Bowling League passed its second night of bowling. The Liberty Cab Drivers took three games from the Gold Bubble. The Meat Drivers won three from the Ice Drivers. Mr. Brennan was among the missing. The Soft Drinks took the odd game from Local 20316 and Local 544 took a pair from Local 289.

Teams	Won	Lost
Local 544	4	2
Soft Drinks	4	2
Liberty Cabs	4	2
Meat Drivers	3	3
Gold Bubble	3	3
Local 20316	3	3
Local 221	2	4
Local 289	2	4

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The 289 Blab

By A. M. Ogren

NEXT MEETING—Retail Drivers, Thursday, October 6, 8:00 o'clock sharp.
We all mourn the loss of our friend and brother, Raymond L. Sawyer, organizer for the Teamsters Joint Council, who passed away Friday, September 23, at the Fairview Hospital, after a short illness.

Ray Sawyer, had been a member of the Milk Drivers Union, Local 471, for over twenty years, during which time he had held the office of Secretary-Treasurer for the last year, when he was appointed Organizer for the Joint Council.

He was buried Monday, September 26, from Foss M. E. church at 4:00 p. m.

At the last general meeting, held Thursday, September 22, a motion was unanimously passed raising the dues from \$2.00 to \$2.50. This motion was not passed, however, without a thorough discussion during which the reasons for such a raise were diligently discussed. Contained in this motion for the raise in dues was an assessment for the building of Minneapolis' new Labor Temple which assessment will come out of the 50c raise to the amount of no more than \$6.00 per member, payable monthly over a period of 18 months. Incidentally, our organization has the honor of being the first drivers' organization, outside of the Milk Drivers, to pledge our financial support to the Labor Temple.

Correction, in a recent column: I reported that John Sullivan, Monahan's, was a proud papa. This was a mistake. It should have been Alan Stanchfield. Sorry, although the John Sullivans are expecting a blessed event sometime in the near future.

With Hitler claiming all this territory in Europe it seems to me the King of Sweden is passing up a good bet. He could claim most of Minnesota, that is, if he's a good friend of Chamberlain's.

Dudley Lemaux, Referts, has recently been promoted to route foreman.

Norman Hanson, Zinsmasters, who was operated on for appendicitis, is now at home doing fine.

Also at the last meeting a Bowling Team Committee was set up. Anybody wishing to bowl, get in touch with Joe.

By the way, the last General Meeting was a whiz-bang of a meeting wherein a report was made by the delegates to the recent convention. Reports were heard from Ed Skelly, Loren Johnson, Sam Ash, Chet Ryan, Joe O'Hare and Yours Truly.

Don't forget sectional meetings start this October as per the schedule on the front page of the paper.

With the Limousines

We all wish to extend to Mrs. Ray Sawyer and family our heartfelt sympathy in the bereavement and loss of husband and father.

We hope to see many new faces at our next meeting.

Our representatives are calling on members every day. New members are joining our organization every day.

Are some of you older members always on the road or are you just stalling, by not attending our meetings?

Do you know who is offering \$10.00 a day for a chauffeur-Boy, wages are going up!

We understand some members on Clifton Ave. may attend meetings from now on. Are we right, L. B.?

Remember the good orators who spoke at the last meeting? They're still calling on some members who are delinquent.

Oh, yes. Be sure to carry your union book with you at all times. Don't forget.

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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.

Greetings to the Des Moines Federationist

There was never a greater need than there is today for fighting labor newspapers that combat all manifestations of boss-ism and company unionism in both the economic and political fields. It becomes more obvious each day that the employing class of this country, together with its press, has absolutely no plan to offer which will lead the United States out of the depression and relieve the misery of tens of millions of workers and their families. The one solution put forward by the employers, their government and their press to the devastating economic plague is to involve America in the coming frightful World War, to send tens of millions of American workers to the military slaughterhouse in defense of the interests of American capitalism.

The American workers must have a press that can speak for the interests of labor and against the interests of the employers on all questions. The stronger the organized labor movement, the stronger its press, the better will labor be able to protect its ranks, to advance its interests, and to answer and expose the lies and the anti-labor plots of the employers.

The state of the labor press is a good index of the growth of organized labor. Scores of new union papers have been launched in the past year.

The latest of these is the Des Moines FEDERATIONIST, sponsored by the Des Moines Trades and Labor Assembly as the spokesmen for the 70 AFL unions in that area.

The NORTHWEST ORGANIZER hails the Des Moines FEDERATIONIST and wishes it success in its announced policy of being the voice of organized labor on all public questions in the Des Moines area. From a technical viewpoint, the FEDERATIONIST is as fine a labor paper as can be found anywhere in the country. In its first six issues it has already shown a commendable zeal in fighting for the interests of the unemployed in Iowa. May it grow and succeed side by side with the splendid new labor movement of Iowa and the Middle West.

Where Are They?

The annual convention of the Workers Alliance ended in Cleveland last Saturday. During the closing sessions, spokesmen for fourteen New York locals with a combined membership of more than 2,000 roundly condemned the Stalinist leadership of the Workers Alliance for "blocking demonstrations at City Hall and sit-down strikes in relief offices because it was the policy of the Communist Party to avoid embarrassing Mayor LaGuardia."

The Stalinists promptly likened the militant unemployed leaders to "Nazi provocateurs in the Sudeten areas," and refused to seat them in the convention. But that isn't the payoff. When a non-Stalinist member of the national committee of the Workers Alliance charged that the Stalinist "People's Front" policies of the organization were resulting in widespread loss of membership, Mr. Herbert Benjamin took the floor.

Mr. Benjamin stated that only one state organization showed a loss, "and that gains in the others ranged up to 308 per cent for Minnesota."

His statement may have sounded convincing — in Cleveland!

Another "Innocent Club"

The average unsuspecting Minneapolis trade unionist, if he chanced to pick up a copy of the "CIO timber workers" paper, "Midwest Labor," might wonder mildly when he reads that "International Workers Order Pledges Support to 'Midwest Labor.'" The story reports that "a fraternal benefit society" has opened a Minnesota office, "preparatory to the launching of a state-wide campaign." Why, the trade unionist would wonder, does a fraternal order, moving into Minnesota, start off on the wrong foot by pledging its support to a paper which has viciously libeled the AFL trade union movement of Minnesota, i. e., THE trade union movement here?

But there is more here than meets the eye at first glance. The International Workers Order is to be headed hereabouts by "John Schmies, former secretary in the Chicago territory." If we add a few details about Schmies' biography, what is up will become plain. Before doing what he could to wreck the trade union movement in Chicago, Commissar Schmies was District Organizer of the Communist Party in Detroit, where he initiated the moves to wreck the Auto Workers Union, which have recently come to such infamous fruition. And the International Workers Order is the offspring of a Communist-instigated split some years ago of the Workmen's Circle, a workers' fraternal order which not only survived that split but is still flourishing, not least in Minnesota.

Christianson Cafe Struck by Cooks

Attention of the union movement is called to the strike of the Cooks and Waiters Union against the Christianson Cafe, 609 Marquette Avenue.

The strike was called Monday in protest against intolerable working conditions in the cafe.

The strike has been endorsed by the Policy Committee of the Central Labor Union. Members of all unions are to conduct themselves accordingly.

Wholesale Grocer Section Meets Monday Evening

The Wholesale Grocery Section of Local 544, which has been meeting on Sunday mornings, will meet hereafter on Monday night at 8 o'clock.

The first meeting under the new schedule will be held this Monday night, October 3rd.

Our Kind of National Defense



N. Y. Drivers Accept Compromise Pact, Bosses Reject It

By Sam Gordon
Eastern Correspondent, Northwest Organizer

New York, Sept. 28—Mayor LaGuardia's compromise agreement to end the drivers' strike has been accepted by the union, and flatly rejected by the employers' organization.

With the effectiveness of the strike unimpaired, many individual operators stood in line before the union headquarters waiting to sign the compromise pact. Most of these operators are members of the boss association which has rejected the settlement proposal. The mayor's compromise calls for a two-year contract with a 44-hour week and no reduction in the present weekly base of \$44-\$56.50, and specifies that no driver is to work more than 44 hours weekly.

The strike meeting Tuesday discussed the compromise proposal, with the men insisting the 40-hour demand remain intact. Mayor LaGuardia called for a rising "aye" vote, and left without calling for a "nay" vote. The union immediately began signing contracts embracing the mayor's proposals.

The settlement proposal cuts the weekly hours from 47 to 44 with no change in wages. The drivers interpret this as equivalent to a ten percent wage increase. The cut in hours will place many unemployed drivers back on the job.

NEW YORK, Sept. 27—After meeting all day with representatives of the striking truck drivers and their employers, Mayor LaGuardia issued an ultimatum to the strikers at 10:45 P. M. last night to return to work by 12 noon today. In the event of a refusal, the Mayor said, he is prepared to inaugurate an "emergency truck service" to break the strike. The Mayor's ultimatum is based on a "compromise proposition" which he drew up after considering final proposals from both the union and the employers' representatives. The strikers are to vote before noon today whether to accept or reject Mr. LaGuardia's ultimatum.

NEW YORK, Sept. 26—More than 30,000 truck drivers in Greater New York and New Jersey are engaged in one of the greatest strikes to hit this area in years. Newspapers carry scare headlines such as "15 Million Hit by Truck Siep," "Freight Completely Tied Up," etc. The truck operators, according to one evening paper, "are not even attempting to move their trucks." Even newspaper has been halted. Complaints are pouring in to police headquarters that "materials for the stricken New England and Long Island communities (suffering from the floods) also were being halted." But strikers claim that they have stopped only scab trucks trying to carry non-exempt goods under false "flood signs." The railroad companies, through J. A. Appleton, general chairman

of the Pennsylvania R. R., have announced that it will be necessary for carriers to declare an embargo on New York because of their lack of storage facilities. Late tonight a movement was started among the strikers to tie up food trucks or "perishables" along with the rest. The latter, as well as newspaper had originally been on the exempt list. Only trucks carrying hospital supplies and home relief goods are now entirely free from the strikers' ban.

Gets Official Sanction
Starting out originally as a so-called "outlaw" strike early last week, the truck drivers' action was sanctioned by an official ballot of the membership of Locals 807, 282 and 816 of the International Brotherhood of Teamsters at a meeting in Mecca Temple Sunday afternoon called by the regular union officers. The strike committee of 50 which includes the "rank and file" leaders of last week's strike is headed by Michael J. Cashal, international vice-president. The strike had been interrupted on Thursday by a "truce" which led to no results insofar as negotiations with the bosses were concerned. A vote of 4,071 for the strike with only 365 against concluded the truce.

In Hague's Kingdom
Teamsters Joint Council No. 18 of New Jersey, which comprises Local 560 of Hoboken, 641 and 617 of Jersey City, 136 and 478 of Newark and 469 of Trenton and Perth Amboy, joined the strike today. The latter not only went into sympathy with the New York drivers but are demanding the same kind of an agreement. Francis M. Sheridan, general organizer of the Motor and Bus Terminal Checker Platform and Office Workers Local 21,512 of the A. F. of L. announced that his union would join during the day. Allan Haywood, regional director of the C.I.O. offered the unions the "fullest cooperation" of his organization in a telegram today.

Longshoremen Ready
The Longshoremen's Association, A. F. of L., whose contracts have only four days to go, has announced that they would also demand a reduction in the work

week, from 44 to 40, and they would not handle any "hot cargo," that is, trucks carrying goods banned by the strike committee.

Supported by Labor
From the looks of things, the strike, which has the official backing of the Central Labor Council and the State Federation of Labor, is spreading rapidly. The attempt of the truck drivers to get a progressive solution of the problem of unemployment by a reduction of the work week on the same basic rate of pay seems to have caught the imagination of large layers of the laboring population of this area. The support given by organized labor is complete. From the point of view of the strike's effectiveness there is no reason why the bosses should not be brought to terms rapidly.

Strike-Breaking Mayor
However, the strikers will have to reckon also with the part being played by Mayor LaGuardia in this situation. On Sunday the bosses offered the men a "compromise" proposal of 45 hours which was flatly rejected by the strike meeting. Tonight the Mayor has offered his "compromise" acters accompanied by animatium that if the men do not accept it, he would use strike-breakers against them. The Mayor's "compromise" consists of the following points: (1) A 44-hour week instead of the 40 demanded by the union. (2) Overtime pay only after a driver has worked 8 hours in any given day. (3) All work to start at 8 A. M. (The bosses are demanding that there be no limit to starting time). Moreover, the Mayor demands that the agreement be signed for two years, not one, as is usually the case.

The negotiating committee of 11, representing the union has agreed to the Mayor's demand and will propose it to a strike meeting tomorrow. The bosses' representatives have not yet agreed. Mayor LaGuardia has announced that he will ask individual operators to sign up over the head of their association. No doubt there are many such who are anxious to sign up even on the union's terms. What the strikers will do cannot be determined at this writing. It is not excluded that they will remind the Mayor of his previous expression of concern over the problem of unemployment and ask him why their way of grappling with it isn't acceptable to him, and why he, as an alleged friend of labor, threatens to use strike-breakers against them. Judging from their past militancy, it seems they will know how to meet the new situation properly.

TAXI TOPICS

By Curle and Lunde

Born: To Mr. and Mrs. Joseph Williams, a baby girl. Mother and child are doing nicely. But just imagine our friend, Joe, crooning a lullaby.

Thursday, September 22, the picture of our genial claim adjuster and his barouche was prominently displayed in the Tribune going thru safety-lane. He sets a good example for us to follow. Hope some movie scout doesn't spot that picture though, we might lose our good friends, Ed Irving.

Our sledge-hammer specialist, the one and only Mr. Harms put his "Checker Special" thru the safety-lane all o. k. except lights. The City should be informed that old taxi-cabs and trucks just do not have those things called lights; 'tis a fact.

Signs of better times: Paul Gesino is collecting silver dollars. Most of us have spent our lives in the pursuit of that interesting hobby including foldin' money and change, but have no collection to display.

Secrets of success: Two of our veteran gear-crashers who are rather small in stature confided that they wear boy's size shoes and suits. This saves lots of money. Wonder if they get a free jack-knife and base-ball with every suit like we usta when we bought small clothes?

The "Goon" camped out a couple of nites.

Found out why Bill Russell plays Lyndale and Lake, he likes the good ice cream cones out there.

How many shopping days till Xmas?

A new invention was tried out in Minneapolis last week. A neon affair that is run by the keyboard of a typewriter so any letter or message can be put on the sign by finger touch. Now wouldn't it be just ducky for us drivers on rainy nites with such a sign on the cab-stands, just dial your key number and be on your way.

One of our drivers (name on request) picked up a fare who was about "three sheets in the wind." This man wasn't sure of the address but wanted to go to St. Clair and W. Seventh St. Paul. The driver was cruising up one street and down another when the fare exploded with, "follow that dog it belongs to that house." After two years absence the man knew the dog and the dog knew his home so the driver found the house.

One rainy nite during Fair Week Bro. Nordstrom used four cabs. A leaking tank on number one, broken fan and generator belt on number two, slipping clutch on number three and got stuck with number four in three feet of water which he fell into but he still got the hump; how's that for staying with it?

So many of the boys are now equipped with radios that we can keep up with world news and sports as never before, and are those things ever handy to get there in time for the "break."

FWS Asks Increase in Budgets

With the approach of winter and the resulting necessity for heat in dwelling places, the Federal Workers Section of 544 is preparing demands for an increased budget for WPA and relief workers, for presentation to the Welfare Board at its next meeting, early in October.

The FWS will demand an increased allowance for coal, over last year's budget. The present grant for coal allowed only the cheapest grade. Cheap coal is low in heating power and high in consumption. Therefore, a better grade of coal will not only heat better but will actually last longer.

Another reason for the demand for better coal rises from the many complaints received last year, not only from the relief and WPA clients but also from landlords. Many house owners in the city refuse to rent to either WPA workers or relief clients because the cheap grade of coal they burned was clogging the chimneys of the houses.

The FWS is also including in its demands a request for an allowance for WPA workers for transportation. Many, in fact most of those on WPA, are forced to go long distances to their jobs, and to pay their own car fare out of their miserable wage.

International Aids Over-Road Strike

(Continued from page 1)
molestation of the army of pickets who patrolled highways and streets.

Four pickets, arrested on charges of assault and battery, were immediately released when brought before Judge O'Brien. Caustically pointing out that arrests were made without sworn warrants, Judge O'Brien recalled that the street car strike some years ago cost the city \$150,000, most of it for such false arrests. Henry Beal, former city and county attorney and now lawyer for the Central Labor Union, is defending all picket cases.

Vice-President Murphy's declaration concerning financial aid from the International Brotherhood put a final quietus to the employers' campaign of attempting to frighten the strikers with the prospect of starvation. While the strike kitchen has been feeding all strikers and their families who appeared for meals, and sacks of potatoes and baskets of groceries were being distributed to needy families, agents of the employers were telephoning strikers' homes to assert that the strikers were to be deserted by the rest of the drivers' movement and left to starve.

Among those companies which have already abandoned the fight and come to terms by signing the over-road or local agreements are the following:

LOCAL
Bos Truck Line; Ray S. Baldwin; Bies Transfer; Blair Transfer; Erickson Trucking; Fairway Transfer; James F. Forsythe, Jr.; Handy Express Co.; Hansen Transfer & Storage; James E. Hardesty; Kroeger Transfer; Lampe Transfer; R. G. Maxwell; Johnson Transfer & Storage; McMahon Transfer; Moore Transfer & Storage; Ollie Transfer Co.; Rainbow Transfer; Schaefer Transfer; Selders Transfer; Slack Transfer; Smith Transfer; Stoner Van & Storage; Terminal Warehouse; Weaver Transfer; White Spot Delivery; Worrall Transfer; C. C. Hand Transfer.

OVER-THE-ROAD
J. C. Agee Truck Line; Anderson Truck Line; Briscoe Transfer; Bos Truck Line; Jim Closson; Columbus Transfer; Decker Truck Lines; Erickson Trucking; Foltz

Transfer & Storage; Callentine Transfer; Harman Transfer; F. W. Hockman; Johnson Transfer & Storage; King Transfer; McMaken Transfer; Marvel Transfer; W. N. Morehouse; Rapid Transfer; Rickard Transfer; S. & W. Transfer; Slagel Transfer; Stonehill Transfer; Terminal Warehouse; Werner Transfer; W. J. West; Monark Motor Freight Lines; Safeway Truck Lines; Truckowners Freight; Midland Service; Mercury Freight Lines; Mercury Freight Lines; Nebraska Transit Lines.

Speaks Friday Night



County Commissioner I. G. Scott will be honored this Friday night at a rally and dance to be held in the Teamsters headquarters. Scott, together with Congressmen S. H. Bellman and W. F. Bennett, all Farmer-Laborites, will be feted. Refreshments will be served. Admission is free.

We are all looking forward to the next meeting where F. G. Fuzzey may give you a few pointers on some very important topics.

All you members who are three months in arrears will not receive the Northwest Organizer after the next meeting. So you slackers get in here and PAY YOUR DUES.

The members who attend the meeting regularly are waiting for Jack Kartes to put in his appearance once in a while.

UNION MEETING SCHEDULE

LOCAL 471 The Milk Wagon Drivers and Dairy Employees Union Local 471 meets the first and third Tuesdays of each month at 7 p. m.	LOCAL 160 General Membership—First and third Thursday. Seniority Board—Every Monday. Executive Board—Every Tuesday. Stewards—Wednesdays preceding first and third Thursdays.
LOCAL 131 Third Wednesday of each month.	LOCAL 103 Regular Membership Meeting—2nd Tuesday. Executive Committee Meeting—On call.
LOCAL 259 Second Monday of each month.	PRIVATE CHAUFFEURS The Private Chauffeurs and Helpers Local 912 meets the first and third Tuesdays of each month.
LOCAL 664 The City and Sanitary Drivers will meet the second and fourth Thursday of each month. Park Board Grievance Committee—Monday night preceding the last meeting of the month.	LOCAL 958 Night Drivers—1:00 p. m., third Thursday each month. Day Drivers—7:00 p. m., third Thursday each month.
LOCAL 1086 The Retail Clerks Local 1086 will meet on the first and third Tuesdays of each month.	LOCAL NO. 544 MEETING SCHEDULE OCTOBER, 1938 Monday, October 3—Package Delivery; Department Store; Coal. Wednesday, October 5—Sausage; Petroleum; Ways and Means. Thursday, October 6—Greenhouse; Independent Truck Owners. Friday, October 7—Job Stewards. Sunday, October 9—Wholesale Grocery, 10 A. M. Monday, October 10—General Membership. Wednesday, October 12—Market; Ways & Means; Wholesale Liquor. Sunday, October 16—Over-the-Road Drivers, 10 A. M. Monday, October 17—Building Material; Furniture Stores. Wednesday, October 19—Ways and Means. Thursday, October 20—Tent and Awning; Printing; Newspaper, 10 A. M. Friday, October 21—Job Stewards. Monday, October 24—Spring Water. Wednesday, October 26—Ways and Means. Thursday, October 27—Transfer and Warehouse; Wholesale Drug; Excavating; Sand and Gravel. Seniority Committee meets each Tuesday at 7 P. M. in Hall No. 1. Grievance Committee meets each Tuesday and Friday at 7 P. M. in Hall No. 2. The Executive Board meets each Wednesday at 9 A. M. in the large hall on the first floor. All regular meetings start at 8 P. M. unless otherwise indicated.
PETROLEUM DRIVERS Regular Membership Meeting—First Wednesday each month.	LOCAL 977 General Membership—Second Monday each month, 9 p. m. Grievance and Seniority Boards—Second and fourth Mondays, 8 p. m.
FEDERAL WORKERS Regular Membership Meeting—Second Friday each month. Stewards' Meeting—Every Wednesday, 8 p. m.	LOCAL 289 Retail Drivers—First Thursday. Wholesale Drivers—Second Thursday. Yeast Drivers—Third Tuesday. Cake and Pie—Third Thursday. General Membership—Fourth Thursday.
LOCAL 346 Regular Membership Meeting 2nd Monday each month, 8:30 p. m. 4th Monday each month, 1:30 p. m.	LOCAL 1859 General Membership 1859—October 5. Casket Industry 1859—October 11.
LOCAL 20431 General Membership 20431—October 5. Executive Board 20431—October 3.	LOCAL 221 Regular membership—2nd and 4th Tuesdays. Executive Board—Every Tuesday, 7 p. m. Grievance Board—Every Thursday, 7 p. m.
LOCAL 20316 Stewards—First and third Tuesday. Regular Membership Meeting—Fourth Tuesday. Executive Board—Regularly every Monday.	