

THE NORTHWEST ORGANIZER

Postal, K. M.
1116 Aldrich N.
Minneapolis, Minn.

Official Organ of the Northwest Labor Unity Conference

MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.

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

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

VOL. 2, NO. 15

MINNEAPOLIS, MINNESOTA, WEDNESDAY, JULY 29, 1936

PRICE 5 CENTS

GENERAL DRIVERS UNION 544

LOCAL UNION GETS VICTORY AFTER STRIKE

Local 1859 Ends Strike at Puffer-Hubbard Company

Workers Secure Splendid Union Agreement for Members

One of the most significant victories achieved by the Minneapolis Labor Movement during the last decade, was the ending of the strike Friday, July 24, of the employees of the Puffer-Hubbard Company.

Organized into Furniture Workers Local Union, 1859, these workers, after a period of unsuccessful attempts to negotiate with the employer, went on strike almost exactly thirty days ago. Their demands included recognition of their Union, raises in pay and reforms in working conditions. Up to the time of the strike they had met only the complete refusal of the employer to deal with the Union in any form or manner.

When it appeared that the negotiations had definitely broken off, the workers went on strike. They were promptly locked out by the Puffer-Hubbard Company. The strike resolved itself into a contest of endurance between the em-

(Continued on page 3)

Eviction Prevented For John Bernhagen

Fifty F. W. S. members and a committee obtained a two weeks stay of removal for the Bernhagen family at Hopkins last Thursday. The demonstration protested District Judge Slover's ruling that even though the family had lived in Hopkins for three years, had voted three and paid their own rent all the time, still because relief was received before a full year's residence, the family could be forcibly moved back to its previous residence. F. W. S. spokesman, Ed Palmquist, contended the family would be self-sustaining if certified for PWA work; that a PWA job held by Bernhagen lasted only two hours due to lack of certification by the village of Hopkins; that no Federal rule prevents such certification; that protest by F. W. S. when several thousand single men were to be sent to a Cannon Falls work camp, induced the Minneapolis Welfare Board to give them jobs in the city. When Mayor Olson of Hopkins was told the men would stay to protect the Bernhagens until justice was given them, he phoned Judge Selover who agreed to a two weeks stay so that further attempts could be made to certify Bernhagen for work relief.

Local Labor Unity



Milk Drivers Union Signs Pact With Engle Dairy Co. Saturday

The Engell Dairy Company, notorious anti-union, open-shop dairy company, has at last signed an agreement with Milk Wagon Drivers and Dairy Employees Union, Local 471, and has now joined the ranks of other Twin City dairies operating under a union agreement. Bringing this company into line is one of the first accomplishments of the unification of the Minneapolis Driving crafts. Despite the fact that Milk Wagon Drivers Union has for years tried to bring the Engell Company into line, it remained for a joint program worked out by General Drivers Union, formerly 574, Dairy Employees Union and the Teamsters Joint Council to effect the unionization of this company.

Wednesday, the Minneapolis Teamsters Joint Council and its affiliated locals staged a one day strike upon the Engell Dairy Company. So effective was the strike strategy and so efficiently was the picketing carried out, that Wednesday noon the employer, realizing the hopelessness of the situation, agreed in writing to operate henceforth under union conditions.

It was not all as simple as it sounds. The owner of Engell Dairy had for years propagated his employees with the idea that theirs was an "open shop." Although some of the employees

were in the Union at the time of the strike, a few of them had been so filled with Citizens Alliance propaganda as to resist the attempts of Dairy Employees Union to unionize their place of employment. Milk Wagon Drivers Union is to be congratulated for bringing this formerly non-union company into line.

Southern Negroes To Be Organized

Cleveland—A committee of 16 has been appointed by the Cleveland Federation of Labor to organize Negroes into trade unions. Workers in a dozen unions praised their Negro members and urged unions with color bars to remove them. "If you don't organize the Negro workers, you can't blame them for scabbing on the job," counseled Max Hayes, editor of The Cleveland Citizen, official paper of the Federation.

High School Boys Take Strikebreaking

Santa Ana, Calif.—"Shoot to kill" were the orders given deputy sheriffs and vigilantes as Mexican and Filipino orange pickers in Santa Ana went out on strike for decent wages. High school children have been imported to act as strikebreakers.

Driving Union Merger Brings End to Local Struggle in Movement

Grocery Drivers Attend Meeting In Union Halls

Last Monday night saw an almost one hundred per cent turnout of drivers, helpers and platform men employed by local wholesale grocery firms. The eagerness with which the wholesale grocery workers are turning towards General Drivers Union is a living testimony to the rotten conditions that have hitherto prevailed in that industry.

The turnout at the Monday meeting is indicative of something else. It demonstrated, beyond question of a doubt, that there is crying need for union organization among the wholesale grocery workers. Long hours, low pay and slave conditions of employment have been their lot. The enthusiasm with which a proposal to bring these workers under a Union agreement was received is conclusive proof that reforms are needed in the wholesale grocery industry.

Enthusiasm, however, was not the only outcome of the meeting. Definite proposals for a union contract were made by the grocery employees and are now being incorporated into an agreement which will soon be presented to the employers. Sentiments expressed at the Monday meeting indicate that nothing will satisfy these workers short of one hundred per cent union organization in the industry. Harry DeBoer and Ray Rainbolt are in charge of the campaign.

The stiffest problem of the Republicans and Democrats is to find horny-handed sons of toil with at least twenty years' banking experience, to put up for candidates.

Unity Seen as Drivers' Best Reply to Challenge of Bosses

The merger of Local 574 and Local 500 is now an accomplished fact. The negotiations which have led to an amicable settlement of the existing difficulties between the two rival drivers' organizations has been settled. Every member of General Drivers Union is surely entitled to receive a full and complete explanation of what has taken place. Those who attended the specially called membership meeting of July 13 heard a full and complete discussion of the issues involved. Many members, however, who were unable to be present at that time still entertained grave doubts as to the advisability of the steps that have been taken by Local 574.

Since the expulsion of General Drivers Union from the International, the position of General Drivers Union has always been that they would accept reinstatement into the Drivers International whenever the favorable opportunity presented itself. The Executive Board of Local 574 felt that such a time had arrived. We have always stated publicly that our place was in the general stream of the American Trade Union Movement. General Drivers Union has felt that the unifying of the local trade union movement was the greatest contribution that it could make. When such a chance presented itself, the Local Union felt that, all things considered, the organization was taking the best step possible for future welfare.

The Trade Union Movement, of which General Drivers is no exception, is bound by the same immutable laws as every other being or organization. It must either go forward or backward; there

(Continued on page 2)

Initiation Fee to Advance To \$15.00 on August 15th

The initiation fee in General Drivers Union, Local 544, will be raised, August 15, to \$15. It is important that every member of the Union have this information in order that he may convey it to his fellow workers on the job who are not members of General Drivers Union. During the next 15 days there will still be an opportunity to secure membership in General Drivers Union for the old fee of \$3.

On and after August 15 new members will be received only upon payment of the \$15 initiation fee. A further raise is contemplated after a 30 day period from August 15. The reinstatement fee will be raised accordingly. Attention of non-union drivers is called to the fact that the next two weeks will be the last opportunity to enter Local 544 at the old rate.

Make Minneapolis a Union Town

Driving Union Merger Brings End to Local Struggle in Movement

(Continued from page 1)

can be no middle ground on which our Union can stand. Progress or decay were the issues involved.

To act in such a manner that the Union would go forward and not backward was the responsibility that was thrust upon the Executive Committee. The decision that was made by that body was in accordance with what they conceived was for the best — of the future growth and activity of General Drivers Union. Correctly or incorrectly the die has been cast and General Drivers Union now finds itself a section of the Drivers International.

Wholeheartedly, unreservedly, every member of Minneapolis General Drivers Union throws in his lot with the new regime. To build a bigger and better General Drivers Local in Minneapolis, should be the aim and ambition of every

member of the Union. If that can be better accomplished through our membership in the Drivers International, then we must be for that move.

Certainly, the unifying of the local labor movement has been a noteworthy accomplishment. If it further results in a complete unionization of the northwest trucking industry, then our return to the Drivers International has been well worth while. Those who are charged with the responsibility of carrying out the future program of General Drivers Union have a heavy burden placed on their shoulders. How well they acquit themselves is a matter that only the future will decide. Great tasks are before them. Many things remain to be accomplished. Action, honesty and militancy must be their watch word.

History and Development of The American Federation of Labor

In view of the fact that the American Federation of Labor appears to be on the verge of being torn open by an internal struggle, the Northwest Organizer considers it imperative at this time that the membership of the teaming crafts completely familiarize themselves with the history of the record of the American Federation of Labor.

To attempt to disguise from ourselves that the A. F. of L. is being shaken by an internal struggle which may determine the whole future course and policy of the American Labor Movement, is to be as foolish as the uncultured savage who fears thethings that he does not understand.

Rather, a frank, free and full discussion of the current division of opinion in the American Labor Movement, must be the order of the day. On the basis of a complete and full understanding of the issues involved, every member of the Trade Union Movement should, and must, form an opinion of the correctness or incorrectness of the position advanced by the two dissenting factions.

The Northwest Organizer is happy to present herewith a somewhat condensed history of the American Organized Labor Movement, feeling that an understanding of the movement is the first prerequisite for any worker to form an opinion pro or con, on the issues involved.

By the very nature of early America's economic life, the first labor unions were organized on craft lines.

There was no perennial class of unskilled labor. Young men, when they first went to work, were apprenticed to a cord-wainer, a carpenter, a printer or a baker.

Even in industries, workers were skilled. It was not until the industrial development during and following the Civil war that mass production brought unskilled labor into being as a factor in the American labor movement.

Thus, for more than a century, the major problem was one of organization, of building labor unions on a national basis.

In this development, there were four principal successions:

1. The National Trades union. The first major step in the nationalization of unions came with the organization of central trades councils in the Eastern commercialized industrial centers, first in New York.

In the early 1830's there were 30,000 craftsmen organized in these centers, with 12,000 or so

in New York and Brooklyn.

National Organization Lasted Four Years

In September, 1832, under leadership of carpenters and printers, the general Trades union of New York was organized, followed quickly with similar action in other cities.

This brought agitation for a national federation. The General Trades union of New York, in March, 1833, issued a call for a national convention of all unions and, at this convention held in New York in July, the National Trades union was organized.

Subsequent growth of union membership was swift. By the third convention of the National Trades union, 1836, some 300,000 craftsmen were organized in the East.

Then came the panic of 1837 and the National Trades union collapsed.

2. The National Labor Union. After this panic, emphasis in labor circles was placed upon education. Gradually union strength increased, but the panic of 1857 brought another setback.

The Civil war industrial development had as its corollary the re-juvenation of the unions giving labor its next major opportunity at building a federation.

Another Panic Hinders the Labor Movement

In 1886, unionists from 13 states and the District of Columbia convened in Baltimore and organized the National Trade union.

In its short existence, this was little more than a congress for coordinated agitation and exchanges of views. Principally, it gave national cohesion in the campaign for the eight-hour day. Finally, it gave more attention to legislative and political action, rather than to trade union action.

This incensed the pure trade unionists. After their withdrawal, top-heavy with political reformists, the national labor union disintegrated around 1870.

3. The Knights of Labor.

With emphasis on trade unionism, instead of political activity, labor leaders in the National Labor union continued their efforts. Again, however, came an era of hard times in the industrial world. The panic of 1873 forced many unions into only a nominal existence. Secret labor societies, such as the Molly Maguires in the anthracite fields, were organized generally.

Continued in next issue

Bill Brown Says—

When our local voted to unite the movement, the members again demonstrated their loyalty to our union. Our policy will not be changed. We will still proceed in the same way that organized this union from 90 members to almost 4,000. With the whole movement united and with the purpose of organization in mind the future for the labor movement in this state is complete organization. Our duty to the workers now is to have every leader lending his aid to make the slogan "Make Minneapolis a Union Town" come true for the workers who for several years have never faltered in carrying on the fight against organized opposition.



BILL BROWN President of 574

Government Agents Threaten Union Workers on Projects

Federal Dicks Tell Union Members to Cease All Activity

Something that smacks very strongly of fascist repression of workers' rights happened in Wright County last week. At a WPA project at Howard Lake, which is located in the eastern end of Wright County, two Union WPA workers were visited by three men who represented themselves as Federal investigators.

The two workers in question, both officers in the local Federal Workers Section of Local 574, were subject to a thorough grilling followed by threats of arrest and persecution unless they would agree to cease their Union activity on the job. So threatening and sinister were the actions of the investigators that the two workers deemed it advisable to make a trip to Minneapolis to report what they deemed to be threats and intimidation by government officials against active Union workers on WPA projects.

Roy Anderson and Albert Mullen, the two workers who were threatened and intimidated, dictated a statement of the conversations that took place between themselves and the investigators which was taken by a stenographer. Copies of their report are to be mailed immediately to Senators Benson and Shipstead, who will be asked to take the matter up with Harry Hopkins, Federal Relief Administrator.

It is also proposed that an investigation be gotten underway to determine the part that Christgau's office played in the affair. It is worthy of note that this marks the first attempt in Minnesota of Federal officials to intimidate and coerce Union workers on WPA projects.

The whole thing bears a most threatening and alarming complexion. A thoroughgoing investigation and protest must be made.

Independent Truck Chatter

It is estimated that between 400 and 500 independents attended the special meeting last Wednesday night. The discussion was very lively, giving the meeting somewhat of an atmosphere of the May and July days of '34.

Mickey Dunne and Jim Bartlett delivered reports for the committee that is carrying on negotiations with the WPA setup.

While Mickey as spokesman for the committee in St. Paul pressed Sassman for an answer to our demands, we noticed that most of the officials present were continually attempting to evade the issues involved.

Who was playing politics?

Wednesday's meeting empowered the committee to continue negotiations with the WPA setup.

Union Picnic Is Arousing Interest

As the date for the local Union picnic draws nearer, enthusiasm is running high among the members for the first outdoor social event sponsored by General Drivers.

Sunday, August 9, will see the entire membership of General Drivers Union gathered at Webb's Place at Bass Lake. The program of athletic events and entertainment has been thoroughly worked out by the picnic committee and an interesting and entertaining day is promised to everyone who attends. There will be dancing to the music of Local 574 band, games, athletic events, boating and swimming and in other words something will be doing every minute of the day.

For those who are not provided with transportation, arrangements have been made with the Yellow Cab Co. to convey picnickers from Penn and Lowry N. to the picnic grounds at Bass Lake. This transportation is free.

A program of events and entertainment features is being printed by the picnic committee. Those who are in charge of soliciting ads for the booklet report that they have met with unqualified success. Five thousand copies of the program will be printed.

Remember the place and date, Webb's Place at Bass Lake, Sunday, August 9.

Let's all go!

A full and complete report will be forthcoming at the next regular meeting of the independents on July 30th.

Curt Zander makes a good chairman when he gets riled up.

The Federal Workers had planned on holding a meeting on the Belt Line after working hours one day last week. Grazer (Hitler) forbid them to do so. In an attempt to intimidate them a number of tax exempt licensed cars appeared on the project. To top it off, the workers were allowed to quit 15 minutes earlier than usual. All this was the result of somebody's planning. Guess who?

Bill Ambrose had the top of his cab hit last week. Damage was small but annoying.

None of the boys seem to like the idea of "jacking their cabs" and going to work under the mucker.

Johnny Hough's name was spelled wrong in the last issue—in case you didn't know who we meant.

Louie Kramer may "sue" the city.

All independents are urged to attend meetings regularly. It is of the utmost importance that members participate in the discussions that take place and aid in deciding problems that come up.

Stewards Hold a Banner Meeting

Last Friday's meeting of the General Drivers job stewards was the largest that has ever been held by that group. Over 75 stewards were in the hall when the meeting started.

The new officers of General Drivers were introduced to those in attendance and the new organizational program was laid before the stewards. The new organizational drive, which includes a plan to effect a 100 per cent Union organization of Minneapolis drivers and helpers, was enthusiastically received by the members.

Plans were outlined for setting up a Twin City Joint Council of the driving crafts which would coordinate the organizational work in the Twin Cities. Several of the stewards spoke on the new organizational setup and endorsed the plan for a membership campaign.

By motion, the meeting went on record to raise the Union initiation fee from \$3 to \$15. They proposed this raise take effect August 15. Prior to the time of the raise in the initiation fee an attempt will be made to bring all non-union drivers possible into the Union. The initiation fee change, as proposed by the stewards meeting, was submitted to the Union membership meeting Monday, July 27.

C. I. O. Will Not Stand a Trial

Washington — The Committee for Industrial Organization will not appear before the Executive Council of the American Federation of Labor August 3 to stand trial for being "dualistic." That was the answer handed President Wm. Green of the A. F. of L. after the 12 industrial unions forming the committee had met and considered the Council's orders. The answer indicated that the Council had no authority to hold a trial and that the industrial union bloc felt the matter must come up before the Tampa convention of the Federation in November.

Furniture Drivers Near an Agreement

Contract Will Cover All

The Minneapolis furniture stores who employ truck drivers and helpers and who have not renewed their Union agreement with General Drivers, have indicated, during the past week, that they are ready to talk business with Union officials.

It will be recalled that negotiations, which had been opened about two months ago, broke down during the controversy with Local 500. At the time a truce between the two Unions was effected, it was agreed by mutual consent that no further negotiations take place with furniture store bosses until an agreement had been reached between the two organizations.

When peace was finally effected between the driving unions, the furniture store employers were notified that General Drivers Union desired to again commence negotiations leading to a Union contract for drivers, helpers and inside workers employed in that industry. The first meeting between the Union negotiating committee and the furniture bosses took place Monday, July 27. It is expected that the agreement will be signed shortly.

"We Are Proud of Our Coffee"
S & S CAFE
 633 THIRD AVE. S.
 We feature Home Cooking
 Try Our Sunday Chicken
 Dinners, They Are Delicious
 35c up

Monday Meeting Hears F. Dobbs Tell of Plans

Picnic Committee Urges All Members to Go to Affair

The Monday night membership meeting was notable for the fact that it marked the first appearance of the new officers of General Drivers Union. When the meeting opened, Wm. Brown, President of Local 544, introduced L. J. Murphy and Nick Wagner, new officers, and also presented Bruce Vincent, Organizer of the Teamsters Joint Council, who was present in the hall. The new members of the local were greeted with a solid round of applause from the membership.

Farrell Dobbs made a report on the new organizational campaign that has been planned by the Executive Board of the Union. He stated that the union organizers were busily engaged on the streets every day from 7 a. m. until noon. Dobbs said that the staff had been divided into sections, some working on discriminations, some on new agreements, the balance were engaged in field work. Skogland reported on the sand and gravel agreement. He said that all of the companies were signed with the union with the exception of the Minnesota Sand and Gravel and the Century Sand.

On the recommendation of the job stewards and the Executive Board, a motion was passed raising the initiation fee from \$3 to \$15. This will take effect on Aug. 15.

Walter Hagstrom said that the Picnic Committee had prepared a splendid program for the Aug. 9 affair and invited every member to attend. He stated the Yellow Cabs would meet all picnickers, who were without auto transportation, at Lowry and Penn Aves. N. and take them to the picnic grounds.

Yellow Notes

The editor of this column is back on the job again after a much needed vacation.

Our committeeman Harlan is saving a trying time these days with Hagstrom putting in his time working on the picnic schedule. Maybe if he worries enough, he might be able to lose a little of that "surplus" weight.

The Yellow Cab ball team won a decisive victory Sunday afternoon over CCC No. 787 ball team with a score of 17 to 2.

The "Twins," with their bodyguards, Nick and Bingham, are back in the city again. Wonder if they caught any fish?

Starter McKean reports he recently made a visit to Crowell and that the extreme hot weather we have had has caused quite a serious setback in Crowell's recovery. We all hope it gets cool soon so he can get started on the road to recovery.

The "Big Boss" Masters is laid up temporarily with an attack of rheumatism.

The "Shadow" of Drake, the shop foreman, is again moving about the garage after his attack of quinsy.

It is surprising that there are still some drivers who cannot see any benefit we have derived from being organized. It is too bad we haven't a "Devils Island" with our old working conditions in force where we could send these few.

On WPA Projects

Cruel, absurd and MOTH-EATEN POOR LAWS of past generations still cause relief clients and their children much needless suffering and denial of their simplest rights of citizenship. Without strong organization, the workers are helplessly at the mercy of local relief officials. Direct relief clients are getting their eyes opened as never before. This partly explains rapid growth of Federal Workers Section.

An enthusiastic meeting was held on Project 89 last Tuesday noon. Most of the boys there are wearing Federal Workers buttons now.

"Belt Line" administrators pulled a fast one on our Organization Committee last Thursday noon. They rerouted the buses to the other side of Cedar Lake and shipped the men by truck to points most distant from where our meeting was scheduled. Such ANTI-LABOR WPA TRICKERY, according to much comment, is helping rather than hindering organization of the workers. By the way, where were the Independent Truckers and their promised cooperation for this meeting?

A good fight against WPA DISCRIMINATION in transferring our two stewards, Jack Novak and Albert Pratt, from Project 250 would show up the DUPLICITY of WPA administration from lowliest foreman up to President Roosevelt in preventing workers from organizing.

The Robbinsdale boys are going places. Their local meeting last Tuesday became a real get-together when they saw the light. Their job committees attended the Stewards meeting in a body last Wednesday. Much credit is due them for their splendid support in the Bernhagen demonstration at Hopkins.

When all the stewards get their in Robbinsdale we'll become much more effective than we are.

Correction of Error—The Federal Workers Section Picnic is SUNDAY, Aug. 30, starting at 10 a. m. at Glenwood Park, grounds No. 1. Through an error the tickets read "Saturday, Aug. 30," which is wrong. SUNDAY is right. Be sure to bring the family. Such contacts produce a valuable spirit of SOLIDARITY.

FEDERAL SECTION TO HAVE SPECIAL MEETING

Next Friday, July 31, at 8 p. m. there will be a special membership meeting of the Federal Workers Section to discuss the Organization Drive. Regular meetings are on the first and third Fridays of each month, which will continue to be the rule. But so much is progressing, and the last meeting brought so many complimentary remarks about the interesting and businesslike way in which the meetings are now being conducted—and there are five Fridays in July—that the Organization Committee has cooked up this special meeting to keep up with the growing interest and important developments.

Keeping tabs on the shots: The following Minneapolitans have contributed to the semi-Fascist Crusaders: S. M. Archer of Archer - Daniel - Midland Co., \$5,000; James Ford Bell of General Mills, \$5,876.28; L. E. Wakefield, president of the First National Bank, \$2,500; F. B. Wells, of F. H. Peavey & Co., \$5,000.

Three Officers of Local 1859 Threatened Under 'Prosser Plan'

The flowers of the infamous "Prosser plan" are beginning to bear fruit in many of the industrial plants in Minneapolis. The so-called Prosser Plan is an out and out program of the Citizens Alliance to attempt to substitute company unionism for real Union organization of the workers.

About a year ago the open shop committee, headed by Prosser, had distributed to the open shop employers of Minneapolis a printed form which purported to be a document outlining conditions of employment prevailing in non-union factories, pledging certain rates of pay and setting forth conditions of employment. Listed also in small type on the open shop ten commandments were "reasons for discharge."

At the George R. Clark Co., woodenware manufacturers, such a notice was posted last fall. Subsequently the workers there destroyed the company union and formed a real union organization which was able to secure an agreement with the company. Last week, however, three officers of the Furniture Workers Union at the Clark Co. were served with a document headed "Warning Notice."

This notice was typewritten on a printed form which no doubt had its origin in the Citizens Alliance office. The warning, after naming the employee along with his position, gave as the reason for the threatened discharge the following: "Your interest in outside activities during working hours and your consequent inability to properly perform your prescribed duties for the Clark Company."

This typewritten warning is word for word one of the reasons given for discharge under the Prosser Plan. It is extremely significant that the three workers receiving discharge warning are the most active Union workers in the plant. They are John Janasco, President Local 1859, Max Bentley, is Secretary, and Fred Diedrick, one of the Trustees.

Members of Furniture Workers Union, Local 1859, have indicated they will resist to the utmost any attempt on the part of the J. R. Clark Co. to put into effect any portion of the Prosser Plan. They have stated that they will stand behind the officers of their Union in the event the company attempts to carry out its threatened discharge of the three workers. Active members of the Union stated that the actions of the company were prompted by a desire to substitute the Prosser open shop agreement for the Union contract that is held by Local 1859. They said that the company could expect trouble if it attempted to interfere with the functioning of the Furniture Workers Union.

Labor Board Says Stop to Mine Co.

Washington—Coercion of its employees and interference with the Mine, Mill & Smelter Workers International Union by the Alaska Juneau Gold Mining Company was ordered stopped by the National Labor Relations Board. Twenty-nine miners were ordered reinstated with back pay and nearly 100 others were ordered placed in their former positions or offered employment when labor is needed.

Nelson Welding Co.
E. C. NELSON, Prop.
A Specialty of Truck Body Building
Present Location, 2520 Nicollet
Moving Soon—Watch for New Address



WM. T. FOSTER
William T. Foster, economist, will be the second speaker at the Minneapolis Public Forum. Selection of Mr. Foster was announced by Superintendent of Schools, Carroll R. Reed. Mr. Foster will be the Forum speaker from Sept. 1st to October 15.

Furniture Union Writes a Letter

FURNITURE WORKERS'
LOCAL UNION 1859
2622 Washington St. N. E.
Minneapolis, Minn.
July 19, 1936

General Drivers L. U. 574
257 Plymouth Ave. N.
Minneapolis, Minn.

Dear Mr. Dobbs:

Greetings: We wish to extend our happy hand to your local union upon its entry into the A. F. of L. through the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers. We look upon this move by your local union and also by your International as a progressive move towards uniting the labor movement of Minneapolis and the starting of a bigger and better local union.

We congratulate you and your local union upon the strenuous fight it has put up against all opposition that tried to smash your very lives, upon your victory over this opposition, and upon your courage to lay your progressive program as you saw it and play it against all odds. Even when failure seemed to knock at the door, victory came because of your progressive program and courage to carry it out.

We are sure that the progressive unions will look upon this move with great pleasure and see in it a new road for organized labor in the city and the state. We are sure that all progressive unions will again be very happy to be able to have your local sit with them at their various councils.

Wishing your local unions unbounding success in a bigger and better union, we remain,

Fraternally yours,
FURNITURE WORKERS'
LOCAL UNION 1859
John Janasco, Pres.

We want the boys to know that we have nothing against Ole Wilson: All we want to know is whether certain things said about him are true or not.

Sassman reads the Organizer. He doesn't like certain things that have appeared in the Organizer about him. Well, who does like the truth?

We noticed quite a few of former Local 500 men up to the special meeting. Now that the hatchet is buried, we welcome them.

LOCAL UNION GETS VICTORY AFTER STRIKE

(Continued from page 1)
ployer and the employee. For years the Puffer-Hubbard Company had been a by-word in organized labor circles. Wages that had been paid at the plant were scandalously low. Working conditions bordered on those of pre-slavery days.

The striking workers, who had joined Furniture Workers Local Union, 1859, affiliated with the Brotherhood of Carpenters and Joiners of America, were determined not to return to the plant until their demands had been granted. Militant and determined picketing marked the progress of the strike. No workers were allowed to enter the plant and the business of the company was at a standstill.

Several attempts to settle the strike proved fruitless until G. J. Dunne, member of General Drivers Union, was called in to act for the Union. After two days negotiation with C. L. Horn, who represented the Puffer-Hubbard Company, an agreement was arrived at which proved satisfactory to the union men involved.

The Puffer-Hubbard workers returned to employment with a Union. Under the terms of the Union contract they are granted increases in pay which range from ten to one hundred per cent. Union seniority runs throughout the plant. A shop committee has been selected which will act for the Union. In other words, members of Furniture Workers Union have achieved a smashing victory over the labor-hating Citizens Alliance. They are returning to work under one hundred per cent Union conditions.

Great credit must be given to the leadership of Furniture Workers Union, 1859, who conducted this successful struggle against the former labor-hating Puffer-Hubbard Company. This victory marks a new milestone in the path of labor progress in the northwest.

Milk Wagon Drivers Sign Reilly Dairy

The Milk Wagon Drivers and Dairy Employees Union scored another victory Saturday morning when, with the help of General Drivers organizational staff, they signed to a Union agreement the Reilly Dairy Co. of New Brighton, Minnesota.

This outfit, which had resisted all the attempts of the Milk Drivers Union to organize, were glad to sign a Union contract with Local 471 two hours after their plant had been struck Saturday morning. Although this company has only four routes in Minneapolis they were notoriously known for operating open shop, non-union conditions.

The victory of the Dairy Employees Union over the Reilly Co. leaves few non-union milk companies operating in Minneapolis. Five workers at the dairy became members of 471.

Local 544 Meeting Schedule
Thursday, Aug. 6—Independent Truck Owners.
Friday, Aug. 7—544 Job Stewards; Federal Workers.
Monday, Aug. 10—General Membership.
Wednesday, Aug. 12—Market Workers.
Thursday, Aug. 20—Independent Truck Owners.
Friday, Aug. 21—544 Job Stewards; Federal Workers.
Monday, Aug. 24—General Membership.
Tuesday, Aug. 25—Taxi Drivers, 1 p. m.; day drivers, 7 p. m.
NOTE: Federal Workers Job Stewards meet each Wednesday.

THE NORTHWEST ORGANIZER

Published every Wednesday under the auspices of the Northwest Labor Unity Conference

OFFICE OF PUBLICATION
257 PLYMOUTH AVE. N.

Subscription Rates	
One year in advance	\$1.00
Six months in advance	.65
Bundle copies (10 copy minimum), each	.02 1/2

Entered as second class matter May 1st, 1935, at the Postoffice at Minneapolis, Minnesota, under act of March 3, 1879.

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

For a State Council

No one conversant with the northwest teaming craft situation can logically dispute the fact that the setting up of a Northwest Teamsters Council is the need of the hour. The impracticability of attempting to organize the northwest teaming crafts without a central head from which directions must issue, must immediately become apparent to everyone.

There can be no disputing the fact that the truck driving industry is one of, if not the basic industries of this part of the country. Minneapolis, as well as other important centers in the northwest, are gigantic distributing places where commodities are sent out to be delivered in the most remote town and hamlet in this part of the country. Minneapolis, as well as St. Paul, Duluth, Fargo and other places, rests upon no basic industry. The nearest thing to a basic industry that can be attributed to any of these centers is the truck transportation business.

From Minneapolis and St. Paul, there flows a constant stream of commodities, all hauled by truck, which supplies the whole northwest with their basic necessities. Various and sundry truck freight lines radiate from Minneapolis and St. Paul in every direction of the compass. Employed in this gigantic and far flung industry are workers who are eager and willing to become a part of the trade union movement. No one can deny that their need for union organization is great. Low wages and difficult working conditions are their lot.

Today, the overland freight driver is one of the most thoroughly exploited individuals in the American economic setup. As yet, no attempt has been made to unionize him on a national basis. Today, however, in this part of the country an opportunity is granted to make a worth while experiment in the line of organizing the overland drivers. It cannot be done sectionally or locally. The first attempt that is made must be made, at least, on a statewide basis.

This serious task cannot be undertaken in a haphazard manner. The campaign to organize the long distance freight hauler must be done under the direction of a state organization of the teaming crafts who will be seriously devoted to the task of carrying on such a campaign. A Northwest Teaming Craft Council is the natural and logical answer that is presented when the question of how the organization should be carried on arises. No time must be lost in the formation of such a setup.

Already a conference of the Northwest Teaming Crafts has been held which indicated an eagerness to consummate the formatoin of such a central body. Union organization of northwest truck transportation industry does not present a particularly difficult problem. All that is needed is the setting-up of a central authority where a unified program of action can be planned and carried out. All success and all speed to the building of such a central authority.

Overtime Pay a Joke, Says Murray

Washington—Action by the United States Steel Corp., followed by most of the other steel companies, in establishing overtime pay is "just another effort on the part of the steel corporation to bedevil the issue and beguile the people," Phillip Murray, chairman of the Steel Workers Organizing Committee, commented.

He pointed out that the proposal of the companies is to pay time and a half for work in excess of

eight hours a day or 48 hours a week. Workers are now employed less than 40 hours a week on the average, according to Murray, and the U. S. Steel Corp. itself, and the move "is merely another strategem on the part of the steel companies to discourage unionization of their employees."

It was intimated that the granting of the overtime pay was the result of a conference between the steel company and the company union representatives. Murray scoffed at the idea, saying it "is merely an attempt to becloud the issues by appearing to grant concessions.

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Keeping Step With 574

By Mickey Dunne

That creamery affair at New Brighton Saturday morning was a honey. It only took a couple of hours.

It looked like a small army that invaded the state WPA office in St. Paul Wednesday afternoon. But it was only a committee from the Independent Truck Owners Section, headed by Miles Dunne, who were there to protest the cut in monthly hours.

The editor was at Crow Wing lake Saturday and Sunday. A beautiful place and what we mean, fish.

Ask to see the new "calling cards" that are being handed out by the Union organizers. They carry a real message for all non-union drivers.

Smith and Corcoran flew to Indianapolis Saturday.

The WPA "investigators" that visited the Howard Lake project sounded like a couple of Hitler's agents.

Truck owners have been offered \$1.50 per hour on WPA.

Local 62, newly chartered union of independent truck owners in St. Paul, has also lodged a protest with the state WPA office on the shortening of project hours. The committee representing the Union asked for a new wage scale of \$1.50.

Three major wrecking projects are being conducted in Minneapolis. Two large office buildings in the loop are coming down and a block of residences on Hyland Avenue are being demolished to make way for the new municipal market. All are 100 per cent Union jobs.

Harry DeBoer eats Wheaties.

The Yellow Cab Co. will furnish the cabs that will haul the picnickers from Penn and Lowry to Bass Lake August 9.

Local 160, Northern States Power Employees Union, is getting to have it out with the Power Company again.

The Laundry Workers Union has doubled its membership in the last two months.

Frank Levins claims the long distance championship for not attending Union meetings. He has not been at a membership meeting since the office was moved to Plymouth Avenue. He has paid three reinstatements in a two year period which is also a record of some kind. This interesting information was supplied by E. Scott.

Two hundred thirty new members joined General Drivers the first 25 days of July.

Carl Skoglund, sand and gravel expert, is bringing in those contracts—one by one.

The editor of "Yellow Notes" has been on a two weeks vacation. His column was written by volunteers during that time.

Expect to see a great influx of members the first 15 days in August. The initiation fee will be hiked on the 15th.

Our stenographer reports that she will go to the Union picnic "if she can get there." The line forms to the right, gentlemen.

A new package delivery company is being organized in Minneapolis. They will have to be on the line with the Union before they start operating.

The furniture store drivers are beginning to be worried.

The new local number is to be 544. Just 30 off.

FOUND

Chauffeur's badge No. 52113 at 7th Ave. S. and 3rd St. Owner please call at Union office.

Local 574:

We wish to acknowledge with sincere thanks the kind expression of sympathy of the General Drivers Union.

Mrs. A. Knoph
Axel and John Nelson

FOR SALE

One RCA Victor car radio. See Bruce Vincent at Union office.

FREE

One good ice box to a good 574 man. Call at the Union office.

With the Laundry Workers Union

The negotiations now underway between Local 183 and Laundry Drivers Union Local 131 are progressing rapidly. It is indeed gratifying to observe the friendly attitude and relationship existing between these two Unions and is thoroughly consistent with the general trend toward collaboration and co-operation now prevalent in the whole Minneapolis labor movement. Every indication points to the possibility and probability of these two progressive unions finding a common ground upon which to fight for a common cause.

The demands being made upon the organizational staff of the Union by unorganized workers keeps them busy day and night. Never in the history of the Union has there been such a desire for organization on the part of the workers in the large plants as there is at the present time. Surely the Laundry Workers, Cleaners and Drivers are doing their part to make Minneapolis a Union town.

It is no unusual thing these days to see groups of from 10 to 25 people being obligated at each meeting.

From this time on full membership meetings will be held each Wednesday evening. Be sure to attend all meetings. We need you now. Don't fail us. Negotiation and strike committees will be selected at these meetings. Demands have been formulated for the new agreement. We need people with the proper qualifications on these committees. Come and have your say.

We intend to completely unionize the laundry and dry cleaning industry in Minneapolis in order that our people may labor under decent conditions and enjoy a decent standard of living. Let's quit crying and start fighting. Get into your Union. Watch your button. Buy Union. Be Union.

A scoop from Forbes' column: Business Men Think Landon Is Dependable.

Syracuse, N. Y.—Obeying a federal injunction, Remington Rand strikers reduced their pickets to four—but promptly hired a parking lot across the street from the plant, where about 100 pickets remained.

LABOR... Looks at the Press

Topeka news item: Mrs. Al Landon broke ground last night for the new Delta Gamma sorority house at Washburn College.

Yes, and the next night his husband broke wind when he relieved himself of the most flatulent acceptance speech I ever heard.

Milton Lord, director of the Boston public library: Times are better. There has been a drop of 25 per cent in the total circulation of books. The less people read the better the times.

Hell, it's just because all the books have been read.

Hollywood—Louis B. Mayer, head of Metro-Goldwyn, has agreed to take over the temporary chairmanship of a project to settle 100,000 Jews from anti-Semitic countries in Cuba.—Unied Press

Just as the Jews in Jerusalem become a pawn in the struggle between British imperialism and the subject Arabs, so would the Jews in Cuba be ground between the American bandits and the Cuban people.

Berlin—Berlin citizens should take stock of themselves, then with merry heart and friendly expression on their faces receive the Olympian guests. The coming eight days will be days of jollity and cheerfulness.—Labor Front Announcement.

Culled from German press dispatches the next day: A Kiel professor was sentenced to twelve months in jail and a thousand mark fine for "maliciously putting doubts into the souls of his pupils." A Dortmund court sentenced a man to jail for nine months for saying that Hitler has accomplished nothing.—N. Y. World-Telegram.

Berlin—A meeting between Charles Lindbergh and both Hitler and Goering has been arranged.—Washington Evening Star.

The Colonel is the hero of our bosses, but not our hero.

Julian T. Bishop, broker and gentleman farmer: I will sell my farm and walk out of the United States if Roosevelt is re-elected.

O. K. Walk over to Fascist Germany.

H. L. Walker, California state employment analyst: Workers 1936 are 50 per cent more efficient than in 1929. . . They look on work as a precious possession. . . A new spirit of god will have come in so that today the boss and worker are more friendly. . . There is little discrimination in industry against men over forty years of age.

He got his nickel's worth, and right.

Local 160 Meeting Schedule

- June 30—Regular Stewards meeting
 - July 1—Regular membership meeting
 - July 7—Executive Board meeting
 - July 14—Executive Board meeting
 - July 14—Regular Stewards meeting
 - July 15—Regular Membership meeting
 - July 21—Executive Board meeting
 - July 28—Executive Board meeting
- *Note the changes of Executive Board meetings and the new setup for stewards meetings.