

# THE NORTHWEST ORGANIZER

Official Organ of the Northwest Labor Unity Conference

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

As from this hour  
You use your power,  
The world must fol-  
low you.

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

VOLUME 2, NO. 5

MINNEAPOLIS, MINNESOTA, WEDNESDAY, MAY 20, 1936

PRICE 5 CENTS

## SPECIAL MEETING ON FRIDAY

### PACKAGE CO.'S IN AGREEMENT WITH DRIVERS

Package Delivery Drivers  
Now Under Union  
Contract

New Agreement Brings In-  
creases and Better  
Conditions

The organizational campaign of Local 574 in the package delivery industry, came to a successful conclusion Monday night at 9 o'clock when four of the largest independent package concerns in Minneapolis signed an agreement with Local 574 covering wages, hours and working conditions of the drivers, helpers and inside workers employed in this industry. The unionizing of the workers in this industry is a notable achievement for General Drivers Union and it is just one more accomplishment that has brought better wages and conditions to a large section of workers engaged in the driving industry. The following is the agreement that was signed by the package delivery employers Monday:

**WORKING AGREEMENT**  
The Co. and the General Drivers, Helpers and Inside Workers Union Local 574 as representing its members employed by the Co., agree to be bound by the following terms and provisions covering wages and working conditions:

**ARTICLE I.**  
The General Drivers, Helpers and Inside Workers Union Local 574 shall be recognized as the collective bargaining (Continued on page 3)

### Glacier Sand Co. Settles With 574

The Glacier Sand and Gravel Co. whose drivers have been working on a piece work basis have settled with the Union and now all of the workers employed there are being paid the Union scale and are working under Union conditions. The settlement at the Glacier Sand ends a controversy of long standing between that company and General Drivers Union.

### Baseball Team Wants Out of Town Games

The Baseball Team is arranging an attractive schedule of games that will keep them busily engaged almost every week-end during the coming season. There are still a few open Sunday dates on their schedule and any out of town team wishing to book a strong Sunday opponent on their home grounds should communicate with Fred Nelson, baseball manager, 257 Plymouth Ave. N.

### Executive Board Warns Truckers

In the past it has been the custom of certain individual members of the Independent Truck Owners Section when being placed on jobs by the committee of that section to disregard instructions that have been given and go over the heads of the committee.

Last week during the time when the committee was endeavoring to secure 50 trucks that had been requisitioned by the State Highway Department some of the owners, as soon as they were notified, about the work, instead of waiting for full instructions from the proper officials went immediately to the State Highway Department and endeavored to make individual deals for themselves.

This is a gross and serious violation of all Union principles. Such actions will not be tolerated in the future. The elected officials or committees of any section of the Union are acting with the authority and consent of the General Drivers Executive Board.

For a Union member to attempt to take unfair advantage of his Union brother is not only a violation of Union discipline but also constitutes a disregard for the rights of others. The Executive Board of Local 574 warns that such action in the future, by individual members, will meet with serious disciplinary action.

### Mpls. Journal Shows Teeth to Local 574

The height of capitalistic journalistic viciousness was reached by the Minneapolis Journal in their Monday afternoon edition. Under the headline "Local 574 takes hand in St. Paul" the following appeared:

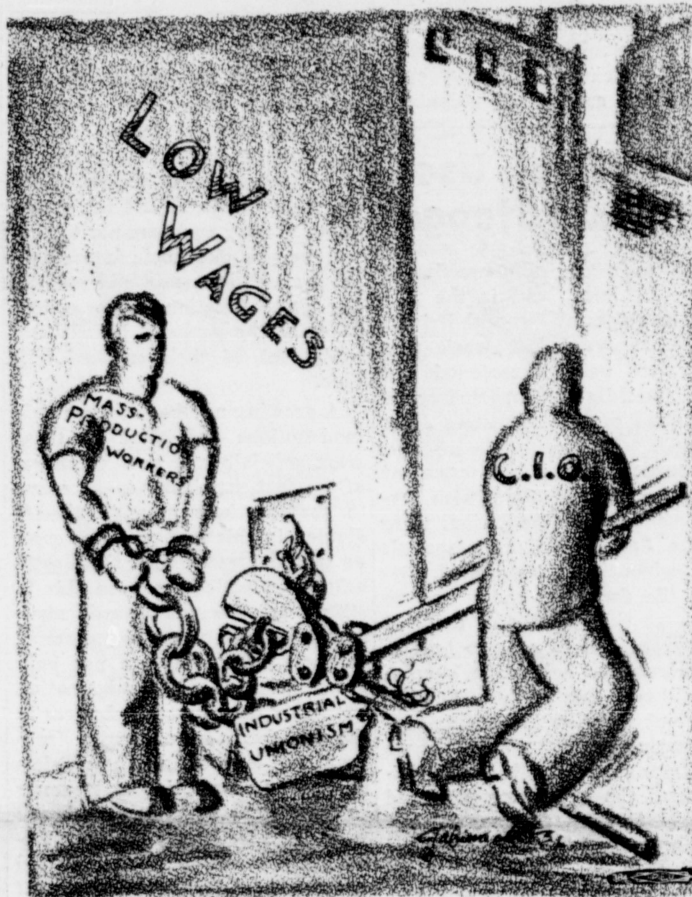
Some 50 representatives of the A. F. of L.-outlawed General Drivers Union Local 574 invaded St. Paul today to aid organization of the A. F. of L. Truck Drivers Union Local 120 in that city preparatory to 120's scheduled drive for higher wages. . . . The Minneapolis Union's members toured the streets, stopping trucks and asking the drivers to join the St. Paul Union."

False from start to finish, filled with vicious misrepresentation and downright falsehoods, this article is a complete demonstration of the Minneapolis Journal's hatred for organized labor. The article is based entirely on falsehoods. Not one single member of Local 574 was in St. Paul stopping trucks or doing anything else except perhaps some drivers who were in St. Paul on their employer's business.

As a reporter of truth the Minneapolis Journal is unreliable to say the least. The only place they display consistency is in their unrelenting hatred for Local 574.

Building operations are almost at a standstill in Minneapolis due to a shortage of sash and mill work.

### Cutting the Chains



### Local 574 States Position In Regard to Joint Scale

The capitalist newspapers in both Minneapolis and St. Paul, during the past week, have attempted, with every means at their command, to create the impression that Local 574 was plotting to take over the Drivers Union in St. Paul. In St. Paul the daily papers have shrieked to high heavens warning the St. Paul employers that 574 was moving into St. Paul, that bloodshed, revolution and armed uprising was eminent. The daily press in this instance, has not departed from its usual custom of twisting, falsifying and lying to distort facts out of their true perspective.

As a matter of cold truth and fact, Local 574, General Drivers, Helpers and Inside Workers of Minneapolis has no wish or desire to "take over" Local 120 in St. Paul or any other Union. It has never been our intention or our desire to interfere, in the slightest way, with the organizational functioning of the St. Paul organization. We have merely suggested that it would be a healthy thing for both Local 574 of Minneapolis and Local 120 of St. Paul if a common wage level could be established in both cities.

This proposal, whose logic could not be disputed, has received the unanimous endorsement of the St. Paul Union. Local 120 has embarked on a campaign to bring unorganized drivers into their Union. This effort has the wholehearted endorsement and support of General Drivers Union Local 574. The position of this Union has been and always will be that we are for the unionization of workers irrespec-

tive of what Union organization they enter.

Local 120 has taken the only logical step that could be taken at this time. They are bringing unorganized drivers into their Union that they may deal for them in an organized manner. The only interest Local 574 has in the St. Paul Union is that we are desirous of seeing that organization built to the place where it will be a factor in the Twin City labor movement.

Recognizing the need for the Union organization of the St. Paul drivers, helpers and inside workers, and realizing that no real solution of either Union's problem can be accomplished until Twin City wage scales, in the driving crafts, are leveled, we will render to the St. Paul Drivers Union all the assistance in our power.

The Federal Workers dance, Saturday night, was a well attended affair. Local 574 band furnished the music.

### 574 TO HOLD UNION RALLY FRIDAY NIGHT

Union Will Answer Attack  
Against General Drivers  
by Tobin

All 574 Members Expected  
to Be at Rally to Learn  
True Facts

Friday night, May 22, there will be held a union rally and mass meeting at which every member of Local 574 is expected to be present. The issue around which this meeting has been called is one that vitally affects the welfare of every member of General Drivers Union and at the very life growth of Local 574 itself. Despite all pacts and agreements that have been entered into by our Union with the Central Labor Union and with the Minneapolis trade union movement in general, a new, vicious, and unprincipled attack is being launched upon our organization. The Minneapolis Teamsters Joint Council, apparently with at least the tacit support of the Central Labor Union, have opened up a new campaign against Local 574. Sluggers have been imported from Chicago or elsewhere who are roaming the streets attempting to intimidate and threaten members of our Union. These individuals are the hirelings of Daniel Tobin and the Teamsters International. They are (Continued on page 3)

### Union Banners Unfair Allied Store

Ed Beyer, Allied Grocer located at 26th and Emerson Ave. N., is being bannered by General Drivers Union. The purpose of the bannering is to prevent non-union wholesale grocery and meat drivers from making deliveries at this store.

Beyer, whose place of business is located in a working class neighborhood has refused to request wholesale grocery firms to make deliveries to him with union drivers.

The residents of this neighborhood should refuse to patronize this unfair grocery store until such time as Union drivers deliver the goods which Beyer sells.

### Meeting Postponed

The regularly scheduled meeting of the sand and gravel workers which was to have been held Friday, May 22, has been postponed because of the Union rally mass meeting which will be held on that night. All workers in the sand and gravel industry are urged to attend the Union mass meeting in a body.

# Make Minneapolis a Union Town



# MILLS CLOSED, SASH WORKERS RANKS SOLID

### Acute Shortage of Sash in City as Mill Hands Stand Pat

### Employers' Attempts to Re-open Factories Foiled by Strikers

As the strike of the Sash, Door and Mill Workers goes into the second week the ranks of the strikers are more solidly aligned than when the walk-out occurred. During the course of the picketing that has taken place at all of the sash and door mills the few workers in the industry, who had not already joined the Union hurried to join the organization which was conducting the strike. It is a noteworthy accomplishment that not one single bit of sash, door or mill work has left any of the struck plants since the strike was declared.

The Union has itself well organized, and conducting picketing and other strike activities has become a routine matter. The spirit of the strikers is excellent. There has not been one desertion from the ranks and the workers are united in declaring that they will not surrender until such time as the employers agree to recognize and deal with their Union.

No small amount of credit must be given to the wives and women supporters of the Union for the splendid assistance they have rendered members of the Union. The commissary, which feeds approximately 700 men daily, is entirely manned and managed by wives of the strikers. The efficiency with which the kitchen is managed is really wonderful. Less than an hour after the noon meal is concluded the hall is swept and put in order and the kitchen, where the food is prepared, is spotless and shining.

As important as the management of the commissary is a committee of members wives who are engaged in soliciting of food and money with which to keep the commissary functioning. This committee is doing a fine bit of work. At the regular Thursday night meeting of the Sash, Door and Mill Workers Union over 200 wives of members were present. William Brown and Miles Dunne spoke to the strikers and their wives. The writer, nowhere, at any time has ever spoke to a more enthusiastic audience.

The Union is now preparing a hand bill that will be distributed on all building projects where sash and door materials are used. The purpose of this leaflet is to acquaint the various building tradesmen of the issues involved in the sash workers strike. Regular Union strike meetings are held every day at 4 p. m. The same schedule of meetings will prevail until the strike is settled.

- LOCAL 574 MEETING SCHEDULE**
- Federal Workers Stewards—Wednesday, May 20.
  - Independent Truck Owners—Thursday, May 21.
  - Federal Workers Full Membership—Friday, May 22.
  - General Drivers Stewards—Friday, May 22.
  - General Drivers Full Membership—Monday, May 25.
  - Yellow Cab Drivers Night Drivers—Tuesday, May 26, 10 o'clock.
  - Yellow Cab Drivers Day Drivers—Tuesday, May 26, 8 o'clock.
  - Federal Workers Stewards—Wednesday, May 27.

# Package Drivers Ratify Contract

At a meeting held Friday, May 15, the employees of package delivery firms in Minneapolis ratified an agreement that has been presented to the Minneapolis package delivery employers and has been accepted by them. This agreement which is published elsewhere in this issue, is one that brings vastly improved wages and working conditions to this group of workers who, up until now, have been sadly underpaid.

The agreement ratified at the Friday meeting is substantially the same as the original agreement drawn up by the package drivers, helpers and inside workers. For the first time in the history of Minneapolis, employees in the commercial package delivery companies are completely unionized.

# Police Dept. Used By 500's Stooges

Drivers in the Chippewa Spring Water Co., who have in the past been members of General Drivers Union, reported last week that they were being threatened and intimidated by the imported cruising squad of the Teamsters Joint Council.

Saturday morning a crew of Union organizers, along with several members of the Union, were at the Spring Water Company's gates when they were opened. Despite the fact that there was no strike at this plant and the 574 organizers desired only to talk to the drivers and helpers, in 10 minutes 30 members of the police department were on hand. Our representative told the police that we merely wished to talk to the drivers and the organizers proceeded to speak to the individual drivers.

Only a few minutes had elapsed when the cruising squad from the Teamsters Joint Council with 8 men in the car appeared on the scene. It was obvious that they were there attempting to create a disturbance where no disturbance existed. It is a significant fact that 30 police should be on the scene in a place where there was no strike and no violence of any kind.

Most of the drivers expressed the desire to remain in Local 574. It is also significant that this is the first time that Local 221, Ice Wagon Drivers Union, has claimed jurisdiction of Spring Water drivers. This marks the first attempt of Local 221 to organize such workers. It is an established fact that for years Local 221 refused to take into its ranks anyone but employees of the Cedar Lake Ice Co. or its subsidiaries.

# Laundry Union Gets Closed Shop Pact


The Joint Local of Laundry Drivers and Cleaners scored another Union victory at the Columbia Laundry, 211 Oak St. S. E. Saturday the employees of this plant, numbering about 20, struck to compel the laundry owner to live up to conditions prescribed in the blanket laundry agreement.

In this strike, as in others, there was a demonstration of the value of solidarity and support between labor organizations. During the strike a 574 driver appeared on the scene with a load of saw dust destined for delivery at the Columbia Laundry. Upon being told by the laundry pickets that the place was on strike, he refused to make the delivery.

Business representative Latz announces that this is the third laundry within a two-week period to sign an agreement with his organization.

### Bill Brown Says—

The joint organization campaign of Locals 500 and 221 got off to a whirlwind start last Saturday. We have always contended that organizers should be taken from the ranks of the Union. Last Saturday morning at the Chippewa Water Co. the Teamsters Joint Council had 40 policemen and eight organizers from Chicago. Guess who is paying the salary of the eight "organizers"? Wait until the membership of the Milk Wagon Drivers Union finds out. With eight high-powered organizers and 40 police on hand, how many workers do you think they organize You're right, none.



**BILL BROWN**  
President of 574

# The Railroad Unions

The railroad workers of the United States are now divided into 21 separate organizations. Some of these railroad unions are so small numerically that they are next thing to being useless. They are not able to adjust the grievances of their members nor to protect or promote their interest in any way. Their main and practically only function is to collect dues for the personal benefit and enjoyment of their salaried officials.

A growing number of these railroad unions and most of these craft officials are now conscious of the fact that it is a social crime to keep workers in any industry divided in this manner. However, up to the present time the Brotherhood Officials have been able to stifle every attempt towards amalgamation. But a growing minority in these 21 unions are not only pressing for needed amalgamation but many other needed changes in the Brotherhood structure, program and leadership. The officials are conscious of this and sooner or later some of them may break with the reactionary Railway Labor Executives' Association and come out in favor of some of these needed changes. For instance it appears that this ossified R. L. E. A. is already on the verge of cracking under the pressure of the growing demands from the rank and file for amalgamation and many other reforms. To some observers it appears that A. F. Whitney, President of the Brotherhood of Railroad Trainmen, may be the first one to break with the craft Bureaucrats and their program of doing nothing and come out for some program of amalgamation and the six hour day, etc. Whitney heads the largest and in all probability the most progressive of the 21 Railroad Unions. Consequently he can afford to be more liberal and progressive than President Cashen of the Switchmen's Union who is merely hanging on and has, practically speaking, no union left.

The progressives in the Railroad Brotherhoods would like to see President Whitney of the B. of R. T. take the lead for Amalgamation and the Six Hour Day. If he would only do that he would become an outstanding figure in railroad unionism. If the rest of the Union Officials would not support him in this move they would stand exposed to the rank and file of the railroad workers who would rally behind the leadership of Whitney as surely as the rising of tomorrow's sun.

Sooner or later something will have to be done with these helpless craft unions on the railroads. If not, the labor movement on the railroads will gradually die. About fifty per cent of the railroad workers now refuse to join and remain in these useless and expensive crafts. As long as the high salaried craft officials are able to keep us divided into 21 unions we will always have a standing army of non union workers on the railroads. These use-

# Truck Driver Doesn't Like Sash Work

A certain truck driver, who delivered some millwork to a hospital Saturday wishes it known that he did it under the orders of the Sash, Door and Mill Workers Union. In proof of this he submitted an order from the Sash Union authorizing him to make the delivery. It is a splendid testimony to the loyalty of 574 members that this driver felt impelled to come to the union office Monday and make this explanation.

# St. Louis Hat Makers Win Wage Demands

It took only a few days of strike for 350 St. Louis hat and cap workers to win their demands for shorter hours and more pay. About 150 others are still out pending decision of their bosses to settle with the United Hatters, Cap & Millinery Workers Union.

# Local 160 Notes

The Meter Department committee met with Mr. Wadsworth and Mr. Soderholm last Wednesday to discuss the proposals the men drew up recently.

Agreement was reached on most items and arrangements made to further discuss items of classification and specific wages. Further reports will be made at the regular meeting.

At the last meeting of the Executive Board the patrolmen of the Trouble Department made reports of some conditions regarding their work. The Executive Board has called a special meeting of the Trouble Department for Friday, May 22, at the Union halls to further consider these matters. All trouble and patrolmen take notice.

The Executive Board will meet with Mr. Grenacher on Tuesday, May 19.

The Operators are arranging details for special consideration of their group. Look for more details at the membership meeting Wednesday, May 20.

The Kelvinator men held their department meeting Thursday, May 14. Bro. Phillips sat in with them. Problems of immediate and future concern were discussed. The new arrangements arrived at between the Union and department were analyzed.

The Executive Board will make some specific recommendations at the next meeting, Wednesday, May 20.

less officials are not delivering the goods and the workers know it. The workers are just waiting for someone who is in a position to lead them out of the craft morass towards industrial unionism and the six hour day. Will Alexander F. Whitney be the man to do the job? If he does, he will get the support of the rank and file railroad workers just as sure as you are born. He should be urged to take this step when he comes to Minneapolis, May 26th.

# Trade Unionists Call on Mayor to Protest Terror

Friday morning at 11 o'clock a committee of trade unionists and representatives of unemployed organizations appeared before Mayor Latimer to protest against physical attacks and threats that have been made against Minneapolis trade union leaders and their families.

Included in the committee were representatives of the Lathers Union, Plasterers Union, Cement Finishers, Iron Workers, Machinists, Petroleum Workers, General Drivers and several unemployed organizations.

The recent attack that had been made upon Walter Frank, business representative of the Lathers Union, and the kidnapping and beating of Harold Opperman were cited as instances where semi-Fascist terrorists methods are being used against progressive trade unions.

William Brown, president of Local 574, who was a member of the delegation said that the Truck Drivers Union was not asking for police protection. He further stated that if there are attacks made upon members of our Union we will see that the attackers are punished. Mayor Latimer said that the police department would "investigate."

# Yellow Notes

Due to the extraordinary demand for the "crying room" at this time of the year all those who partake of this facility are requested to bring their own towels.

Did you know the last three numbers of the license plates on one of the baggage trucks are 5-7-4?

Bill Sanders had his first Spring outing last Sunday in the form of a sight seeing tour in one of the new Yellows. The company donated the use of the cab and Walt Hagstrom donated his time.

"Pop" Bingham has bought a reserved seat in the "crying room" over the loss of the airport business.

The Yellow Cab ball team had better success in the last Sunday game by beating their opponents 19 to 14. Keep up the good work boys.

It has been reported Jimmie Harding was very much disappointed over his new cab because it didn't have air-brakes and an over-drive.

If, while fishing on the river, you should discover a school of fish on a strike and should manage to catch one and find a 574 button on him, don't blame the Union, as Franzine lost his cap and badge last Saturday by the high wind blowing up the river.

"Pop" Bingham was the lucky one who caught the run to Superior, Wisconsin, and return.

# Sand and Gravel Agreement Near

Workers in the sand and gravel industry will soon be covered by a Union agreement. Wage scales and working conditions have been agreed upon and there only remains the formal ratification of the agreement by the employers. A meeting will be held by the Union committee and the employers Wednesday, May 20.



# 574 TO HOLD UNION RALLY FRIDAY NIGHT

(Continued from page 1)  
 here on the request of the Teamsters Council. Pat Corcoran of the Milk Wagon Drivers Union and Bruce Vincent of Local 221 are constantly in the company of these hoodlums. Members of Local 574 stand amazed that Tobin, who refused to lend one penny of financial assistance to Local 574 during the strikes of 1934, now finds funds with which to pay organizers whose only function is the attempted destruction of our organization which, for the first time in the history of Minneapolis has brought Union wages and Union conditions to thousands of drivers helpers and inside workers. The "hands off pact" that was entered into between Local 574 and the Central Labor Union, last fall, has apparently been swept aside at the behest of Meyer Lewis and other reactionaries. Every member of the Union should learn the true facts of the present situation. The Friday Union meeting is one of the most important Union gatherings our organization has ever held. Allow no other affairs to keep you away. Attend this Union meeting and be prepared to answer the reactionary A. F. of L. unionists who desire our destruction.

## Independent Truck Chatter

Let's take some action on old and new members who buy a second dump truck. A real independent is an owner driven truck.

One of our members got a raw deal from a truck dealer. Unless this is satisfactorily adjusted "Black-ball" will be in order by all 500 Independents.

The Associated General Contractors of America reported to their members that the cost to them of operating a 1 1/2-ton truck 2 yd. steel dump is \$1.20 per hour plus driver's wage. I guess we're still "scabs" according to the big shots.

For some time it appeared that the people of Hamel would be attendants at a wedding; but now the townfolk are looking forward to a ride in a new car.

Some stewards are reporting a little difficulty in getting the members to reach far enough in their pockets for our ball team. Let's make it a hundred per cent, boys.

It seemed that Mickey thought

### SOCIALIST CONVENTION BROADCASTS, 1936

Saturday, May 23  
 Time\* Network Program  
 10-11 a. m.—(CBS)—Keynote Address  
 10-11 a. m.—(NBC "Red")—Keynote Address  
 8:30-9 p. m.—(CBS)—Mass meeting speakers  
 Sunday, May 24  
 4-4:15 p. m.—(NBC "Red")—Platform  
 Monday, May 25  
 2-4 p. m.—(CBS)—Nominating Session  
 3:30-4 p. m.—(NBC)—Nominating Session  
 9:30-10 p. m.—(NBC "Blue")—First official speech by candidates for President and Vice President  
 \*Eastern Standard Time  
 Listeners are advised that the difference in time between Eastern Standard and Minneapolis time is two hours. Therefore all broadcasts listed in this notice will be two hours earlier than the announced time.

**Edith Ann Phillips**  
 Edith Ann Phillips, nine year old daughter of Wendell Phillips, passed away at the University hospital Monday, May 18. The funeral will be held from the Billman undertaking parlors, Wednesday, May 20, at 2 p. m. The union extends sympathy to the bereaved parents.

## Force to Be Used Against Outlaws, Says Meyer Lewis

The statement by Meyer Lewis in the Saturday morning press constitutes a tacit endorsement of the gangster methods that are now being employed by the Minneapolis Teamsters Joint Council, and organizations affiliated to the A. F. of L. Lewis' statement reads as follows:

"I condemn any action taken to drive trade union members from the city. However, members of legitimate trade unions have been threatened and ordered to join dual and outlaw organizations. The American Federation of Labor will use every force available to combat such tactics." Lewis said further that the victims came to him asking him for assistance from the A. F. of L. against further attacks. Mr. Lewis said that he assured them the attackers were not connected with "legitimate" labor unions. The question now arises as to what constitutes legitimate labor unions and which ones are "illegitimate." Is a labor union legitimate that attempts to build its membership through gangsterism and terror simply because it is A. F. of L.? This is precisely what is being done in Minneapolis.

When Mr. Lewis says "The A. F. of L. will use every available" he means just that. With his consent and knowledge imported hoodlums employed by the Teamsters Joint Council Drivers International are roaming the streets of Minneapolis threatening bodily harm to anyone who opposes their program of coming into the Union they represent.

We defy Lewis to bring forward one single individual who can prove that he was threatened or intimidated by General Drivers Union or its representatives. The action taken by the Teamsters Joint Council, with the consent and approval of Meyer Lewis, is not being undertaken for the purpose of retaliation. It is a deliberate cold-blooded attempt to create, by terrorist methods, a Union to satisfy personal whims of some highly paid bureaucrat.

When Meyer Lewis intimates that he deplores gangsterism he says it with his tongue in his cheek. He alone is responsible for the condition that prevails now. There is one bit of satisfaction for every honest worker in Minneapolis. That is, that nowhere, no time, and no place has a Union, which could serve the workers, been built by methods of terror. It will not succeed here.

our members were put out about seats at the last meeting and made his apology. Perhaps they were; but after all we sit on our "fannies" all day so we should give them a rest.

B. G. Ambrose and Larry Hagen look more like brothers every day. Maybe they will both reach the 250's before the end of '36; but we are betting on B. G.

The East Hennepin job has folded up; but the Mucker job near Mud lake will probably be the substitute for those boys.

For your next dinner at any of the leading hotels call on Mr. R. Hornig as a master of ceremonies. He's a natural.

## Trade Union League Condemns Hearst Papers in Resolution

The following resolution asking for a Hearst boycott was adopted by the convention of the Women's Trade Union League just held in Washington, D. C.:

Whereas, William Randolph Hearst carries on a consistent campaign of slander against the labor movement and against progressive and liberal organizations and individuals friendly to the bona fide labor movements, and tried to incite the government to deport their leaders.

Whereas, Mr. Hearst has plainly shown this anti-labor stand by his refusal to treat with the Newspaper Guild in the strike of the Milwaukee employees, and

Whereas, the propaganda carried on by Hearst is un-American and encourages the growth of Fascism in this country,

Therefore, be it resolved that the Women's Trade Union League condemn the anti-labor Fascist tendencies of Hearst and urges all its members to boycott Hearst publications.

## PACKAGE CO.'S IN AGREEMENT WITH DRIVERS

(Continued from page 1)

agency representing its members employed by the Co. There shall be no discrimination against any employee because of union affiliation.

### ARTICLE II.

The employer agrees not to enter into any contract or agreement with his employees individually or collectively which in any way conflicts with the terms and provisions of this agreement.

### ARTICLE III.

The regular work hours shall be ten (10) hours per day and or forty-eight hours per week except during the month of December when the regular work hours shall be twelve (12) hours per day and or seventy (70) hours per week. Overtime shall be paid at the rate of time and one-third for all time worked in excess of the above daily and weekly regular work hours. A minimum of thirty minutes time shall be allowed for lunch and employees working overtime shall be given necessary time for meals.

Working schedules shall be arranged by agreement between the employer and the union committee so as to eliminate split shifts and to provide forty-eight (48) hours per week on the regular jobs which shall be assigned to the oldest men from point of service.

### ARTICLE IV.

The rate of pay for drivers shall be sixty cents (60c) per hour and the rate of pay for helpers and inside workers shall be fifty cents (50c) per hour. Full pay for all time worked shall be received weekly. Employees shall be paid at the above wage scales for all work done for the employer.

### ARTICLE V.

In laying off and or dismissing employees from service for lack of work or for any other legitimate reason, seniority shall prevail other things being equal. Drunkenness, dishonesty, insubordination, or repeated negligence in the performance of duty shall be considered legitimate reasons for discharge. The seniority list shall be posted in a conspicuous place.

### ARTICLE VI.

Employees shall not be charged for any loss or dam-

### NOTICE TO ALL TRADE UNIONISTS

Cleaners, Drivers and Laundry Workers Union, Local 183, is building a real industrial organization in the laundry industry. For the past few weeks drivers are joining our Union in ever increasing numbers. Help us build the only real bona fide Union of laundry workers and laundry drivers in Minneapolis. Demand the button of Local 183 from your cleaning and laundry driver.

agically covered because of the signing of this contract.

### ARTICLE VIII.

Effective May 1, 1936, to and including May 31, 1936, the employer shall comply with the hourly wage provisions of the blanket wage and working agreement signed at the termination of the 1934 strike.

This agreement shall be in full force and effect for a peage. The employer shall issue specific written instructions as to the rules of delivery service. Proof of loss or damage through failure to obey the rules of delivery service shall be considered grounds for temporary layoff or discharge.

### ARTICLE VII.

General wage and working conditions other than those specifically covered in this contract shall be maintained according to existing standards. The employer shall not attempt to worsen any wage or working condition not specified in this contract from June 1, 1936, to and including May 31, 1937, except that Article VIII shall become effective May 1, 1936.

By \_\_\_\_\_ Co.

By \_\_\_\_\_  
 GENERAL DRIVERS, HELPERS AND INSIDE WORKERS UNION LOCAL 574

By \_\_\_\_\_

By \_\_\_\_\_

SUPPLEMENT TO ARTICLE VI

(This applies to the Consolidated Delivery Service, Inc.—this classification of workers is involved at this company only.)  
 Employees working at sort-

## Furniture Drivers Are Joining Union

The Furniture store drivers and helpers who have been conducting an organizational campaign to bring all furniture store drivers and helpers into the Union ranks have been extremely successful to date. At their last meeting which was held Friday night they reported almost all furniture store workers, who come under the jurisdiction of this organization, had joined the Union.

An agreement has been drawn up and the furniture store employers have been advised that the Union committee wishes to open negotiations with them. Saturday morning a communication was received from the furniture store employers saying that they were ready to meet the Union committee at any time and asking the organization to name the place and date.

The following firms jointly signed the letter. Boutell Bros., Inc.; W. N. Cardozo Furniture Co.; Davis and Rubin; Minneapolis House Furniture Co.; New England Furniture Co.; and the Town Market Furniture Co. Wednesday, May 20, has been set for the first meeting.

## Local 574 Team Wins First Game

Local 574 Baseball Team opened its season in the commercial league Saturday by defeating the team representing the Jefferson Bus by a score of 17-15. The size of the score is not a good indication of the skill displayed by the Local 574 team.

The score up to the 7th inning was 17 to 5 in favor of the Drivers

ing and assisting in loading and unloading trucks shall receive 40 cents per hour. These men shall also be given extra driving and helping available at the rate of pay specified for this type of work. The work hours specified under Article III shall apply.

The employers who affixed their signatures of the Union agreement Monday are the following:

Consolidated Delivery Service, Inc.

Super-X Package Delivery Co.

Van Bus Delivery Service

Commercial Transfer and Storage Co.

## Attacks Against Union Leaders Alarm Local Labor Movement

On two occasions last week members of organized labor, from unions representing the so-called progressive bloc in the Minneapolis labor movement, were subject to attacks and threats by unknown assailants.

Walter Frank, Business Agent of the Lathers Union, was attacked in the rear of his residence when returning home with his wife late at night. Frank managed to stand off the attacks of the thugs until he could make good his escape. The noise of the encounter aroused the neighborhood and when neighbors arrived on the scene the attackers had fled. Two days later the windows in Frank's home were shattered when fragments of iron castings were thrown through the window to which were attached notes warning Frank to leave town.

Thursday night Harold Opperman, member of the Plasterers Tenders Union was kidnapped by five armed men, questioned about his activity in the labor movement and was later thrown out of the car on the West River Road five miles north of the city.

These attacks against members of organized labor should be the most serious concern of the whole

labor movement. There can be little doubt but that it is the work of agencies that are concerning themselves with terrorizing the progressive militant section of the Minneapolis labor movement.

While these attacks are alarming and should serve as a warning to the labor movement that it must unite its ranks still more closely, the labor movement should remember that individual terrorists acts directed against labor leaders can never shake the solidarity of the labor movement nor can it destroy union organization. Rather these attacks should be the signal for a still more intensive organization campaign by the labor movement.

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 Try Our Sunday Chicken  
 Dinners, They Are Delicious  
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 E. C. NELSON, Prop.  
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 Moving Soon—Watch for  
 New Address



# THE NORTHWEST ORGANIZER

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"When I ply my needle, trowel or pick,  
I'm a decent Sheeney, Wop or Mick,  
But when I strike, I'm a Bolshevik  
I'm labor."

## The Petroleum Strike

The Petroleum Workers strike is over. Members of that Union, who went on strike in protest against the interpretation of the Lapp award, in regard to station leasing, are back at work. The strike of the filling station attendants, warehouse men and oil drivers was called to settle a grievance that was definite and real. The Lapp award, worded so ambiguously that it could be interpreted in a dozen different ways, was the direct cause of the recent controversy of the Union with the employers. The oil bosses contended that the Lapp award allowed station leasing; the Union said that it did not.

The troubles of the Petroleum Workers Union that led up to the recent strike can be definitely traced back to the decision that the Union made on November 8, 1935, to accept the award of Dr. Lapp, representative of the Petroleum Labor Policy Board. The Petroleum Workers Union, and its leadership, must accept full and complete responsibility for the acceptance of the November settlement whose provisions allowed the major oil companies to embark on a leasing program that spelled the death knell of the Petroleum Workers Union. Station leasing means changing the station operators' status from that of a salaried employee to that of a petty business man.

Last November the leadership of the Petroleum Workers Union were warned by people, competent to advise, that signing the Lapp arbitration award meant grave danger for their Union. The advice given the Petroleum Workers Union was not based upon guess work. In various parts of the United States the major oil companies had put their names to similar Union agreements and then had proceeded to lease the oil union out of existence. The history of these similar experiences of other Filling Station Attendants Unions was pointed out to the Minneapolis Petroleum Workers. The advice went unheeded and the recent disaster in the Petroleum Workers Union can be directly attributed to their failure to understand the fundamental issues involved.

We hope that the lesson has been learned. Wage workers can be organized. Petty business men cannot. That the oil employers were able to drive a wedge between the salaried workers and the station lessees is a matter that should occasion no surprise. Rather it would be surprising if they did not immediately adopt that precise strategy. A new task awaits the Petroleum Workers Union. That is the rebuilding and the revitalizing of their Union. If they are willing to analyze the mistakes and errors that have been committed in the past, this should not prove to be a difficult job.

## 574 Ice Men

It is imperative that all loyal members of General Drivers Union, Local 574, are careful where they place their ice business during the coming summer season. We do not believe that any member of 574 would knowingly do his Union an injury. We are sure that all of the members of our Union are united behind the program destined to make General Drivers the largest and most powerful labor organization in Minneapolis.

Local 221, Ice Wagon Drivers Union, affiliated with the Minneapolis Teamsters Joint Council and with the A. F. of L., are now engaged in conducting a fight against Local 574. We have definite proof that the wives of many 574 members have been deluded into the belief that 221 Ice Wagon Drivers were friends and supporters of General Drivers Union. While it is true that many individual members of Local 221 are friendly and sympathetic with Local 574, the leadership of that Union has embarked on a program of attempting to cut down our organization.

The general policy of Local 221 is to confuse the public by declaring that they are the only bona fide ice drivers union. This statement is a deliberate falsehood. For 20 years, Local 221 consistently refused to take into its ranks any ice drivers that were not employed by Cedar Lake Ice Companies, or its subsidiaries. Local 574 was the first union in Minneapolis to offer Union protection to the vast number of ice drivers that had been refused Union protection by Local 221.

Local 574 members and their wives should see to it that no ice is delivered into their home by anyone except a man wearing a 574 button. During the summer season this is the surest and best way that you can assist your Union. Do not be misled by arguments or protestations. Your duty is plain. Demand a 574 Union button from your ice driver.

So-o-o. . . to the American Liberty Leaguers, its fashionable to cut off relief for 270,000 unemployed citizens. . . but maybe the New Jersey unemployed will have the last word to say about this.

One large baby crib. Guess who wants it? None other than our old friend Happy Holstine. Happy says that it is the same baby but it has simply outgrown its present quarters. Hence the need. See Happy.

## Keeping Step With 574

By Mickey Dunne

At the present time there is an acute shortage of trucks suitable for road work.

Bill Brown and M. Dunne were on the committee that visited the Mayor Friday morning to protest against attacks that had been made on trade unionists.

Sash, Door and Mill Workers hold large strike meetings every afternoon at 4 o'clock.

Andy Anderson, Minnesota State Highway Department czar, was a visitor at the Union hall Friday afternoon.

H. Holstein is in circulation again.

The order for 50 trucks by the State Highway Department completely solved the unemployment problem among the independents.

Caddies are on strike.

### DAILY DOUBT

"I condemn any action taken to drive trade union members from the city."—Meyer Lewis.

The Saturday morning turnout at Chippewa was a honey.

Arnold Johnson is Buicking again.

### CORRECTION

Last week we reported that Wes Shurgard was the largest man in the union. He is six feet six inches. Wes has been challenged by Clarence Johnson of Stanchfield Transfer, who is six feet eight inches tall.

574 members: Read the editorial on demanding a 574 button from your ice driver.

The downtown furniture store dealers, in a communication to the Executive Board Saturday morning, indicated that they were ready to meet with the Union committee.

C. B. Carlson doesn't think much of imported sluggers.

Fred Lebo, Swanson driver who was injured in a street car accident some time ago, was a visitor at the Union office Friday. Fred says that he wishes to thank the Union for its kindness to him during his confinement at the hospital.

The Yellow Cab drivers ball team lost its first start of the season a week ago Sunday.

Twice in successive weeks Local 574 has turned over to the Central Labor Union organizer groups of workers who came to our headquarters looking for assistance.

During the caddies' strike the question arose as to whether or not it constituted good form to shout "fore" before striking a scab caddy.

Zander was a busy man Friday morning as he was attempting to round up 50 trucks.

Authority John had his stitches unravelled Thursday.

### FOR SALE

1933 Ford V-8 ton and one-half truck. This truck is in excellent mechanical condition and is equipped with dual tires and steel dump box. It can be seen at 3024 Pleasant Ave. S. or telephone Re. 8184.

If all of the members of Local

574 were laid end to end . . . what a break it would be for the bosses.

Commercial and Van Bus are now 100 per cent Union.

John Geary says that the organizational drive in St. Paul by Local 120, does not have the sanction of the Drivers International. That's no news, John.

G. Dunne's wife was removed from the hospital Monday.

The remodeling of the club room into two separate halls will start this week.

### IMPORTANT NOTICE

No excuses will be accepted for non-attendance at the Friday night Union rally. Every member is expected to be present.

Seven Phillips drivers reinstated in the Union Monday afternoon.

Local 574 baseball team opened the season with a 17 to 15 win over the Jefferson Bus Saturday afternoon at the Parade Grounds.

Watch for the subscription drive which will be underway shortly.

The Milwaukee Newspaper Guild strike against Hearst is still on.

National Tea drivers met in the Union hall Sunday morning. Pipe trades drivers were also there.

Morris Swiller's wife is desperately ill in St. Mary's hospital.

Bernard Koski has returned to town after a sojourn in the country.

All is serene at Werner Transportation.

All out for the Union rally and mass meeting Friday night.

## LABOR . . . Looks at the Press

Local news item: "Caddies representing nearly all local clubs organized the Minneapolis Caddies' Association last night at the Central Labor Union."

Local 574 shoulda kept 'em—caddies are drivers' helpers aren't they?

Local news item: "Dr. W. H. Howley, Ohio sociologist who spoke at the university today, said, 'University of Minnesota students lining up in a Gateway breadline in their caps and gowns is but a sign of the depression-bred cynicism. . . These students are worried about their future. . . With the return of good times and plenty of money, this attitude of cynicism and radicalism will probably return.'"

You mean when we get around that corner we've been aiming at since 1929, eh, doctor?

From a recent Saturday Evening Post editorial: "Labor is not fixed class or caste, any more than business is a fixed class. . . There is every degree of both prosperity and poverty in both labor and business."

Sure—lots of truck drivers spend their winters on the Riviera, while the rest prefer beer to champagne, too.

Headline: Discovery Red Cross Refused Gas Masks to Ethiopia Shocks Geneva.

The Red Cross has been exposed often enough as a tool of big

## Independents Send Fifty Trucks on Job

Friday morning Local 574 received a requisition from the Minnesota State Highway Department for 50 trucks and drivers to be used on state gravelling projects in Hennepin County. Owing to the fact that almost the entire membership of the Independent Truck Owners Section was employed at the time it was feared that difficulty would be experienced in securing a sufficient number of Union trucks and drivers.

The Independent Truck Owners committee spent almost all day Friday rounding up a sufficient number of trucks to answer the call. By Saturday morning however 50 independent truck owners had been secured who expressed a willingness to go on the gravelling project.

This is the largest single truck requisition that has ever been received by our local Union. It speaks well for the organizational set-up of the Union that it was able to furnish this large number of trucks and drivers on such short notice.

## 'No See Union,' Says 8th St. Noodle Seller

The Mun Hing Co., local purveyors of Chinese dishes, whose drivers have all become members of Local 574 during the past week, are protesting that they cannot pay the Union scale. This company is now going through the usual procedure that is indulged in by employers when confronted by the Union demands of their employees.

The owner declares that he will sell his trucks and have his hauling done by one of the package delivery companies. To that statement the Union replies that it is immaterial to us who hauls the chow mein and noodles. But we are particular how it is hauled.

We say that it will be hauled by Union men under Union conditions.

business and world imperialism so that every worker should know by now that he must vigorously boycott the Red Cross—to donate a penny to such a monstrous organization is like kicking in to pay wages to strike-breakers.

Margaret Ann Hogan, secretary of the College Catholic Clubs: "The American Student Union is dominated by communistic organizations, YMCA groups and similar undesirable elements."

Al Capone: "We must keep America whole and safe and unspoiled. We must keep the worker away from Red literature and Red ruses; we must see that his mind remains healthy."

Wave the flag, you louse—you're on a par with the rest of the patriots.

Washington news item: "Average monthly pensions of \$903 for former executives and average monthly pensions of \$36 for all other employees was revealed as one of the key features of the American Telephone and Telegraph Co. pension systems as the Federal Communications Commission continued its investigation."

### Local 160 Meeting Schedule

- Wednesday, May 20—Regular membership meeting
- Thursday, May 21—Executive Board meeting
- Wednesday, May 27—Stewards and open organization meeting
- Thursday, May 28—Executive Board meeting