

THE NORTHWEST ORGANIZER

Official Organ of the Minneapolis Teamsters Joint Council

MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.

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

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

Drivers Unions in Western States Pledge Cooperation in Organizing Chain Stores

An important meeting of representatives of drivers' unions was held April 18-19 in Billings, Montana, for the purpose of organizing chain-store operations west of the Mississippi River. In attendance were representatives of drivers' unions from Butte, Helena, Great Falls, Billings, Missoula, Spokane, Seattle, St. Paul, Minot, Grand Forks, Minneapolis, Fargo, Aberdeen, etc.

After discussing the mutual problems of the International Brotherhood of Teamsters' locals in the area, the conference summarized its policy in the following resolution:

"Be it resolved, that we the delegates assembled at a special-called meeting in Billings, Montana, agree that we will assist one another in the organization of Highway Drivers, Warehouse and Produce employees;

"Be it further resolved, that we agree to use our influence in our various Joint Councils to bring about a concerted action against any employer or firm who is against the organization of any of his employees into any Local Union of the International Brotherhood of Teamsters;

"And be it further resolved, that we who favor and are willing to cooperate with others that favor our plan will refuse to sign contracts or work for any chain organization who may be operating in our district until each district that is willing to work and cooperate to the end that they receive agreements and unionization is recognized; and

"Be it further resolved that the delegates assembled, on returning home report to their Joint Council that we have gone on record as delegates assembled to immediately put forth an active fight on Montgomery Ward & Co., Nash Finch Co., Pacific Fruit and Produce, Gamble Robinson Co., and other chain operations that are not entirely organized in the twenty-two Western and Central States; and

"Be it further resolved, that at any time that any division that places any chain operation on any unfair lot of the Teamsters Union in any portion of the U. S. A., that we as representatives use our every effort to see that said operation finally recognizes the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America."

Next Meeting June 26-28 The Billings meeting was one of a series that has been held in the past year to further organization at Nash Finch and other chains.

The conference moved to hold the next meeting at Billings on June 26-27-28. A banquet was held for visiting delegates at the close of the conference.

Among those attending the Billings conference were Harry DeBoer of Minneapolis Local 544, Bernie Simmer of St. Paul Local 503, Floyd Coverston of Grand Forks, Jack Wirth of Fargo and Robert Knight of Minot.

President James Graham of the Montana Federation of Labor greeted the conference.

International vice-president Dave Beck was prevented from attending the conference by an illness which has confined him to a Seattle hospital.

544 Picnic Committee Meets Next Tuesday

Local 544's Picnic Committee will meet next Tuesday evening, May 6th, 8:30 p. m., at the union hall, to take up the tasks of preparing for the 1941 union picnic. Several new members have been added to this year's picnic committee.

Wisconsin Drivers Meet at Manitowoc

About fifty delegates from 23 drivers' locals in Wisconsin attended the conference of the Wisconsin Drivers Council held last Thursday and Friday at Manitowoc.

The conference heard John Pigo, international representative, explain the formation of the Council on the basis of a 5c monthly per capita, which funds are used for strike benefits, organizational and legislative work. The Council has maintained a committee of two at Madison to oppose all anti-labor bills. The new labor newspaper, the Wisconsin Driver, was discussed and full support pledged to continue the paper.

Larry Davidson, who with Joe O'Hare represented the Minneapolis Teamsters Joint Council at the meeting, told of the great value the NORTHWEST ORGANIZER has been in the work of the Minneapolis drivers' movement, and expressed the hope that the Wisconsin Driver would continue and flourish.

Representative Pigo outlined a plan for a state central office, with a full-time representative to be financed on a 10c per capita basis. Between \$12,000 and \$15,000 could be raised by such a per capita, and the office would be available to aid any local drivers' union. Twenty-three of the 37 eligible drivers' unions in Wisconsin are now affiliated with the Drivers Council.

Reports were made on conditions in many industries, including wholesale grocery, petroleum, highway construction, bakery, brewery, building trades, cab drivers, over-road, milk, transfer and laundry.

Will Meet in July The next meeting of the Wisconsin Drivers Council will be held sometime in July, at Superior.

Efforts are being made to arrange a baseball game between the Minneapolis Petroleum Workers Union Local 977 and the Superior Drivers Union, to be played in Superior at the time of the next Council meeting. These two splendid teams have played before. It is planned to send a large Minneapolis delegation to the Superior meeting.

Labor Temple Meeting Called For June 1st

Sixty thousand dollars is being held in escrow by those unions who have agreed to participate in the proposed Minneapolis labor temple, the Labor Temple Association board of directors said Monday night after checking up on the unions that have placed assessments on their members. In addition, the association has \$15,000 in the bank, plus the lot clear of incumbrances.

The Labor Temple board will call another meeting of all AFL local executive boards at 2 p. m. Sunday, June 1st. Shareholders will meet Monday evening, June 9th, to discuss the projected building. All local unions will receive letters from the association, in line with the action taken at the April 20th meeting, asking them whether they will buy stock and become tenants of the labor temple.

Edwin I. Hudson



Labor's aldermanic candidate for re-election in the 12th ward is Edwin I. Hudson. During all his terms in office, Alderman Hudson has consistently voted for labor measures. He is a past president of the Carpenters District Council and business representative of the Carpenters Local No. 7.

Alderman Hudson is ENDORSED BY THE CENTRAL LABOR UNION. He is pledged to the platform of the Central Labor Union. All readers in the 12th Ward are urged to work for his re-election.

Minot Men Strike Equity Creamery

Minot, N. D.—All eight employees of the Equity Union Creamery corporation here are out on strike as a result of the company's refusal to grant a \$7.50-\$10 monthly wage increase and a union shop agreement. The workers are organized 100% in the General Drivers Union Local 74.

The Equity company maintains a creamery and a retail store. Since the union began picketing April 9th, the company's business has been cut by over 90 per cent.

Strikers insist they will stay out all summer if necessary. To show the intolerable conditions under which these men worked, it is enough to mention the men were receiving from \$60-\$75 monthly for EIGHTY HOURS of work weekly. Last summer the union was able to win a wage increase of \$10 monthly.

471 Mourns Death of Harley Wind

Members of the Milk Drivers Union Local 471 mourn the death of Brother Harley Wind, 47, 5754 Wooddale avenue South, who passed away Monday, April 28th. Brother Wind was employed at the Norris creamery; he was initiated into Local 471 in September, 1928.

Funeral services were held at St. Patrick church, Cahill, Minnesota, with interment at Lakewood cemetery. Surviving are a wife, Alice; five children, Grace, Harold, Patricia, Mary and Jerome; three brothers and one sister, Paul, Ralph, Arnold and Kate. Arnold Wind is a resident of California.

Strike at Miller Cafe Is Settled

The 15-week strike of the Hotel & Restaurant Workers Union Local 665 against the Miller cafe-teria was settled last Friday, and six strikers returned to work Monday morning.

The settlement called for wage increases from \$1.25-\$2 weekly, and one week's paid vacation.

Labor's Campaign Picking Up Speed

Setting as its first goal a sweeping victory in the May 12th primaries for the labor slate, the Central Labor Union campaign committee shifted into high gear this week. The union political headquarters has been opened at 32 Eighth Street North, adjacent to the Central Labor Union headquarters. Over one hundred thousand sample ballots listing the labor slate have been printed and distributed.

Copies of the sample labor ballot are being mailed by the Minneapolis Teamsters Joint Council to the members of every affiliated drivers' union. Dozens of other local unions are planning to follow suit.

See Labor Victory

There is certainly more zest and enthusiasm among unionists in the municipal campaign than has been apparent in years. Tens of thousands of workers realize the importance of a labor-controlled city government in this critical war period. They feel they have a real

sake in the election, that it is worth striving to elect the labor ticket and see that it puts into effect the splendid labor platform.

Reports from every ward indicate that the volunteer campaign committees are receiving offers of aid from dozens of union men and women and labor sympathizers.

Be sure to go to the polls on Monday, May 12th. Vote for the entire labor slate, from T. A. Elide down. See that your family and friends vote.

All Labor Fights Anti-Union Bills in U. S. Congress

Minneapolis Central Labor Union Wires Protest on Vinson No-Strike Bill—AFL, CIO, Railroad Brotherhoods Join Hands to Defeat Union-Smashing Measures—Administration Strategy Is to Force Labor to Accept "Voluntary" Cooling-Off Period Before Strikes

A genuine storm of protest from all sections of organized labor in the nation—AFL, CIO and railroad brotherhoods—has temporarily set back on their heels the reactionary Congressmen who are seeking to put over the Open Shop, anti-strike Vinson Bill. All labor organizations have gone on record expressing complete opposition

to the administration, occupying the post of chairman of the powerful Naval Affairs Committee. Roosevelt could stop action on the Vinson bill at any time by a nod of the head.

It is felt the real strategy of the administration is to hold over labor's head the threat of such union-crippling legislation as that introduced by Vinson to force labor to accept a "voluntary" cooling-off period before strikes.

Labor in Minnesota knows, probably better than labor in most parts of America, that the cooling-off period works only to the advantage of the employers, permitting them to use such intervals to disrupt the union and complete preparations to smash the strike.

At hearings on the bill last week before the House Rules Committee, George Meany, secretary of the AFL, said the bill "will destroy the most fundamental rights of trade unionism. It will produce chaos and resentment, and make the workers feel rebellious. In fact, this bill will make more Communists than anything you can do."

Its terms are so sweeping, said Meany, that if even one or two workers quit their jobs in war industry, they could be prosecuted for "impeding defense" and lay themselves open to heavy fines and imprisonment.

Efforts of poll-tax Congressmen, fronting for the National Association of Manufacturers, to hamstring labor are receiving more and more opposition from workers throughout the nation, and are tending to make labor more politically conscious.

544 Package Delivery Men Meet Monday All members of the Package Delivery and Department Store Section of Local 544 are instructed to attend the next regular meeting Monday, May 5th. The meeting will discuss the new contract proposals.

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A Legislative Review

Most Reactionary Legislature Ends; Steel Trust Wins

TJC Puts On Organizer For Local 912

The Minneapolis Teamsters Joint Council has acted to put on an organizer for the Private Chauffeurs Union Local 912. All chauffeurs are urged to be at the next meeting Tuesday, May 6th, 8:30 p. m., in the union hall, to meet the new organizer and discuss plans for an organization campaign.

Pulp Workers Union Asks New Pact

The Minneapolis Pulp & Sulphite Workers Union Local 259 has notified the city's paper mill employers that the union wishes to negotiate a new agreement, changing provisions in the present pact regarding wages, the union shop, etc.

The present agreement, covering both Minneapolis and St. Paul shops, expires June 15th.

Team Prospects Bright for 977 Oilers

About twenty-five players turned out at the Parade Grounds Sunday afternoon for the official tryouts for the Petroleum Workers Union Local 977 baseball team. Prospects are exceedingly bright for a banner team for last year's championship nine.

There is still room for a few left-handed pitchers, according to co-managers Larry Davidson and LaFond. The race will be hot for the outfield positions. It looks like Bill Anderson and Corky Corcoran will hold down the catching positions. Kelly Roth, from the Pure station at 5th street and Second avenue south, will again hold down the hot corner. Floyd Feikema has rejected a berth with the Cincinnati Reds and will be one of the starting pitchers.

Many new faces will be seen on Local 977's team this year, so all union fans are in for a real treat. Two practice sessions are scheduled for this week at Parade 4—Saturday, May 3rd, 1 p. m., and Sunday, May 4th, 1 p. m.

359's Sympathy To John Hopkins At Loss of Wife

The Warehouse Workers Union Local 359 expressed its sympathy to Brother John Hopkins at the loss of his wife, who passed away last Saturday, April 26th. Brother Hopkins is employed at the Grinnell company.

Carnival Friday At Unity House

A May carnival, with entertainment, movies, dancing, food booths and games of skill, will be staged Friday, May 2nd, starting at 7 p. m. at the Unity House, 250 17th avenue north. There will be hourly door prizes and a grand prize. Admission is 5c for children and 10c for adults.

U. S. Steel Corporation Skins by for Two More Years with Tiny Tax on Iron Ore It Lifts from State—Public Servants of Steel Trust Pass Not One Law of Benefit to Either Workers or Farmers—All Oppressive Stassen Legislation Left Intact—Governor Vetoes Municipal Pension Bill, Strikes Blow at 5,000 Minneapolis City Workers—Farmers' Milk Control Bill Lost, Though Need for It Grows—Stassen Seen Retired to Private Life in 1942

That the Steel Trust is still the sovereign power in the state of Minnesota was again made clear as the state legislature ended its four-month stand Saturday, having accomplished less than in almost any other session in the state's history.

Key to the legislature's inactivity was the resistance by the public servants of the United States Steel Corporation to all efforts to solve the state's financial problems by setting a fair and just tax on the iron ore mined in this state.

The people of the state of Minnesota are blessed with the richest and purest deposit of iron ore in the entire world—the Mesabi ore discovered by the Merritt family, swindled away from them by John D. Rockefeller and a Minneapolis preacher, sold by Rockefeller to the United States Steel Corporation for \$68 millions, and ruthlessly exploited since then by this same industrial giant.

Could Provide for All. Any well-governed state blessed with such a wealth of resources should receive sufficient taxes from the ore to provide funds to care for all those in need in the state, and to provide a fund to care for the people of the Mesabi range when the ore is finally gone. But for generations no state government has had the honesty and courage to tackle the Steel Trust. When progressive legislators tried to put a tax of 15 per cent on the ore this last session, they were blocked by the servants of the Steel Trust, who raised a high smokescreen to hide from the people what the real issues were.

Every hour of every day and night, 10,000 tons of iron ore are leaving the docks at Duluth for the East. Seventy-five million tons of insufficiently taxed Minnesota ore will float down the Great Lakes this year. By a coincidence, on Tuesday, the very day Governor Stassen issued his apology over the radio for the Republican-controlled legislature, the U. S. Steel Corporation announced its net profit for the quarter ended March 31st was \$36,559,995. A reasonable tax on the ore would have taken some of these millions and turned them over to the needy people of Minnesota.

Wholly Reactionary Session The 52nd session of the Minnesota legislature cannot record one progressive achievement. Not one new law was passed of benefit to the masses of people. The most the liberals were able to accomplish was to block some unjust legislation—such as the railroad's bill to limit gasoline truck gallonage; the bill to compel deportation of the non-resident poor from the state; the \$2 poll tax bill; and the Stassen special sales tax on tobacco.

Not one thing was done to lighten the oppressive Stassen legislation passed two years ago—the slave labor law and the old age lien law. The real estate interests blocked the passage of a state enabling law to permit the state to take advantage of federal housing funds.

On the Minneapolis relief question, the state allowed this city less than \$1,300,000 yearly for re-

lieve, about one-half of what city officials asked for, and a fraction of what is needed to provide adequately for the city's unemployed.

5,000 City Employees Hit That reaction is rooted right in the governor's chair is shown not only by Stassen's advocacy of a sales tax, but by one other act of his which the boss press is trying to cover up: his veto of the "65-retirement-and-\$2-pension bill," after it had passed the House 106-4, and the Senate 37-0.

This is the bill which would have assured the employees of the city of Minneapolis of all adequate pensions at 60 years. It is the bill sponsored by the Municipal Employees Retirement Association, by the city council, by the various unions of city employees, by Hennepin County representatives in the state legislature, by Nathan Harris, city research engineer.

The state legislature passed the bill as a reasonable measure. When it came to the governor's desk, however, he refused to sign it, but instead tried to trade off the bill for his cigarette sales tax proposal. (His special sales tax proposal, in turn, was proposed to take the heat off the Steel Trust.) When Senator Jukowski and other legislators refused to yield on the

This Is the LABOR SLATE

Here are the candidates endorsed by the Minneapolis Central Labor Union for the coming municipal campaign. These men are pledged to support the labor platform drawn up and approved by organized labor. The union movement may put up additional candidates for office before the primaries.

Every worker in Minneapolis has an important stake in a victory for the labor candidates. Do your part to help.

Mayor—T. A. Elide
ALDERMEN
First Ward—Harold Kauth
Second Ward—Al Johnson
Third Ward—Henry Bank
Fourth Ward—Walter J. Murphy
Fifth Ward—Walter J. Murphy
Sixth Ward—Edwin A. Hendricks
Seventh Ward—Eric Hoyer
Eighth Ward—Robert Fitzsimmons
Ninth Ward—Herbert G. Finseth
Tenth Ward—Edwin I. Hudson

CITY BOARDS
Park Board (29th) — Edward A. Chalgren
Park Board (31st) — Stanley Ballard
Park Board (33rd) — Adrian Johnson
Park Board (35th) — S. W. (Bill) Thomblison
School Board — Arthur LeSueur, Owen Cunningham.
Board of Estimate Taxation—Herbert Mattson
Library Board—Myrtle Harris, Cliff Blanchard

Make Minneapolis a Union Town

The Need for Area Councils

Excerpts from the Speech by International Vice-President Dave Beck at the April 9th Central States Highway Drivers Council Meeting.

I welcome the opportunity to be here and to discuss with you what are the common problems of the truck drivers' organizations, whether they be in the East, the Central States or on the Pacific Coast, because after all our problems are in a great measure identical.

The same type of truck driver operates on the Western slope as operates on the Atlantic seaboard, and the identical type of truck driver goes up and down the highways of the Central States in the same degree that they do in the other parts of the country.

The only place where we differ is in the topographical make-up of the country. Personally I am a great and firm believer in having perfect organizational detail; then, I believe, the rest of the problems by virtue of that will automatically solve themselves.

I am a firm believer in developing personnel. It is my opinion that no organization can be stronger than its leadership; and no leadership can make the proper progress unless it is supported by everybody, on down to the most humble member in complete support of the programs that are finally adopted through the democratic procedures that we use to formulate our activity whether through the medium of Joint Councils or conferences or conventions. After all, the degree to which we perfect our system of operation and educate the personnel that handles our work will in a large measure tend to determine what our final progress shall be.

We are organizing thousands upon thousands of members from the Atlantic Coast to the Western seaboard, and from the Gulf of Mexico up through Canada, and it is necessary that we evolve some definite form of education in order that we may make the proper progress for those people after we have brought them into our organization.

WHY WORKERS JOIN UNIONS

From a practical standpoint, what is a labor union and why do people join labor unions, and why do we solicit their membership? Men and women join labor unions for the purpose of improving their conditions in life. The people who join our organizations do not own any factories, laundries or dairies or truck companies. They own no manufactured product or agriculture. There is only one thing in the world that they own—their labor, and they join labor unions for the purpose of selling that labor for the highest possible return that they can receive for it through organized effort and commensurate with the times and places and conditions under which they sell it. If we keep that firmly in mind, that from that standpoint our organizations are strictly business organizations, we will not go far astray.

We must conduct our local unions, our Joint Councils, our highway organizations, our conferences, our International Union on that basic and fundamental principle, and we must educate our personnel of leadership to the firm understanding that it is a business that we are operating.

WAGES ARE WHAT COUNT
Money and treasures are not the solution to our problem in the United States. In the labor movement it is important that we get wages, hours and conditions and the membership of our organizations pay their dues for that purpose. You never hear of treasures being divided up among the members. And John Jones doesn't pay his dues in the month of April in order to perfect wage conditions and standards of employment for men who are coming in ten years from now. He is primarily interested in perfecting a condition for himself and his family today. And therefore the dues that he pays should be utilized for that purpose.

NEW CONDITIONS
Now we must study the trends of industrial development in these United States if we are going to take our rightful place in the development of this teamsters movement. We are not at all operating under the same conditions that we operated five, ten, fifteen, twenty and twenty-five years ago. The machinery of operation of this International Union that was effective, that was concrete,

that would develop the things that it should do as to the organizing of our people twenty-five years ago, will not necessarily do it today. For instance, in the formation of our Joint Council, when our Joint Councils were developed, when our International conventions approved them, we were confronted with the condition that revolved around the industrial status of the times. Truck drivers were men who were driving horse-driven equipment, where the most that they could hope to travel in a given day, contingent upon the load that the horses were drawing and the type of their operation, was twenty-five miles a day.

But what is the condition today? The same truck driver who could operate only five, ten, fifteen or twenty-five miles in a given day a few short years back, can today operate as high as three, four, and even five hundred miles under favorable topographical conditions within the given hours that he is permitted to work.

Why, that in itself demonstrates to us that we must keep in touch and in harmony with, and mold our organization in conformity with, the technological development of the industrial life of America, and keep pace of the manufactured conditions that surround the operation of the industry by which we are employed.

AREA COUNCILS FOLLOW TREND

Therefore it was a natural condition that there should have come into existence highway councils and the Western Conference of Teamsters and the central groups, and it is going to continue to grow and develop and spread as fast as we are ready to assimilate it into the mechanism of our International Union by virtue of our ability to prove that it is the proper procedure under which we should operate, in conformity with the fundamental principle that shall always be the one upon which we stand—wages, hours and conditions for the men and women in the ranks of our organization going to make up our general membership.

I have no hesitancy in prophesying to this organization here today that unless you do perfect the machinery of this organization so that you can develop to the highest possible degree every detail of our operation, you will be continually confronted with trouble. You never solved any problem by walking away from it, and the man who sets up a problem and then says, "Oh, I can't get them to do it in this way," and walks away from it, expecting that problem to solve itself, by that conduct proves completely his inability to measure up to the responsibilities of leadership.

AIR FREIGHT SEEN
I want to make a prediction here. I am going to recommend to the next Executive Board meeting of this International Union that we ask for jurisdiction over airplanes, over airplane pilots, and over those engaged in the handling of freight on airplanes. Why? Some may laugh at it today. I wonder how many people know that last Christmas there were fourteen solid planes loaded with express that left Chicago for Los Angeles at one time during the Christmas holidays. I wonder how many people are studying the fact that we are building tremendous airplane factories all over the United States. The Boeing Corporation at Seattle has gone from around 300 to 8,000 now, and they are going on up to 18,000 employees for the manufacture of airplanes as rapidly as they can construct buildings in which to house

These Leased Standard Oil Stations Unfair

Keep this list of unfair leased Standard stations in your car and refuse to patronize them:

- Sears-Roebuck Station
- Millot and Lake Streets
- Downtown Stations
- 18th and Harmon Place
- 7th and 8rd Ave. South
- South Stations
- 50th and France Ave. S.
- 22nd and Hennepin Ave.
- 64th and Nicollet Ave.
- 45th and Nicollet Ave.
- Lake St. at Lake Calhoun
- 60th and Excelsior Ave. S.
- 32nd and Lyndale Ave. S.
- 44th and Morrisdale Ave.
- 82nd and Hennepin Ave.
- 40th and Nicollet Ave.
- Excelsior and Minnetonka Blvd.
- 54th and Lyndale Ave. S.
- Holmes and Lake St.
- North Stations
- Plymouth and Oliver Ave. N.

the machinery to build the planes. All over the United States they are putting up monstrous plants to build airplanes. What for? Today for national defense. But what about tomorrow? And I say that in all our meetings over the Western part of the country I can find thousands of men who can recognize our problems the day after they occur, but it requires brains and ability and understanding to be able to look down that road in front of you and be prepared for it ahead of time.

I am going to make this prediction today to you: This war will not go on indefinitely. Sooner or later it will end, as it must end, and then what about all these airplane corporations which are located all over the United States, constructing airplanes with the technological development that every day is being intensified? I wonder what influence they are going to have on the railroad and trucking industry of America. Is there any man foolish enough to think that they are not going to be a real problem in the transportation field?

LOCAL 1859 Knots to You

By Richard B. Gilmore

Notice to the union members of the various plants in Local 1859: Be sure to look up the schedule for your section meetings! . . . Wanted: construction manager for new warehouse by M. N. & S. tracks. Must be expert on shimming and lining up. See Vern. . . Brother Ray Perleberg's son, Bobby, age 3, suffered severe injury to his right wrist and hand when he poked it through the wringer of their washing machine last Thursday. Only the quick action of his mother in releasing the pressure of the wringer prevented permanent injury. Bobby was rushed to Fairview hospital and fifty stitches were necessary. We all hope Bobby will be all right soon. . . Brother and Mrs. Ed Grabow take great pleasure in announcing the birth of a daughter born at Swedish hospital Monday, April 21, at 5:15 p. m., weighing 7 pounds 5 ounces and named Judith. The boys in the machine shop where Ed works took up a collection for Baby Grabow and netted seven bucks. Ed was on hand early Tuesday morning with a box of fine perfectos and we all say thanks for the cigars. . . With congress at present working on new taxes which will raise money at the rate of \$200 for every man, woman and child in the U. S. for 1941, a family of four will have a total tax bill of \$800 for the year. If you happen to be a \$10,000 a year politician with a family that size you will have to muddle along on a measly \$9,200 per annum. Pretty tough sledding, senators.

Our Way of Life Chapter III
The New England, New York and Pennsylvania farmers, carriers of our way of life, spread into western New York and the northwestern territory and down the back country of the southern states and from there over the Appalachians. With the advancing frontier, this way of life marched to the Pacific. Implied in this way of life as ideas realized were a consciousness of classlessness, equality of opportunity, religious freedom, toleration and political democracy. Perhaps one should say that every man his own priest was implemented by constitutional provisions for religious freedom and every man his own governor by constitutional provision for equal citizenship and political democracy. And every man his own boss or employer was implemented by practically giving away a vast public domain to whomever would take it. And as long as free land or cheap, good land lasted, the U. S. had the economic basis for this native Americanism that was grown from its soil.

(From Scientific Principles of History, Political Economy and Sociology.)
Next general membership meeting Wednesday, May 7, 8 p. m.

REX BAR
Plymouth and Wash. N.
DINE - DANCE - EVERY NITE
Westing Match every Monday Nite
Amateur Nite every Thursday Nite
Restaurant Run by
MRS. JIM MURPHY
Food as you like it
We serve the finest liquor and beer in town and the price is right
Rex Hamilton, Prop.

Firms That Are Unfair

to Laundry, Linen and Dry Cleaning Drivers Local 131

Dyde Wash, 718 Washington Ave. N.
Star Valet Cleaners, 2744 Lyndale Ave. S.
Bridge Cleaners, 1510 4th St. S. E.
Don's Campus Cleaners, 1300 4th St. S. E.
Edina Cleaners and Tailors, 4952 France Ave. S.
Joe Glass Cleaners and Dyers, 3304 W. 44th St.
Gopher Cleaners and Dyers, 811 4th St. S. E.
Hennepin Ave. Tailors and Cleaners, 2015 Hennepin.
Lanow Hennepin Cleaners and Tailors, 2015 Hennepin.
Lake Dale Cleaners, 622 W. Lake
McKee Cleaners, 2858 Chicago Ave.
New Deal Tailors and Cleaners, 1512 E. Franklin
Rosa Cleaners and Dyers, 1418 3rd Ave. S.
Rosedale Cleaners and Dyers, 9 West 43rd St.
Rustic Lodge Tailors and Cleaners, 4811 Nicollet
Sir Knights Cleaners and Dyers, 2403 Lyndale Ave. S.
Busy Bee Cleaners, 4752 Grand Ave.
Penguin Cleaners, 714 W. Lake St.

Note: Some of the drivers at the Liberty Cleaning and Dyeing company are UNFAIR TO LAUNDRY, LINEN AND DRY CLEANING DRIVERS LOCAL 131. If you patronize this firm be sure to ask the driver for his union book or button.

ANOTHER LOAD From City and Sanitary Drivers Local 664

By Wally Raze

You all know, brothers, by this time, how our friend, Stinky, put the kibosh on our pension bill by vetoing it on the grounds of economy. How about vetoing the increase of a thousand dollars per session the legislators voted for themselves, Stinky? That extra session will net each of them an extra \$2,400. Nice going for our law-makers, eh? . . . Senator Wheeler of Montana sure turned the spotlight on the British efforts to get the U. S. into this war, actively. Believe me, we're headed for war and darned soon, too. . . Our International President Tobin, in a recent conference with F. D. R., was assured by him that any anti-labor legislation will be promptly vetoed. How much salt is required to make it convincing remains to be seen. . . The B. P. C. launch operators will receive a \$20 per month increase. Brother Hill feels pretty good about it all, too. . . Some of the Locke mowers went out this week and doubtless the rest of the mowing units will be on the job by May 15. The grass is getting a big head start and will probably lead the field for the remainder of the season, as usual.

Golden Stream Of War Profits

Profits of 24 aircraft manufacturers, all working on war orders, were doubled in 1940, the N. Y. Times reported Sunday. The 24 firms profited to the tune of \$69,866,405, more than double the 1939 profits, nearly three times the 1938 profits, and more than five times the 1937 profits. "Each of these years set a new high record for the industry and further peaks are likely under the national defense effort. Eighty makers of automobile equipment profited to the tune of \$93,852,646 in 1940, a gain of 35.2 per cent over 1939. Profits of seven shipbuilding and repair companies earned \$13,027,901 in 1940, more than double 1939 profits. The aircraft industry now has orders booked in excess of \$4 billion. Monday the Associated Press reported that earnings of the first 175 companies to report for the first quarter of 1941, were 16 per cent greater than the same period last year. Profits of the group totaled \$232,934,000 in the first three months of 1941. Profits of 17 steel companies show an increase of 82 per cent over the same period in 1939. The union reader could not do better than to invest a few hundred thousand dollars. He might have lying around in an old pair of pants, in some of these war babies.

Brother Seavey wrote up a nip-plug for the Equipment Division in last week's Organizer. In due time, the Park Department will be thoroughly exposed, so keep your shirts on, brothers of B. P. C. . . Brother Billy "Stromberry" Pye showed up last Monday with whis-kers on his chin, as usual. When queried as to his aversion to the razor, he ups to me and sez, "H—I never meet anybody who gives a damn how I look, so why should I give a damn?" You got me there, chum. . . Brother Parnell Larson and your correspondent emerged the victors in last Sunday's setto by a score of 3 to 1. One of our opponents summed up the battle by saying, quote, "You two are just a couple of lucky malodorous epithets." Unquote. Should I sue 'em? . . . You brothers who are delinquent in your dues should make a special effort to get back in good standing and thereby retain your insurance. It doesn't always take 90 days for anything serious to happen to you and \$500 insurance is not to be sneezed at in arranging a funeral.

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GAS LOG

By James Mooney

The members of our union are much pleased with the good work that the members of other unions are doing to further the candidacy of our recording secretary, Bob Fitzsimmons, for alderman of the 10th ward. This fact makes it an incentive for all to work much harder as election day draws near. Bob's campaign committee feels that his campaign is gaining momentum daily and is confident of his success in the primaries to be followed by his election. . . The golf tournament will be held at Meadowbrook golf course, May 22. All wishing to take part in this tournament should register by May 10 so arrangements can be suitably made. Bernard Holman has charge of registrations. . . The members are blossoming out in new cars. Nick Bartosh has a new Packard, Walter Mercer a new Ford, Jack Riley has a new Chevrolet and Walter Bratlund a Buick. May their "walks" be enjoyed. . . There is great activity in the Street Department this spring. The seniority list has been exhausted and nine men are working on permit. Both ditchers are working and many layers of pipes are being delivered to the Distribution Building on Broadway street northeast. The boys in the Street Department are great fishermen and are making plans for the opening of the fishing season. The writer hopes to at least obtain a fish story for the column. . . It is hoped that Harold Tilbury and Carl Andreas are enjoying their present work.

Always say HAVE IT DELIVERED. Help create more jobs.

everyone with his food and old-time stories. The final scores for the season are not yet compiled but will appear in next week's column. . . An important decision was rendered by the United States Supreme Court on April 28. It was held that a person who has been denied work because of union membership or activities can claim his work and collect back pay for such work. . . Riddle for the week: Where does the greatest undeveloped territory in the world lie? Give your answer along with your news item when calling the writer's new telephone number: Cherry 9501.

Donaldson's

A Good Place to Trade

The Bowling league had its annual party last Friday night. It was a real party. The prizes were many and nearly every bowler if not every one there received a prize. The lunch was grand. This brother, McKenna, again pleased

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Daily Press More Hostile To Labor

A survey among editors of labor papers in 57 cities and 28 states reveals that 92 per cent answered "yes" to the question: "Have the daily papers in your area shown increased unfairness to labor in recent months?" The Federated Press made the poll of labor editors.

CIO labor papers reported every daily newspaper published in their districts have increased their unfairness to labor. AFL papers reported 89 per cent of daily papers are under way to be completed by May 31st.

10th Ward Ladies Give Card Party For Thomblison

A benefit card and bunco party for S. W. (Bill) Thomblison, labor-indorsed candidate for park commissioner in the 35th district will be held Thursday evening, May 8th, in the Camden auditorium, 616 41st avenue north, under the auspices of the Tenth Ward Women's Club. All proceeds will be used as a campaign fund to elect Thomblison. Former Alderman Morrie Olson, chairman of Thomblison's Volunteer Committee, urges all to attend and have a good time.

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Gassing With 977

In the future, all new members will be notified to appear before the Executive Board to take the oath of obligation to the Union. . . All Union baseball fans are cordially invited to witness the intra-team game on next Sunday, May 4th, at Parade No. 4 at 2:30 p. m. There are still positions open for the regular team; all aspirants should be on hand. . . The Midland Coop and the Coop Service working agreement proposals have been presented to the respective companies, and negotiations are under way to be completed by May 31st.

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TAXI TOPICS

By Curly

Clyde Keddy, the gentleman farmer from out Oxborough way, is accepting bids for a new lawn mower. 'Smatter, Clyde, don't the goats trim it short enough? . . . Honors for the run of the week go to Bill "the Giggler" Quinell—69 S. 7th St., to the Lyceum Theater. . . We have had several requests to respring the following vests, and as it helps to fill space, have at it:

The Taxi Cab Driver The Taxi Cab Driver sits in his car And waits for calls from near and far, He knows all the crooks, he knows all the rooks, He knows all the bad wood, he knows all the nooks, He knows all our sorrows, he knows all our joys, He knows all the girls who are chasing the boys, He knows all our troubles, he knows all our strife, He knows all the men who step out on the wife, If the Taxi Cab Driver told half what he knows, He would turn all our friends into bitterest foes, He would sow a small wind that would soon be a gale, Engulf us in trouble, and land us in jail, He would start forth a story, which, gaining in force, Would cause half our wives to sue for divorce, He would get all our homes mixed up in a fight

And turn our bright days into sorrowing nights. In fact, he could keep the whole town in a stew If he told just one-tenth of the things that he knew, So here we are and if you pay us our fees We won't know a thing but our A, B, and C's.

Very sorry to learn that Brother Oscar Ostlund had the misfortune of losing his mother. . . . Noticed the Hill-Billy picking up fishing worms in Gateway square where a tree is being transplanted. Probably Gunnar figures on selling a little bait this season. . . . Pretty clever people, these independent owners. Pete Decker of the Town and Ralph Schleuter of the B. and W. both outsmarted a couple of bandits and saved the old B. R. Wonder if Ralph has as much trouble sliding out from behind that wheel as he has wedging himself in? . . . Well, the regular performance of the Comedy of Errors was put on by our honorable (?) members of the State Legislature and as usual, John X. Workingman got it in the neck. Well, serves him right. He never did know how to vote. . . . The flying cab drivers are getting a new paint job on their winged Gopher. Strictly Union, too, at Bove's shop on south Washington. . . . Brother Don Moore is on the sick list this week. . . . Cy Passolt, the penny-pinching watch-dog of the treasury at the Y. C., has gained national recognition and as a result has been offered a good job at the Chicago union. Good luck, Cy. The P. P. reference is only meant as a rib. We also have a lot of respect for your judgment.

NEW TIMES, SAME SONG "Britain after the war will not tolerate the scourge of unemployment."—Lloyd George, 1917. "Britain after the war will not tolerate the scourge of unemployment."—Arthur Greenwood, Labor M. P., January 13, 1941.

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Cereal Union Wins Increase at Northern Oats

Approximately 45 employees of the Northern Oats company will receive hourly wage increases of 2 1/2-5c by terms of a new working agreement negotiated by the Flour & Cereal Workers Union Local 19152. The new pact is retroactive to April 10, 1941.

With the Dairy Workers Local 471 By George Bergquist

Charging that dairy farmers are becoming soured on the milk business and are turning to feeding cattle, George A. Dustman, Wayne county agent, stated that in not providing a stable market here, milk producers are laying up future headaches for themselves and the milk-buying public. He claimed that in a few years enough farmers will have shifted from dairying so that the price of milk will show a marked increase. He declared that while feed costs remain the same, or rise, the income from milk remains low, and because of this the farmer figures he can get more income in investing in lamb or cattle feeding. The county agent also rapped the state agricultural department for the many regulations which increased the cost of milk. At the present time milk producers are being paid \$2 per cwt., but according to Mr. Dustman the shift to beef is still going on despite this price. With this movement already well started in the East, we hope it moves in our direction because this area is the nucleus of milk over-production.

Quiz programs are in vogue everywhere nowadays so perhaps our Union should have one on the air, in our column or at membership meetings. We could begin on questions such as these: Who opened the Fluid Milk Contract? Are the members of Local 471 against the steadily increasing cost of living? If all of our members were covered by the Forty Hour Law, where would you be on the route

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The 289 Blab By "Raisin Bread"

More on gambling—A new contract agreement has been made. It does not satisfy everyone, however, and that's regrettable, of course, but to gamble on a strike and its results, is another matter. After all, every controversy must be settled at the table with both sides making concessions in order to reach an agreement and this, my friends, is just what you have done in accepting a contract proposal which does not contain all that was asked by you, through your union. A good gambler knows when to check and when to call. It's good to know that so many of you were anxious to go all the way and it was that spirit which made it possible to secure the increase in wages and other gains in this working agreement. The Board extending its most sincere thanks for your magnificent support. The attendance has been excellent and it is hoped that you will continue to turn up at your meetings throughout the coming year.

Did any of you ever hear of a man getting kicked upstairs? Ask the boys from Continental. It is hoped that George will not let the boys down after the display of confidence his brother members have extended to him. . . . Who is able financially to withhold his produce from the market, is subject to the competition of less-well-off farmers who, of necessity, must sell at any price in order to live. Their problem is greater by far than any problem we have ever faced. Let's thank the Lord we are able to have a union and resolve to see that it continues to progress under the present system of government. Let's further resolve that a more equal distribution of reward shall prevail in this land of plenty. Let's continue to shorten the hours and extend vacation periods so that jobs may be had by all who desire to share in the production of goods, for consumption chiefly by workers and their families. Let's resolve to use our economic bargaining power to make this world a better world in which to live. Let us not be hamstrung by fear initiated by propaganda. If we are beaten now, we will be beaten next year and again

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ENJOY GUICK'S BEER

Fitzsimmons Campaign Hums In 10th Ward

Meetings for Fitzsimmons and Elde have been arranged throughout the Tenth Ward for every night until the gong rings the close of the campaign, the Volunteer Committee for Fitzsimmons announced this week. Friday night, May 2nd, the campaign will center around the home of Leslie Rode, 1718 Lowry avenue north, and on Saturday at the home of Joseph Huber, 4743 Dupont avenue north. All house meetings begin at 8 p. m. Destruction of election posters for Robert Fitzsimmons in the Tenth Ward has led to reprisals only in the form of redoubled efforts on the part of his committee. At a meeting of fifty members held Monday night, each one pledged to erect and pay for two Fitzsimmons posters for every one torn down in the ward.

Local 131 "Gas and Suds"

We feel it appropriate at this time to put in a little "plug" for one of our brother members who has been driving a laundry and dry cleaning truck for many years, who was a member of the old laundry drivers, Local 317, at a time when unions were not popular and when meetings were held secretly in some dilapidated hall or room in some alley. This was at a time when one's presence or membership in a union meant their immediate dismissal from their jobs regardless of their abilities as a laundry driver and to those drivers who were "fortunate" enough to retain their jobs were discriminated against and provoked at every turn. The bosses figured at that time that if they made it miserable enough for those "union reds" that they'd quit on their own accord. The man I refer to is our own Al Johnson, candidate for alderman of the 2nd ward. If those of you having friends or living in that ward will see to it that you and your friends get out and boost the nomination and election of Al Johnson for your alderman then you can rest assured that your problems will be his problems. VOTE FOR AND ELECT AL JOHNSON, LABOR'S CHOICE FOR ALDERMAN OF THE 2ND WARD!

As a reminder, our next meeting will be held next Thursday, May 8, 8 p. m., on the third floor. Be on hand! . . . The Executive Board is inaugurating a new system on penalties for after hours offenses. Drivers caught out after hours from now on will pay \$2 for the first offense, \$4 for the second offense and \$10 for the third offense, with ABSOLUTE-LY no alibis accepted. (The Bakery Drivers' union uses this system very successfully. . . . A letter is being mailed to every member regarding candidates endorsed by labor who seek election at this coming primary. Take this letter with you to the polls and you will make no mistake in voting for the right candidates. Incidentally, labor's political headquarters is at Eighth street and First avenue north. Feel free to call for any information desired. . . . Our swap and sales ad is still available to any member who has anything of value to sell or swap so feel free to call us any time. This department acts merely as your medium . . .

Too late for last week's deadline was the announcement of Mr. and Mrs. Howie Keating's (Model) newly arrived bundle from heaven which was born a week ago last Friday. Congratulations to the Keatings and the little racial, too. . . . Walter Klepstein (Minneapolis Overall) and Bill King sort of act as big brothers for Leif Anderson over that way. Walter stops at Leif's house and wakes him up and brings him to work while Bill brings him safely home in the evening. (You can't kick on that service. . . . We just learned that Frank Houck (Despatcher) ran \$825 volume retail a year ago this last Easter week. We write this just to keep the record straight . . . Harry Van Hoff (Falconer) can remember when he drove the horse and rig and then drove one of the "electrics" which were THE thing at that time. Harry's been lugging bundles for nearly 33 years now.

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ORGANIZER WANT ADS

(If you are a subscriber, your ad will be published here free of charge. Mail or phone the Northwest Organizer, 253 Plymouth Avenue North.) Bridgeport 8741 WANTED—Concrete mixer, 2 cu. ft. capacity, hand or gasoline operated. Cheap. GE. 4691, ask for Hamel. LOVELY FRONT ROOM, adjoining bath, large closet with window, breakfast optional, in private home. 6209 Xerxes S., WA. 5085. NICE CLEAN sleeping room. 430 4th St. N. E., GE. 2491. 3-ROOM FRONT APT. Newly decorated, semi-private bath. Unfurnished, \$30. Includes heat, light and gas. Ideal for couple. CO. 4219. FURNISHED kitchenette apt., first floor, private entrance, semi-private bath. Newly decorated, heat, light, gas. Reasonable. CO. 4219. WANTED—Large size hand car for child who needs arm and chest exercise. GE. 1045. COZY LARGE ROOM, 2 big closets, near lavatory, kitchen privileges and garage if wanted. Suitable for 1 or 2. Available May 15. 2634 Humboldt Ave. N., CH. 1176. Sale Miscellaneous CHILD'S CRIB and mattress, \$2; good 75 lb. ice box, \$3; baby car-bed, 50c; round oak dining table, \$2. 4034 28th Ave. S. GIRL'S maroon spring coat, size 5, with hat to match, \$1.50. BR. 0178. GIRL'S BICYCLE for sale, in A-1 condition, almost new, \$12. GR. 2868. KALAMAZOO combination coal and wood range. Green and ivory. Almost new. Reasonable. BR. 3720. VERY GOOD BED and spring with mattress, \$3. Also bed and spring, \$2. Estate gas stove with oven control, worth \$21, will sell for \$8. Dresser, \$4. HY. 4098. DAVENPORT and rocker, \$8; double bed and spring, \$2; junior bed, 36x56, \$2. DR. 4912. MAPLE dinette table, four chairs, \$10. Round dining table, four chairs, \$5. Good condition. RE. 1843. TWO BANTY HENS and banty rooster, hens are laying. BR. 6386. 1940 STUDEBAKER Champ, air-cond., overdrive, radio, \$150 will handle. AT. 2684. CIRCULATING HEATER, large buffet. CH. 9697. 2626 N. 3rd St., second floor. 50-LB. ICE BOX, good condition, \$3.50. 1307 19th Ave. N. WICKER BABY BUGGY, cheap. 2504 34th Ave. S., PA. 2713. TWO LOTS on East River Road, near Northern Pump on highway, reasonable. DR. 9198. 5-ACRE property near Lake Minnewawa, 135 miles north, good chicken farm, good soil, buildings. For sale, or exchange for Minneapolis suburban property. DR. 9198. GAS STOVE, right hand oven. Good condition. \$7 takes it. 3734 Aldrich Ave. N. BOY'S GRAY SUIT, size 15-16; good condition, outgrown, \$5. Sleeveless sweater, size 12, 35c. Girl's brown suit, dress and 2 skirts, size 12, all \$3. 3440 Emerson Ave. S., Apt. 6, RE-2138. SINGLE fold-away bed, inner-spring mattress. Also three-quarter fold-away bed. Standard sewing machine for sale or trade for vacuum cleaner or black dirt and lawn work. CO. 4219. BLACK DIRT, cinders, clay, sand, gravel, peat. BR. 0996. All-white gas range, good condition, \$5. 1521 7th St. S. E., GL. 3047. BRASS BED, box spring and mattress, \$4; one 12-inch pump cylinder, new, \$1.75. Also iris, phlox, daisy plants, cheap. Inquire at 3210 N. 2nd St. STEWART 4-burner gas stove, white and gray enamel. Best condition. Cheap. CH. 5109. HAVE 80 ACRES, some lake shore and buildings on Pine Lake near Finlayson, Minn. Will trade as part payment on house or duplex. Call Kaeder, DR. 1583. '30 FORD ROADSTER, good running order. Reasonable. 1002 Plymouth Ave. N., downstairs. HAVE SOLD HOUSE on \$788 contract. Will sacrifice for \$500 cash. Pays off at \$16 per mo. Call Aldrich 1036. VERY GOOD building lot at 53rd and Knox N. \$150, \$25 down, \$10 per mo. or \$100 cash. Call Aldrich 1036. \$150 CONTRACT on new Studebaker. Will trade for used car or sell for \$25 cash. Call Aldrich 1036. 100-LB. ICE BOX, top icer, \$2. CH. 5169. There are thousands of unorganized people who would appreciate our side of the story . . . if they KNEW IT. Pass your Northwest Organizer along to them.

Northwest Organizer

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Preamble of Constitution of American Federation of Labor... "Whereas, a struggle is going on in all the nations of the civilized world between the oppressors and the oppressed of all countries, a struggle between the capitalist and the laborer, which grows in intensity from year to year, and will work disastrous results to the toiling millions if they are not combined for mutual protection and benefit..."

Keeping Step With 544

By Mickey Dunne

This week we publish in our Letter Contest a letter from an honest-to-God teamster who reveals some interesting facts about the poor conditions suffered by the teamsters before the union established itself in Minneapolis.

There is still time for you to send in a letter telling of your family's gains under union conditions. Prizes of \$10 and \$5 will be paid the best letter-writers. Address all letters to "Keeping Step," care of Northwest Organizer, 257 Plymouth Ave. N.

This Week's Letter
To Miles Dunne:
I have never considered fact for fact just how the Union has improved our living.

In pre-union days I worked for a transfer company delivering and picking up freight. That was in 1932. At 6 a. m. we had to be at the stable taking care of our horses. At 7 a. m. we had to look up and pull up to the office which took half an hour, and then punch our time cards.

Then we started to load our wagons with deliveries which took us until noon to deliver. At 12:30 we had to start making our pickups which numbered from forty to forty-seven. About 4:30 we would pull into the dock with a full load and leave it there for the dockmen to unload.

Then we would hook up to another empty wagon and start out for more pickups which lasted until 7 p. m. When we got in with our second load to the dock, we had to leave our loads stand there and help unload the wagons ahead of us which lasted until 8:15 p. m.; then we would start on our own load which took an hour.

Before I got to the stable with the horses and took care of them and got home, it would be about 10:15 p. m. The pay was \$16 per week.

There was no certain amount of hours, just from 6 a. m. until we got through. That was a starving meal for the drivers, but a fattening bank account for the bosses.

My wife and I had lived in a

one-room apartment, paying \$6 a week. When we needed new clothes we had to look all around town for the cheapest, or we couldn't get them.

When we bought a few groceries and meat on credit, we had to duck the butcher now and then until we scraped up enough to pay him, then we had to eat less next week.

Then came the NRA and we got a little more, but still not enough to talk about.

Now we receive \$33.60, which is twice as much as in 1932 and we only have to work half the hours. We have to give credit to the 544 union, which used to be the 574.

Now we have a nice two-room apartment, furniture all paid for, and a nice new Frigidaire and plenty of good clothes to wear, plenty of cats and we don't have to hide when the insurance man or grocer or butcher comes with the food.

I will say that we have to give it to the officers that are now in the lead of 544, who were at that time in the lead of 574. And yet the bosses have some of these soft-soap men working for them; the bosses have fooled them all their life, and fired them as soon as they got a chance.

Now and then you can read for yourself in the paper where the bosses pick up a few soft-minded men and are trying to have them find something against the officers of 544.

I would say these men better hook up with their fellow workers and join the 544 and be on the safe side of the table that is full of food and not sitting on the wrong side of the room by the empty table. Our table is now full of food since I joined Local 544. I am a member of 544 and always will be. I have lost my job a while ago, and have got it back through the officers of 544. So I have to thank 544 for what they have done for me. So let's all stick together with the officers that are now at the head of Local 544.

Yours truly,
W. J. R.

Garage Workers Locked Out, Honeywell Strike Postponed

In answer to a strike of 175 members of the CIO Machinists Union against seven Minneapolis garages, the Minneapolis Auto Dealers association declared a lockout Tuesday at midnight against 1,800 employees of 34 local garages. Involved are the service departments of all retail auto sales agencies. Union members are demanding higher wages and the union shop.

This is the largest garage strike since the winter of 1935, when boss gunmen wounded many strike pickets.

The situation at the labor-hating Minneapolis Honeywell plant is still seething. The company has organized an "Employees Association" which claims it has signatures of 1,500 of the 2,000 workers stating they don't want to strike. As a result of the intervention of the federal mediation board, the union has again postponed its threatened strike, this time to next Tuesday, May 6th. Should the CIO union find it necessary to strike, it will call on local AFL unions for support.

The state labor conciliator is conferring with local cabinet manufacturers and the AFL Cabinet Workers Union Local 1865 in an effort to avert a strike of about 700 workers.

Private Chauffeurs Mourn Death of Melvin Johnson

The deepest sympathies of the membership of the Private Chauffeurs Union Local 912 are extended to the family of Brother Melvin R. Johnson. Brother Johnson, 34, 2880 16th avenue south, died April 18th.

He had been employed for the last fifteen years at the Emergency Ambulance company. He was initiated in the union in March, 1938.

Brother Johnson is survived by a wife, two children, a mother and brother. Funeral services and burial were held in Minneapolis.

Were the offer made true, I would engage to run again from beginning to end, the same career of life. All I would ask is the privilege of an author, to correct, in a second edition, certain errors of the first. — BENJAMIN FRANKLIN, AUTOBIOGRAPHY.
OF BEST-DRESSED WOMEN
She bears a duke's revenues on her back,
And in her heart she scorns our poverty. — SHAKESPEARE.

Stories of Minneapolis Drivers

MEN BEHIND WHEELS

No. 4—The Wholesale Bakery Driver

As I rolled out of bed half-awake at four o'clock last Friday morning to spend the working day with Frank LaGrave, president of the Minneapolis Bakery Drivers Union Local 289, I thought that people who had to rise at that hour could not possibly be paid enough. What can they buy with their pay checks that is half so precious as early morning sleep?

When I arrived at the Rafert bakery at five, Brother LaGrave had already been there half an hour, loading his truck at the platform in the garage from a large rack bearing bread, cake and doughnuts. LaGrave is one of the thirty country drivers delivering outside the city for the fifteen Minneapolis wholesale bakeries. There are about five hundred bakery drivers in Minneapolis, all organized in Local 289. The four categories of drivers are country, restaurant, store and house-to-house. In addition a few pickle drivers belong to this union.

The restaurant drivers, those serving the city's restaurants, are the first to arrive at the plant, coming on the job about 3:30 or 4 a. m. Then the country drivers arrive, and lastly the city store drivers and the house-to-house men.

Before we left on the route, LaGrave took me on a quick inspection tour of the bakery. In the baking room with its warm yeast atmosphere could be seen the bakers preparing for the next day's bread. I saw all the wonderful automatic machines with which a modern bakery is equipped—the doughnut machine, the shapers and proofers and raisers, the steam room, the huge traveling ovens, the slicers and wrappers.

In the Minneapolis baking industry, all workers from the wrapping machines back are members of the Bakers Union Local 222, and all workers from the wrapping machines forward, are organized in Local 289.

Restaurant route drivers usually have the heaviest deliveries. Country drivers, because they have to travel longer distances and work a little longer, receive \$2.50 more weekly than the city drivers.

LaGrave's route covers all the suburbs southwest of Minneapolis—St. Louis Park, Hopkins, Williston Park, Gray's Bay, Christmas Lake, Excelsior, Victoria, Tonka Bay, Navarre, Sags Hill, Island Park, Seton, Deephaven, Glen Lake, etc. He has hauled the route for five years. Save for vacations and holidays, the only days he has ever missed because of bad weather occurred the Tuesday and Wednesday after the Armistice day storm last November. On that day he got his truck through on Excelsior Boulevard just ten minutes before so many cars got stuck by the Minnikahda club.

His bakery truck has four full-length shelves, one on top of the other; within the guard-rail on the roof of the truck are piled boxes of buns. Drivers always work from the back of the truck. All but three of the fifty-or-so customers are cash customers. He travels about 100 miles a day, which is comparatively short for a country store, some of the country drivers covering as much as 200 miles daily.

All bakery goods are placed in the stores on consignment. Each route stops at the same customers every day, to assure fresh goods. Customers receive much fresher bread than formerly, due to great improvements in bread wrapping and sealing, such as moisture-proof cellophane wrappers, etc.

The longest period any bread is left in a store is two days, after which it is picked up by the driver and returned to the bakery.

About 5:20 we set out from the bakery. The first two stops were the only city stops on the route—the hamburger shops at 9th and LaSalle, and 10th and Hennepin, at each of which a load of buns was delivered.

Bakery drivers deliver from Monday through Saturday of each week, Mondays and Saturdays being the two heaviest days. Saturdays the store stock stock up for the week end, and Mondays there is a heavy return for stale goods. The stale bread is sold from the "stale store"—farmers buy it for chicken feed, and restaurants buy it for dressing.

Leaving the Bread
The third stop was the Piggy Wiggly store on Minnetonka boulevard. From the window outside, LaGrave could see the bread stand and estimate how many loaves to leave. The bread is left in a folding drop box by the front door. Bread left in this manner is only rarely stolen; once someone who must have been very hungry stole about twenty loaves.
—Each driver has to know to a T

country drivers pick up tremendously.

Before returning to Raferts, we stopped at the Lakeview bakery on 8th street to pick up pies for several customers who had asked Frank to deliver the pies Saturday.

Back at the bakery, Frank filled his truck with gas and oil, checked in his stale goods and cashed in the day's receipts. He also made out his order for Monday's deliveries. By this time it was 1:30 p. m. and he was through for the day. A little later in the season, and the bakery drivers would be taking in the ballgames at Nicollet Park, or would be out fishing. There are some compensations, after all, for those early rising hours. But I'll still take my sleep.

What Union Has Meant
Well, what has their union meant to the 500 bakery drivers of Minneapolis?

Local 289 was founded in 1936. Before the union established itself, the bakery drivers really led a dog's life. Hundreds of drivers did not finish the day's work until 7:30 or 8 p. m. Today each driver works a stipulated number of hours; the city driver works 9 hours and 15 minutes; the country driver works 10 hours.

Before the union, wages varied at each plant, running from a low of \$12 weekly up to \$25 or \$30.

By terms of the new one-year agreement just negotiated, a straight weekly wage increase of \$1.50 was won. This brings the guaranteed weekly wage for city drivers to \$35; country drivers receive \$37. In addition, a commission is paid bread men for all sales above \$262.50 weekly; the commission for cake men starts after \$212.50.

Job Security
Whereas drivers used to get holidays off only at the whim of the employer, today all union drivers get all holidays off with pay. Men up to three years' seniority receive one week's vacation with pay, and men with more seniority receive two weeks.

In pre-union days each driver usually had to purchase a uniform, consisting of trousers, jacket, cap and shirt. Today the company pays half the cost of the uniform.

In the old days a boss could fire you on any pretext—"if he didn't like the way you combed your hair." Now the driver has job security and seniority.

The bakery drivers of Minneapolis have gained as much from unionism as have the other driving crafts in the city. The old timers in particular, who remember the long hours and low pay and insecurity of the pre-union era, understand and appreciate what precious gains they have made through uniting in Local 289. Unionism has brought these men higher wages—and more leisure to live and enjoy themselves. These men rise early, work hard, attend to all types of customers. They are fully entitled to all gains they can make through union action.

The End
A bill hilly down south came to town and happened to wander into the most fashionable church. He was ushered to the balcony in an obscure corner. During the sermon, he became fervent and began shouting ecstatically: "Hallelujah, I've got religion!" At this the dignified usher bore down upon the unhappy offender and tapping him sharply on the shoulder, said in a haughty voice: "Here, here, now, this is no place for that."

WAR AND THE WORKERS
Their governors had fallen out, and instead of shooting each other, had the cunning to make these poor blockheads shoot.—THOMAS CARLYLE.

Yep, That's It

This is a sad story of a batch of recruits drafted in the Ozarks. The rookies, on the morning after their arrival, were lined up in front of the barracks for roll call. Right in the middle of roll call, one of the rookies, a big gangling fellow with dull eyes, jumped out of line and ran after a piece of paper that was blowing along the company street. He caught the piece of paper, turned it carefully on both sides, studied it, and then said mournfully: "Nope. That ain't it."

Meanwhile the sergeant stood there howling for the rookie to get back into line. The dull-eyed fellow from the Ozarks got back into line. But only three minutes later, while the sergeant was in the middle of a nice pep talk to the new soldiers, a piece of torn newspaper fluttered across the parade ground. Again the big, gangling fellow leaped out of line and caught the piece of paper. Again he studied it and again he announced sorrowfully: "Nope, that ain't it."

The sergeant gave the rookie a terrific tongue-lashing and reported the case to the first lieutenant. The lieutenant decided it was a case calling for mental examination. So he had the draftee from the Ozarks taken to the fort hospital. The staff psychiatrist began the test, but he had hardly started when the big, gangling rookie leaped to a table on which there was a sheet of blank paper. He studied it minutely on both sides and then said almost fearfully: "Nope, that ain't it."

Steel Trust Is Sovereign In Minnesota

(Continued from page 1)
sales tax proposal, Stassen out of spite vetoed the pension bill. And that is why five thousand city employees in Minneapolis, and eventually thousands of other city workers in St. Paul and Duluth, will not receive adequate pensions.

Stassen's Last Term
Whatever prestige Governor Stassen had in 1939—and it was considerable, among the people who loved to be fooled by fine liberal phrases—he has lost today. Even the boss press referred to the last session of the legislature through such words as "uninspiring," "unimportant," "no program," and "dull." Governor Stassen could not even control his own party, which is now split asunder by the wars of the last session.

At the state election next year the people of Minnesota will have a great opportunity to take into their own hands the governmental machinery. A victory for the Central Labor Union slate in the Minneapolis city election this spring will set the people marching towards a state victory in 1942.

How, Governor Stassen?
Tuesday night in his radio talk the governor suggested he could balance the budget somehow by slashing 5 per cent off of every appropriation bill save that for relief. But the legislature already slashed the appropriations to the bone. Where is the governor going to find places to slash? Will he take the money away from the schools? From the roads? From civil service? His proposal to effect economies by a 5 per cent slash in appropriations is a bit of buffoonery that is not to be taken seriously for a moment.

Farmers Gain Nothing
Though the rural legislators gave the appearance of dominating the legislature, in reality they only functioned in the interests of the banks, the Steel Trust and Big Business. Not one bill was passed that will benefit the farmers of Minnesota.

The ONLY bill that would have benefited the farmers was the State Milk Control Bill, sponsored by the farmers in the northeastern section of Minnesota and supported by organized labor. This bill passed the house with only three dissenting votes but was tied up in the senate, principally by the opposition of the Twin City Milk Producers association. When it finally came on the floor of the senate, it was defeated under the anti-democratic rule whereby the opposition of seven senators prevent a vote on the bill. The Milk Control Bill, modeled after similar legislation in 22 states, would have increased and stabilized the revenue going to the state's dairy farmers. Stassen's party was able to block the bill in 1941, but it is certain that by 1943 the dairy industry will be in such a desperate fix that the Milk Control Bill will have to be enacted.

The working masses of the country have for the most part been so busy at their jobs that they have not had the time to saturate themselves with false theories of economics, social reform, and of life. They have been protected in their natural growth by an absence of excessive leisure.—JOHN J. EDGERTON, president of the National Association of Manufacturers, 1929.

Watt Notes

By Amps & Volts

Last call for diamondball. The team will practice Sunday morning, May 4th, on Parade No. 17, at 10:30 a. m. This will be the last chance for newcomers who wish to try out for the team to put in their appearance. We had a good turn-out last Sunday, saw a lot of new faces, and from all appearances we should have a snappy team this year. . . . It is with regret that we report that R. J. McDonald, who is at the Veterans' Hospital, is seriously ill. We want you back soon, Mac. . . . Following our policy, we are continuing with information on labor delegates:

12th Ward
Alderman Edwin I. Hudson has been a resident of the 12th Ward for 22 years and maintains a well-equipped office in his home. He is an ex-service man and belongs to Bearcat Post No. 504 of the American Legion. He has been an alderman for 8 years, during which time he has served the cause of labor both faithfully and well. He was business agent for Carpenters Local No. 7 for many years and is a past president of the Twin City District Council of Carpenters. He has had considerable labor organizing experience and is well acquainted with the economic needs of labor. He makes of his post a full time job putting all his efforts into the welfare of his ward and the city government. He is endorsed by the Central Labor Union.

2nd Ward
Though a newcomer on the ballot, Al Johnson is not a newcomer in the 2nd Ward. He was born there and has lived there for 56 years, 23 of them as a home-owner in his present house. He has been a laundry and dry cleaning driver for 30 years and is now with the Crystal Co-op. Cleaners. He was one of the organizers and past president of Local No. 317, which was later absorbed by the inside workers. Now a member of Local No. 131. He is a delegate to the Central Labor Union and a member of the Educational Committee. Member of the Directing Committee of the Labor School. He knows the ward from one end to the other and is well aware of its needs. If elected he will make of this post a full-time job. An old political trick is being pulled in this ward by running another Johnson, but Al is the one that has the endorsement of the Central Labor Union.

31st District
Park Board
Stan Ballard is running against Pillsbury for the Park Board. He has been a resident of the ward for 10 years. He is a graduate of the University of Minnesota, having majored in music. He has been secretary and business agent of the Musicians Union for 5 years. This post is an important one for labor. There are many employees of the Park Board, and it is very necessary that those who set the wages of labor know the problems of labor. Stan is endorsed by the Central Labor Union.

10th Ward
Don't forget Bob Fitzsimmons. In his association with our union we can say nothing but good of him. He will ably represent you in the Council.

Eide for Mayor
is a businessman who is favorable to Labor.

UNION MEETING SCHEDULE

Furniture Workers Union Local 1859 May 7—General Membership. May 11—American Excelsior, 10 a. m. May 12—Stewards. May 13—Casket Section. May 19—Box Section. May 21—J. R. Clark. May 26—Stewards. May 28—Kozy Kar - Travelers - Air Loc - American Wicker. Executive Board meets every Friday night.	Private Chauffeurs Union Local 912 The Private Chauffeurs and Helpers Local 912 meets the first and third Tuesdays of each month.	Warehouse Employees Union Local 359 General Membership—Second Tuesday. Stewards—Fourth Monday. Executive Board—Every Monday. Office open Tuesdays and Fridays, 6-8 p. m.	Tea & Coffee Drivers Union Local 275 Tea and Coffee Drivers, Local 275, meets the first Friday of every month.	Utility Workers Union Local B-160 General Membership—First and third Thursdays. Stewards—Second and Fourth Thursdays. Seniority Board—Every Monday. Executive Board—Every Tuesday.	Ice Drivers Union Local 221 Day Laborers Section—First Tuesday each month. Independent Truck Owners Section—Second Tuesday each month.	Pulp & Sulphite Workers Union Local 259 Second Monday of each month, 8 p. m.	General Drivers Union Local 544 MAY, 1941 Thursday, May 1—Greenhouse; Independent Truck Owners. Friday, May 2nd—Job Stewards. Monday, May 6—Package Delivery; Department Store. Wednesday, May 8—Sausage; Petroleum. Friday, May 9—Wholesale Grocery. Sunday, May 11—Over-the-road. City pickup, dockmen and road drivers who come under the area contract. Tuesday, May 12—General Membership. Tuesday, May 13—Lumber. Wednesday, May 14—Market; Wholesale Liquor. Thursday, May 16—Tent & Awning; Newspaper, 10 a. m.; ITO Ways & Means Committee. Friday, May 17—Job Stewards. Monday, May 19—Furniture Stores; Coal; Paper & Printing. Tuesday, May 22—Transfer and Warehouse; Wholesale Drug. Friday, May 23—Cold Storage and Produce. Monday, May 26—Spring Water. Tuesday, May 27—Building Material. Sunday, May 28—General Membership. Tuesday at 7:00 P. M. in Hall 3. Grievance Committee meets each Tuesday and Friday at 7:00 P. M. in Local No. 544 office, first floor. The Executive Board meets each Wednesday at 10:00 A. M. in the large hall on the first floor. All regular meetings start at 8:00 P. M. unless otherwise indicated.
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