

THE NORTHWEST ORGANIZER

Official Organ of the Minneapolis Teamsters Joint Council

MINNEAPOLIS OFFICE:
257 PLYMOUTH AVENUE NORTH

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

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

VOL. 2, NO. 17

MINNEAPOLIS, MINNESOTA, WEDNESDAY, AUGUST 12, 1936

PRICE 5 CENTS

DRIVERS AND HELPERS TO HEAR OF JOINT CAMPAIGN

LOCAL 544 IS CHARTERED BY INTERNATIONAL

Local Trade Union Leaders Gather at Meeting to Honor Drivers

Cunningham, Wier, Cramer, Other Speakers Praise Organization

Before a large open meeting which included many notables from the local labor movement General Drivers and Helpers Union Local 544 formally received their new charter from the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers.

John Geary, fourth vice-president of the Drivers International, made the presentation. The charter was accepted in behalf of the Union by Wm. S. Brown, president of Local 544.

Realizing the significance of the occasion, the hall was well filled with members of General Drivers Union when the meeting time arrived.

The meeting was opened by Wm. Brown, who introduced Miles Dunne, editor of the Northwest Organizer, as the first speaker. Dunne spoke briefly of the enormous strides that had been taken by General Drivers Union since their return to the International. He said that he was wholeheartedly in favor of the acceptance of the charter and predicted a rapid growth of the Union under the new setup.

John Geary was the next speaker. Brother Geary spoke very briefly and said he was happy to see the end of the strife in the local driving crafts. He formally presented the charter to Wm. Brown, who, in his acceptance speech, said that the workers of Minneapolis now had an opportunity to turn the tables on the

(Continued on page 3)

Lost Articles

A considerable number of articles were found on the picnic grounds at Webb's Place, Bass Lake, Sunday. Many of these articles were turned over to the Picnic Committee and are now at the Union office.

Anyone who suffered a loss during the Sunday affair should inquire at the Union office. The Picnic Committee also requests that anyone who found articles during or after the picnic should turn them into the Picnic Committee or to the Union office where they will be held until they are properly identified and claimed.

The Big Brother



General Drivers Picnic Attracts 15,000 People

Huge Turn-Out on Hand for First Affair

Under a clear sky and a blazing sun, 15,000 members, friends and sympathizers of General Drivers Union gathered at Webb's Place, Bass Lake, for the first annual 544 picnic.

Rivaling in attendance any trade union picnic that has been held in Minneapolis during the past 10 years, the affair proved to be a smashing success. Before 1 p. m. had been reached the road leading to Bass Lake was one continuous stream of cars heading for the picnic grounds.

By the time 4:30 arrived 1,800 automobiles had been counted as they drove through the gate and were parked by the committee. How many more arrived after that time it is impossible to estimate but it is safe to say that there were at least 2,000 autos on the grounds.

Promptly at 1 o'clock the program of events got underway. A loud speaking system had been installed. Walter Hagstrom, Chair-

man of the Picnic Committee, was at the microphone directing the program of athletic events. Races and contests occupied the entire time between 1 and 4:30 p. m. Literally dozens of events were run off in an efficient manner in spite of the fact that thousands of people took part in the various contests. Hundreds of valuable prizes were given away to the winners.

At 4:30 a baseball game took place between Local 544 and the Yellow Cab teams. It did not take long for General Drivers team to demonstrate its superiority over the Yellow Cabbers. When the game ended the score was 20 to 5 in favor of the local union.

In the meantime Dick Atherton and his Local 544 dance band had begun playing in the pavilion. As soon as the doors of the dance hall were opened it was immediately filled with dancers who spent the afternoon enjoying the splendid dance music furnished by Dick.

At supper time the picnic grounds were dotted with groups eating their evening meal that hundreds had brought with them.

During the afternoon the chil-

(Continued on page 2)

Midway Truckers Meeting Will Attract Hundreds to German House Thursday

Rally Will Be Signal for Union Drive in Both Cities

Cunningham, Poirier Will Head Splendid Speaking Program

Thursday, August 13, at 8 p. m. the Deutsches Haus, 344 Rice Street, will be the scene of a truck drivers, helpers and platform men's rally for all workers in the midway district. The calling of this mass meeting was made possible by the close co-operation that has been established between Local 120, St. Paul Drivers Union, and General Drivers Union Local 544 of Minneapolis. The meeting is being held under the joint auspices of both Drivers organizations. The purpose of the gathering is to acquaint those workers in the midway district, who come under the jurisdiction of the driving crafts, with the benefits that will accrue to them by becoming members of organized labor. This meeting will give driving craft workers in the midway district their last opportunity to join either the Minneapolis or the St. Paul Drivers Union at the low initiation fee that has prevailed heretofore. On August 15th both Unions will raise their initiation fee sharply. Reinstatement fees for delinquent members will be advanced correspondingly.

Chippewa Company Signs With Union

Tuesday, August 11, a signed agreement was reached with the Chippewa Spring Water Company. The new contract provides a closed shop, a splendid increase in wages and many reforms in working conditions. Chippewa Spring Water Company is the only union water company operating in Minneapolis. Raises in wages at the Chippewa plant, in some cases, are as high as \$35 per month. Details of the agreement will be printed in the Organizer next week. Jack Smith acted for the Union.

Local 544 Downs Yellow Cab Team

In an exciting ball game Sunday General Drivers Union team defeated a team representing the Yellow Cab Co. by a score of 20 to 5. The game was played before a large crowd assembled at Local 544 picnic at Bass Lake. The game was featured by the airtight pitching of Nash for the Drivers team and by the consistent hitting of the winners. The following is the lineup of both teams:

Local 544—White, ss; Kernner, cf; Horn, 3b; Lindie, 1b; Ace Josephs, 2b; Nash, p; Korman, c; Lesniak, lf; Sisco, rf.

Yellow Cab—Mathews, 2b; Woodroff, ss; Lindskog, cf; Lindskog, 3b; McCoy, rf; Wenell, 1b; McNellis, c; Hayes, p; Landis, lf.

Great interest is being displayed in the Deutsches Haus meeting and a huge turnout of members and prospective members in the driving crafts is expected. Organizers from both Unions have been busily engaged in that district, for the past two weeks, contacting drivers, helpers and platform workers, informing them of the mass meeting and telling them of the coming raise in the initiation fee.

A splendid speaking program has been arranged which will include some of the best known figures in the state labor movement. Prominent on the speakers' list will be Edward Cunningham, president of the Minnesota State Federation of Labor, and Joseph Poirier, Personnel Director, Minnesota State Highway Department. Speakers from both Unions will also be on the program who will outline to the assembled workers the organizational program proposed for both cities.

While this meeting is aimed principally at reforming the wages and working conditions for workers in the driving crafts who are employed in the midway district, drivers, helpers and platform men, from both cities, both union and non-union, are cordially invited to be present.

It is a well known fact that hundreds of driving craft workers in the midway district are working for less than the union scale of wages. Long hours and non-union conditions of employment are the regular thing for those who

(Continued on page 2)

Make Minneapolis a Union Town

Local Furniture Stores Sign New Union Agreement With Local 544

Contract Provides Increases in Wages and Shorter Work Week

Wednesday, August 5, saw a final settlement of the Union's controversy with the furniture store employers of the city. On that date furniture store bosses signed an agreement with General Drivers Union Local 544 covering wages and working conditions of drivers, helpers and platform men employed by them.

The last year's Union contract between General Drivers and furniture store employers expired June 1, 1936. At that time energetic efforts were made to secure a renewal of the agreement which called for an increase in wages and some reforms in the working conditions.

Due, however, to the controversy that was then current between General Drivers Union and Local 500, a settlement was not reached at that time. With the return of the Drivers Union to the ranks of the International Teamsters a spirit of harmony was established in the driving crafts and a new effort was made to secure a new written contract for the furniture store workers.

This time the efforts of the Union negotiators were more successful and a splendid Union agreement resulted after several conferences with the furniture employers. The new contract provides substantially higher wage rates in several classifications, provides for one week's vacation with pay for all employees and establishes the 48 hour week in the industry.

The text of the agreement follows:

WORKING AGREEMENT

The undersigned Furniture store employers and the General Drivers and Helpers Union Local 544, A. F. of L., agree to be bound by the following terms and provisions covering wage and working conditions:

Article I

The General Drivers and Helpers Union Local 544 shall be the representative of its members in collective bargaining with the employer. The employer agrees not to discriminate against any employee because of union affiliation and further agrees to encourage any others hired to become members.

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 week shall be forty-eight (48) hours. Overtime shall be paid at the rate of time and one-third for all time in excess of forty-eight (48) hours in any one week. Time and one-third shall be paid for all work done on Sunday. Double time shall be paid for all work done on New Years, Decoration Day, July 4th, Labor Day, Thanksgiving Day and Christmas.

Article IV

Employees who have been in the service of the company for a period of one year or longer shall receive one week's vacation at the regular rate of pay provided here-in for their classification of work. This provision shall be retroactive to include vacations which have been taken without pay by several employees since June 1st.

Article V

There shall be no split shifts. Drivers and helpers shall work on a unit start and release basis.

Article VII

Seniority rights shall prevail. The senior man shall have first

preference on the job. The oldest men on the job from point of service shall be given the regular jobs and shall be provided forty-eight (48) hours per week. Extra men shall be given time in accordance with their seniority rights. In reducing the personnel because of lack of work or other legitimate cause the last man hired shall be the first laid off. In returning men to work, the last man laid off shall be the first man rehired. New employees shall be placed on the seniority list after thirty (30) days of continuous employment. However, extra men shall have preference over any new employee who may be hired.

Proof of drunkenness, dishonesty or repeated negligence in the performance of duty shall be considered grounds for discharge.

Article VIII

Employees shall not be discharged for any loss or damage and shall be held liable only when proof of neglect or carelessness is shown.

Article IX

Service men who are required to use their own car shall receive a minimum of five cents (5c) per mile for all mileage put on the car while in the service of the employer.

This agreement shall be in full force and effect from August 1, 1936, to and including May 31, 1937.

GENERAL DRIVERS AND HELPERS UNION LOCAL 544, A. F. of L.

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NEW ENGLAND FURNITURE COMPANY

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Bill Brown Says—

Monday night Local 544 received its new charter from the International Union. Any employer or non-union man who thinks that this act will change the policy of General Drivers is making a bad mistake. We will continue to organize non-union workers and bring them into the union. We will keep on fighting employers who violate agreements. Our organization was founded and built on a policy of fight—we will continue with that line.



BILL BROWN President of 544

General Drivers Picnic Attracts 15,000 People

(Continued from page 1)

dren had been entertained with free ice cream and had enjoyed themselves on Merry-Go-Rounds and Kiddy Rides provided by the Picnic Committee. Many of those in attendance took advantage of the nice weather to swim in the waters of Bass Lake, many took launch rides and some were so enthusiastic that they even attempted to fish. Soft drinks, food and beer were sold on the grounds.

The Yellow Cab Co. furnished very efficient transportation from the end of the street car line to the picnic grounds. Many of the cab drivers reported that they made as high as 50 trips between these two points and it is certain that several thousand people reached the picnic grounds in this manner.

The owner of Webb's Place reported that in his 40 years experience at Bass Lake General Drivers picnic was the largest and most orderly that had ever been held there. While it is impossible to estimate the exact number of those that attended the picnic it is safe to say, at a conservative estimate, there were no less than 15,000 persons on the grounds.

Despite the fact that this huge number of people attended the affair there was absolutely no disorder of any kind. This fact is a tribute to the membership of General Drivers Union.

Too high praise cannot be given the Picnic Committee who arranged and staged the affair in behalf of the Union. Parking was handled in a smooth and efficient manner by the committee in charge, the games and contests were run off without a hitch of any kind, the judging of winners and awarding of prizes could not be criticized and the grounds were policed in a splendid fashion by those who had been assigned these duties.

Members of the committee who collaborated with the Union in staging the picnic were as follows: Lee Gardner, Chairman; Miles Dunne, Publicity; Walter Hagstrom, Program; Moe Hork, Concessions; George Williams, Races; Carl Sandell, Races; Harold Beal, Grounds; Phil Gagnon, Grounds; Rudy Novey, Grounds; Jim Kino, Grounds; Steve Glazer, Parking; Al Rommerdahl, Parking; George Schim, Parking; Jack Reed, Tickets; Wm. Sarempa, Tickets; Dick Atherton, Dance.

German House Is Scene of Meet

(Continued from page 1)

are not members of the Drivers Union.

This meeting is being held for the purpose of acquainting the workers with their rights. Every member of the driving crafts is urged to be present at the Deutsches Haus at 8 p. m., Thursday, August 13. Every worker should make it his duty to see that he is present and to urge his fellow workers to attend.

With the Laundry Workers Union

Demands upon the employers are now in the mails for the Laundry Workers and Cleaners and a reply is expected soon. The present agreement expires August 31. Do you want the Union to represent your shop? If so, see that at least a majority of those working in your plant belong to our Union.

Initiation fees will be raised from \$2 to \$5 soon. If you belong now don't fall behind in your dues, a reinstatement is expensive. If you don't belong, come in before the \$5 fee becomes effective.

Negotiations are underway with the Andrews Hotel. It is expected that signed agreements with all hotel laundry plants will soon be an accomplished fact in Minneapolis.

One more meeting with Local 131 before demands for drivers are presented is expected. It is hoped that with the aid of the Teamsters Joint Council a workable agreement between Local 183 and Local 131 can be established.

In extending a friendly hand to this new Union, Local 183 feels that with its membership of 600 workers it is in a position to give aid to Local 131 to help it gain for its members now, which otherwise would perhaps take years.

With no designs upon the craft line fences of this other Union we stand ready to co-operate with Local 131 for the mutual benefit of all.

During the course of organizational work it has been disclosed that some laundry plants have been paying as low as 15c per hour and with working conditions equally bad. That such a condition of affairs should exist in the fair city of Minneapolis is beyond the comprehension of our fair-minded people. Where laws are lacking to correct such evils a good militant picket line is recommended.

Let's organize every shop in town. The laundry and dry cleaning industry belongs as much to the workers as it does to the employers. As many workers spend their lives in this industry and are entitled to a fair return for their labor.

Corporations whose jungle law tactics in their competitive bid for business continue to drive back the standards of living of the worker to enable themselves to cut prices in a never ending vicious cycle, fear but one thing and that is ORGANIZATION and in the final analysis this means a good militant picket line.

Be wise. Join your Union. Buy Union. Be Union.

Federal Section Hold Huge Meet On Pauper Oath

The Federal Workers Section, Local 544, at a huge mass meeting last Friday which taxed the capacity of the Union halls and required loud speakers to serve overflow crowds on the sidewalks, voted that its members refuse to sign the new Pauper's Oath ordered by the Welfare Board. The meeting replied to the Board with an ultimatum, "that the Board perform fully and immediately its only duty of providing for all the needy of the city in relation to sharply rising living costs, OR BE REMOVED FROM ALL AUTHORITY IN THE CITY," and it voted to follow up with "such further steps as are made necessary by the Board's actions—including A DEMONSTRATION STRIKE OF ALL WORK RELIEF PROJECTS."

That the Welfare Board is weakening is indicated by the opening statement in the Minneapolis Journal's article of last Saturday, instructing the Welfare Board (could it be as mouthpiece for I. S. Joseph?) that "Drastic action by the board of public welfare will be necessary to compel re-registration of relief clients"—and also by Ole Pearson's statement in the same article that "I am not prepared to say what action will be taken in the case of relief clients who refuse to make the new affidavits."

Congressman Ernest Lundeen was principal speaker at the mass meeting. He promised to back the Federal Workers Section in any decision it made on this issue. "I am unalterably opposed, now and forever, to paupers' oaths in any form and for any purpose," said Lundeen amid thunderous applause. "There is no such requirement in the Federal setup. I will fight for Labor in these matters as long as I live."

Miles Dunne again did himself proud in expressing the fighting determination of the workers to defeat the paupers' oath.

Selma Seestrom, only member of the Welfare Board who opposed the re-registration affidavit, spoke briefly, saying she had come to check any false statements which might be made in favor of the paupers' oath. Wm. McLaughren, welfare board member who made the motion in the board for requiring the affidavit, though he had promised definitely to appear as a speaker at the mass meeting, did not show up.

Other speakers were Wm. Brown, President of 544, and Pat Corcoran, business agent of Milk Drivers 471.

The Welfare Board's action was characterized as "a sharpening of the harshness and intimidation" whereby the Minneapolis direct relief budget is cut \$2,000,000 to benefit big taxpayers. "The said Welfare Board action is without sanction of law and marks a new period of attempted ordering and regimentation of the unemployed for the benefit of a decaying order of exploitation, hunger and war," states the resolution adopted by the mass meeting.

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

"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

LOCAL 544 IS CHARTERED BY INTERNATIONAL

(Continued from page 1)

bosses who formerly had always been able to say, "If you don't like it here, get another job." Brown proposed that trade unionists now say to the boss, "If you don't like it, Mr. Boss, get another business."

Jack Smith, Vice-President of Local 544, then took the floor and said that he was happy to make his first appearance before the Union on this significant occasion. Smith cited the gains that had already been made by the co-operative efforts of the Minneapolis and St. Paul Drivers Unions. He urged the setting up of a Twin City Teamsters Joint Council and said that a spirit of harmony and good will now prevailed in the ranks of Local 544.

T. E. Cunningham, President, the Minnesota State Federation of Labor, spoke in the name of the Federation. He congratulated the Union on the turn it had made. He briefly reviewed the history of the 1934 Driver strikes and cited the gains that had been made since that time.

Pat Corcoran, Secretary-Treasurer of the Milk Wagon Drivers and Dairy Employees Union, told of the success that had been recently achieved by the joint action of the Teamsters Joint Council. Charles Heymanns, representing the Kohler Union, was given the floor to briefly review the long drawn out strike in Kohler, Wisconsin. He told of the bitter struggle by the workers there and pleaded for the support of labor for the strike which was still in existence and urged a boycott on all Kohler made plumbing products.

Roy Wier, Organizer, Minneapolis Central Labor Union, spoke at some length on the tremendous gains that had been made by the Minneapolis labor movement since the 1934 Drivers strike. He said that no doubt the wave of organization was due to the militant struggle of Local 574 which inspired workers everywhere. He said since that time 37 new local unions had been chartered in Minneapolis and between 12 and 15 thousand new members had been added to the rolls of existing unions.

Bob Cramer, editor of the Labor Review, said that 574 had shown during their strikes that they were good fighters and now they had demonstrated that they were also good peace makers. He warned the labor movement that they should not rest on their laurels but rather should organize strongly to resist an attack from the Citizens Alliance that was bound to come sooner or later.

The meeting was closed by V. R. Dunne, who briefly reviewed the history of the Union since 1933. He urged the workers not to forget the bitter struggle that had made the Union possible but to continue to be militant and sincere. Dunne said that the acceptance of the charter was the correct step for the Union to take and stated that Local 544 would continue to be the instrument by which the members could secure a better life for themselves and their families.

Donors

Lack of space this week prevents publishing the list of those who donated prizes to General Drivers picnic. This list will appear in next week's issue.

Emerson P. Schmidt



The first Minneapolis leader to be named for the Minneapolis Public Forum, Dr. Emerson P. Schmidt of the University of Minnesota, was named Wednesday by Superintendent of Schools Carroll R. Reed, forum project administrator. Dr. Schmidt, an instructor in the university's School of Business Administration, will speak from September to December, inclusive.

Notes to You by Kenn Harlan

Well, here we are back again in our stuffy little corner after two very fine weeks of vacation. We chose to wait until the hot spell had definitely gone by the board for this reason. No matter where one was during that time he could not enjoy himself—hence we labored in the heat and vacationed in the following cool spell. * * *

We returned to find the Organizer neat and impeccable as ever and chock full of news concerning the then forthcoming 544 picnic. By the time this reaches you, said picnic will be on glorious memory and most of us shall have recovered at least partially from our cases of indigestion, sunburn, ant bites, or in general picnicitis. And we shall all look eagerly forward to next year's frolic. * * * Frankly there is very little doing in the local world of music at present, this being the off season, consequently gossip is but lacking. So you will please pardon our diversion into other fields. * * * Jess Owens, world's most startling track and field star, has paid the debt of his ancestors to Abe Lincoln. After winning three individual medals in the current Olympiad he found himself besieged by the representatives of every major foreign country. The quiet dignity with which he handled the situation is a compliment to his race and to the United States for giving the colored man an opportunity to come into his own. It's a far cry from Uncle Tom. * * * And then compare his work with that of our gifted, highly cultured Eleanor Jarret, who thought more of cocktails than she did of representing America in the Olympics. * * * Now back in our own yard may we comment on the unusual happenings of 1936—a banner year—a year filled with upsets. The most terrible flood and drought year in our history—record breaking heat waves throughout the nation—wars and rumors of wars in every part of our world. Schmelting beat Lewis and the Citizens Alliance suffered a body blow at the hands of old 574. Yes, sir, anything can happen this year. The moon can turn green; Minnesota may lose a football game and we might get our copy in a day ahead of time—maybe.

Truckers Settle WPA Hour Cut

Wages Are Adjusted at New Level of \$1.50 per Hour

The Independent Truck Owners Section last week settled their long existing controversy with state WPA officials over the cutting down of hours on WPA projects from 130 per month to 110. The cut in hours which took place some time ago resulted in a monthly loss of wages to the truck owners which amounted to about \$30.

As soon as the bulletin was released which shortened the work month, a committee from the Independent Truck Owners Section immediately took up the matter with State Administrator Christgau's office in St. Paul. From the outset WPA officials argued that no adjustment in wage rates for trucks was possible for the reason that the truck owner was a contractor. The Union committee, however, argued that it was a question of a living wage and that the federal administration had recognized this fact by raising the hourly wage rate of WPA workers to compensate for the loss of hours.

After several conferences between the Union committee and WPA officials a 15c per hour wage increase was granted. This brings the Independent Truck Owners scale from \$1.35 per hour to \$1.50. At the same time the matter of the differential allowance between machine and hand loading was taken up. This differential has previously been 10c.

It has been a recognized fact from the inception of WPA work that the existing differential was too low. During the negotiations over the hourly wage an agreement was reached, between the truck owners committee and WPA officials, that the differential be increased 5c.

Wages for employed truck drivers on WPA projects was also gone into. Application to the Federal administration in Washington for a 10c increase for this category of workers was made. As we go to press comes news that the raise has been refused in Washington pending the submission of proof that the increase represents the going hourly wage in this community.

Such proof will be submitted immediately.

Grocery Workers in Organizational Meet

Drivers, helpers and platform men employed by Minneapolis wholesale grocery concerns are flocking into 544 at a rate more rapid than ever before. Several meetings of this group have been held in which the workers have manifested great enthusiasm for the Union.

Wages prevalent in the wholesale grocery industry are extremely low in comparison with wages paid in similar industries where union conditions obtain.

Regular meetings of the wholesale grocery workers section are now being held and it is an encouraging sign that great numbers are joining the union at each meeting.

A union agreement is in the process of being drawn. This contract will bring the wages and working conditions of the grocery drivers, helpers and platform men to a level with other Union workers similarly employed.

Several meetings have been held with individual grocery employers attempting to establish a basis on which the industry can be dealt with as a group.

Teaming Crafts Dinner Brings Harmony Program

Driving Union Leaders Meet to Plan Campaign in Twin Cities

Executive Board members of various teaming craft unions of Minneapolis and St. Paul gathered at the Curtis Hotel at 6:30 Thursday evening to attend the first annual dinner of the Twin City teaming craft unions.

The affair, sponsored by the Minneapolis Teamsters Joint Council, proved to be one of the most enjoyable affairs of its kind ever held in Minneapolis. Seven o'clock found 98 guests seated around beautifully decorated tables in the Solarium dining room at the Curtis.

Represented around the board were seven Drivers Union from Minneapolis and three from St. Paul. Members of Executive Boards were present from the following Minneapolis Unions: Milk Drivers, General Drivers, Ice Drivers, Cab Drivers, Tea and Coffee Drivers, City Drivers and Laundry Drivers. St. Paul was represented by Milk Drivers, General Drivers and Independent Owners Union.

P. J. Corcoran, Secretary-Treasurer of Local 471 and Secretary of the Minneapolis Teamsters Joint Council, acted as toastmaster. After a well prepared meal had been served, a speaking program got underway.

Corcoran stated that the purpose of the dinner was to welcome General Drivers Union 544 back into the fold of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers and second, to present to the assembled Union heads of Minneapolis and St. Paul a plan for a joint organizational campaign for the benefit of all of the driving crafts.

He then called upon Wm. Brown, President of Local 544, who stated that his Union was happy to again be united with the rest of the driving unions and urged the setting up of a Twin City Teamsters Joint Council. Hudson and Flemming, Business Agent and President respectively of Local 120, spoke for the General Drivers of St. Paul. They both cited the wonderful results that are being achieved by cooperation with Local 544 of Minneapolis. They both urged the setting up of a Twin City Teaming Craft Central Body.

Jack Smith, formerly of Local 500 and now Vice-President of Local 574, was then called upon. In an eloquent manner Smith pointed out the results that had been obtained in Chicago by the Teamsters Council. He spoke in glowing terms of the organizational campaign that was being conducted in Minneapolis and St. Paul by the General Drivers Unions. Smith said that he was happy to find himself in Local 544 and spoke highly of his associates in that Union.

One by one various members of the teaming unions were called upon for a few remarks. Some responded with humorous stories but all of them heartily endorsed the idea of closer co-operation between Minneapolis and St. Paul driving unions.

John Geary, fourth International Vice-President of the Teamsters, when called upon, brought down the house with a couple of stories told in a manner that only John Geary can do. Miles Dunne, editor of the Northwest Organizer, spoke on the necessity of maintaining a newspaper devoted to the interests of the driving unions.

Farrell Dobbs, Recording Secretary of 544, spoke for more unity and closer co-operation between

unions and pointed out the possibilities of organizing the teaming crafts through the northwest.

The meeting was closed by Pat Corcoran, who thanked everyone for their attendance and again urged that members of the Executive Boards of the Drivers Unions, both in Minneapolis and St. Paul, seriously consider a program that would bring about more harmony and co-operation among the Unions affiliated to the Drivers International.

The affair was not only an interesting and entertaining evening event but it will no doubt be productive of definite results in the near future.

Packing Drivers Will Hold Meet

Thursday, August 13, 8 p. m., 257 Plymouth Ave. N., a meeting will be held for all drivers, helpers and platform men engaged in the meat and product industry. Some missionary work has been done on meatrow and it is indicated that many of the workers there are eager to come under Union conditions. The industry is largely non-union now.

All drivers, helpers and platform men employed in branch packing houses and produce firms, both union and non-union, will be welcomed at this meeting. Don't forget the place and date. Thursday evening, 257 Plymouth Ave. North.

Edward Palmquist In Auto Accident

Edward Palmquist, well known member of the Federal Workers Section, was the victim of a severe accident when returning from the Sunday picnic at Bass Lake. Palmquist's car collided with another machine driven by Mr. Palmleaf of Eagle Lake.

Palmleaf was so severely injured that he succumbed to his wounds Monday at 5 a. m. Palmquist's 16 year old daughter Violet suffered concussion of the brain. Both cars were almost totally demolished.

Police Guns Drop Lumber Pickets

Lewiston, Ida.—Ten pickets were shot down by deputies and private guards and 10 others arrested during a strike of lumber workers at Lewiston. The men, about 3,500 in number, are organized under the Industrial Workers of the World.

LOST

Charles Quick, job steward for the Independent Truck Owners Section, announces that he lost his chauffeur's license at the General Drivers picnic. The number of the badge is 5661. Finder please call Union office.

By the way, Charlie had four of his sons at the picnic, all members of Local 544.

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

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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 New Member

To the worker who has never been a member of a trade union organization, membership or non-membership in such a group appears to be more or less of an abstract matter. Generally his only experience with organization has been his affiliation to some social or fraternal organization. Membership in such a group was purely on a voluntary basis. Benefits that accrued from belonging were generally very doubtful. Social contacts made through such organizations were about the only thing that could be placed on the balance side of the ledger.

It is almost impossible for him to conceive of an organization which will be devoted to fighting for the economic betterment of its members. He finds it difficult to believe that workers like himself will voluntarily band themselves together and unselfishly fight for each other's interests. He looks with some skepticism on workers who proudly boast of their union organization and its accomplishments. He finds it hard to believe that an organization whose only outward manifestation is the holding of routine meetings, can bring the results that they promise.

The majority of workers join a trade union organization in a "show me" frame of mind. It is only when that organization begins to bring in results do they become converts to trade unionism. When they find their wages raised to a new high level, when they discover that their hours have been shortened and leisure that they never knew before is theirs to enjoy, when it dawns upon them that at last they, through their organization, have something to say about their conditions of employment and their job security, then and then only do they become real, sincere union men. The knocker of yesterday becomes the booster of today. A non-union man has been unionized.

Union Stewards

The Union stewards are those members of the Union who have been selected to represent the organization in their various places of employment are, almost in every case, chosen because of their superior understanding and because of the confidence reposed in them by their fellow workers on the job. It becomes the duty of the job steward to conduct himself in such a manner, in his relations with the Union members that he not only will be able to secure the greatest advantage for them but by the example he sets will inspire them to become better Union men.

A job steward is not a dues collector alone. That is one of his more minor duties. The major task of the steward is to be the Union's representative in his place of employment. He should be a student of trade union tactics and constantly endeavor to make himself better fitted to discharge his responsibilities. In almost every case the steward who truly represents the Union and his fellow members on the job is a natural leader of men. That is as it should be.

Initiation Fee

On Saturday, August 15, the initiation fee of General Drivers and Helpers Union Local 544 will be raised to \$15. This action has been taken by the Union as a means of protecting the interests of those who are already members of General Drivers organization. This raise in initiation fee does not mean, however, that the books of the Union have become closed. Rather, an active organizational campaign will be carried on as long as there is a single non-union driver, helper or platform man in Minneapolis. The initiation fee action has been taken not to stop the progress of the Union but to accelerate its growth and enable the organization to be built on a more solid foundation.

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Keeping Step With 544

By Mickey Dunne

The editor spoke to Local 1865, Cabinet Makers Union, Wednesday evening. It was nice to meet old friends.

Although Fritz Snyder was all set to take a driving job in Missouri, it failed to jell — apron strings.

Long distance drivers are beginning to do right by Little Nell.

Jack Smith took care of the Chippewa meeting Wednesday. Even L. Rommerdahl was satisfied.

A brief steno's strike took place in the office Monday. It was put down with an iron band. The whole affair was laid to outside agitators.

Independent truckers settled the WPA scuffle in a torrid session Tuesday night.

No vacation yet!

G. Dunne and J. Smith signed Keeshin Transfer to an agreement Thursday for Local 120.

Th Midway meeting should be a honey.

THE WORLD PAUSES

Skoglund may be driving a new car next week.

FACTS HARDLY WORTH KNOWING

More automobiles are owned by cab drivers, per capita, than any other class of workers. They drive them for recreation on their days off.

The furniture store drivers, helpers and platform men are delighted with their new agreement.

The wholesale grocery workers held a snappy meeting Tuesday evening. Vincent and Skoglund represented the Union.

FOUND

Chauffeur's license 63393. It's at the Union office.

Cement block drivers and workers are going to hold a get-together Friday, August 14, at the Union hall.

VITAL STATISTICS DEPT.

Al Hegblom, market driver, took the leap last week. The happy couple will be at home — from now on.

PRIZE STORY OF THE WEEK

Last week, two Union organizers were sent to the Security Warehouse dock to contact the single non-union driver at Pratt's Express. When they came to the job, they leaped upon the platform and accosted the first worker in sight. "Where can we find that — non-union driver." The worker said that he did not know. After looking around, and expressing their opinion of fink workers, the union officials departed. The pay-off is that the man the organizers had been talking to was the only worker at Pratt's not a member of Local 544.

Dick Das took the Civil Service examination for truck driving Thursday.

Twenty-five hundred Union buttons were put out the first five days of August.

"Chief" Rainbolt continues to fight for the back pay at Century Sand & Gravel Co.

The oldest member of the Union is 71. He is a truck owner.

The Coal Drivers Section will soon be meeting again.

F. Dobbs conducted the furniture negotiations.

Frosig and Vincent worked in St. Paul for Local 120 last week.

BELIEVE IT OR NOT DEPT.

A member of Local 544 runs a merry-go-round. Why does he belong to the Union?—On account of the ponies, silly.

General Drivers Picnic was insured against rain.

Hinky Haynes is a very sick man. Rheumatism.

Kelly Postal, despite his name, is not Irish.

Nick Wagner used to take 'em on in the ring.

A shop committee has been set up at Werner Transportation.

SCIENTIFIC FACT

Research fails to disclose the presence of finks at an elevation of 25,000 feet.

Skoglund is at it again. It's the coal agreement.

LABOR...

Looks at the Press

From the Asheville Citizen-Times: If we did not have the poor with us, we'd have to manufacture them for the good of society, because helping the needy provides a means of spiritual education.

Well, all right, if that's the way you feel about it.

Mr. Henry Baker, President General of the National Society of the Sons of the American Revolution: I am fearful that many people think the teachers' oath solves the question. Do not put your faith in this oath. The only solution is to select teachers who have the proper ackground. Our attention should be concentrated upon those who select the teachers. We must influence them to appoint only those who are 100 per cent in their beliefs and practises.

Why not just close the schools and let's all join the Boy Scouts?

C. R. Perry, secretary of Rotary International: It is a man's duty to himself, to his family, to Rotary and to society that he use Rotary in his business.

Do you use Rotary in your business, Mr. Dunne? Ah, ah, there, Mr. Dunne, I thought not.

Letter to the Rotarian magazine: I attended the Rotary International Convention in Atlantic City. After meeting those wonderful people from all parts of the world, I am convinced the word "foreign" should be stricken from all Rotarian dictionaries.

Except "foreign" agitators—you couldn't do without that.

National City Bank of New York, in its current monthly letter: 285 corporations made in the first half of 1936 a combined net profit of \$554,000,000—a 62.8 gain over the same period in 1935.

Papa Charlie Coughlin: So help me God I will be instrumental in removing a communist from the chair once occupied by Washington.

C. I. O. Unions Are Out of A. F. of L.

The long-brewing split in the American Federation of Labor over the craft-industrial union issue came to a head August 5 when the Federation's Executive Council voted 13-1 to suspend 15 of the industrial union members of the Committee for Industrial Organization.

President David Dubinsky of the International Ladies' Garment Workers Union was the only member of the council to vote against the plan, under which the industrial unions are given a month to drop their C. I. O. affiliations—a move scarcely considered likely.

The International Typographical Union and the United Hat, Cap and Millinery Workers Union were not suspended, since only their officers or sections of the union had joined the C. I. O.

Sand Co. Settlement Brings Back Wages

The settlement of the strike at the Century Sand & Gravel Co. not only established Union conditions in this building material concern but also brought substantial amounts of back pay to drivers who had been in the employ of the company previous to the strike.

One hundred fifty dollars in back wages has already been collected and another \$100 will soon be forthcoming. This amount will be divided between the drivers there on the basis of their past payroll record.

According to the National City Bank, the corporations have done right well under the communists in the White House.

Cincinnati news item: As a prelude to the anticipated cuts in relief, Cincinnati's city council today voted to add 100 policemen to its force.

Why not cut off relief altogether, and bring in the regular army?

Ad in the Nashville Banner: My two opponents are criminal lawyers—they'll spend 90 per cent of their time talking. Vote Thursday for Will T. Cheek, a grocerman—not a politician.

They sure discuss issues down in that part of the country, eh?

Fort Worth Star-Telegram: If this country wants to learn how many people really believe in preparedness, it might try supporting the army and navy by voluntary subscriptions.

Heavens to Betsy, what an unpatriotic suggestion!

Newark, N. J.—Thirty-three boys from 14 to 17 yesterday went on strike for higher wages. They are hot-dog salesmen at Weiquahic Park. Their leader, 16 year old Robie Herschorn, said, "We used to engage in fist fights over customers. Now we fight together." The owner gave in today to the strikers' demands.

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.