

# BUILD A LABOR TEMPLE - A UNION RADIO STATION

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

# THE NORTHWEST ORGANIZER

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

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

VOL. 4, NO. 10

MINNEAPOLIS, MINNESOTA, THURSDAY, JUNE 23, 1938

PRICE 5 CENTS

## Six-City Gamble-Robinson Drivers' Strike Won

### All Classifications Win 5-cent Raise

Drivers unions in two states won a 5-day strike against the Gamble-Robinson Company, the settlement, signed Tuesday afternoon, providing a flat five cents an hour increase in all classifications.

The strike was called Thursday midnight in Mankato, St. Cloud, Willmar, Brainerd, Rochester and Eau Claire, after union representatives had earlier come to Minneapolis to meet with the Gamble-Robinson firm heads and had been told they would have to discuss demands with local managers. But on returning to their home towns, the managers refused the union demands. The strike was then called with the understanding that no union local was to settle until all settled.

### Mill Owners Negotiating With Strikers

Eight weeks of scab-tight picket lines finally forced the mill owners of the Twin Cities into negotiations with committees from Sash and Door Union Locals 1865 of Minneapolis, 1252 of St. Paul, and the Policy Committee of the Central Labor Union.

The negotiations opened Monday afternoon at the Nicollet Hotel, and continued Tuesday. Further meetings were scheduled for Wednesday and it was felt a possibility existed of a settlement of the strike before the end of the week.

For the five days of the strike, no Gamble-Rob stuff moved in the six towns. Storekeepers, aware that banners would go up otherwise, refused to place orders.

The negotiations were concluded in Minneapolis, Local 544 officers participating with the representatives of the six local unions.

Full text of the signed agreement will be published in next week's Organizer.

### Local 544 Signs With Plumbers

Wholesale plumbing firms in Minneapolis this week re-negotiated their working agreements with the General Drivers Union Local 544. The new contract, covering about 30 workers, contains several changes from the pact in effect last year.

Vacation periods will now be taken between June 1 and October 1. Formerly, employees were given vacations in the winter. Workers will receive pay for all holidays.

The new pact is retroactive to June 1, 1938, and runs for one year. The contract will be run in next week's issue.

### Local 20316 Signs With Walgreen's

The Warehouse Union Local 20316 has signed a union agreement with the Walgreen Drug Company, covering all porters. The pact specifies wage adjustments and improvements in working conditions, and is retroactive to April 1, 1938.

### Negotiations Open With Grain King

The Furniture Workers Union Local 1859, whose present working agreement expires July 1st of this year, has opened negotiations with the Grain King company, 2324 University Avenue, for a new contract.

### Local 346 Meets Monday

The regular membership meeting of 32 Beer Dispensers Union Local 346 will be held Monday afternoon, June 27th, at 1:30 p. m. in the Loeb Arcade hall. A number of important matters are to be taken up at this meeting, and all members are urged to be present.

### Justice Is Mocked in Austin Trial

Austin, Minn.—The jury sitting in the "riot cases" clicked off its third "guilty" verdict last week when it sentenced John Winkels, unionist and member of the editorial board of the Austin Unionist, to one year in a state penal institution. The sentence was suspended and a \$100 fine substituted. Winkels' conviction followed those of Julius Shade and Ray Hubbard.

The "riot cases" grow out of a spontaneous uprising of the people of Austin against the labor-baiting Montgomery - Ward retail store, on April 11th of this year. A long strike had been in progress against the Ward store, which had been closed. An attempt to reopen the store, in the face of obvious hostility of the majority of the community, precipitated the "riot."

Reactionaries seized upon the affair as a weapon against the union movement, and, spurred on by the vicious Austin Herald, have used the case to persecute leading union militants.

The bosses' open-shop campaign, carried on side by side with the legal persecution, has met a rude set-back, however. In fact, it has been completely smashed in the head. The Austin liquor stores, together with local dairies, have recently signed closed shop contracts with the unions.

As for the Ward store, its business is dropping steadily. Last week, several of the scab employees were laid off, and the management is being forced to realize that it cannot continue in business against the opposition from workers' groups.

### Local 1859 Meeting Postponed to July 20

The general membership meeting of Furniture Workers Union Local 1859, scheduled for July 6 has been postponed to July 20. By decision of the executive board, any union member failing to attend at least two of the three general membership meetings during the summer months will be fined one dollar.

### Omaha Bosses Didn't Like Them



Some of the North Central drivers' leaders, in Omaha, in emergency session. Left to right: Jack Wirth, Fargo; Farrell Dobbs, Minneapolis; Art Hudson, St. Paul; Lee Jeffreys, Lincoln, Nebraska; John Ray, St. Louis, Mo. Other pictures and story on page 3.

### Bill Heigel Wins In 292 Election

Bill Heigel was elected Business Manager of the Utility section of Electrical Workers Local 292 at last Saturday's election, it was announced last night at the general membership meeting.

Full tabulation of the ballots follows, those elected being indicated by an asterisk:

<b>Business Manager</b>	
William Heigel	255*
George Phillips	134
<b>Chairman—(Vote for one)</b>	
Gerald Baldus	373*
<b>Vice-Chairman—(Vote for one)</b>	
K. G. Gerdin	244*
L. M. Stauffer	139
<b>Recording Sec.—(Vote for one)</b>	
John B. Williams	361
<b>Advisory Board—(Vote for four)</b>	
E. U. Muller	242*
L. Therrien	115
F. C. Stetler	79
W. W. Teasdale	197*
C. R. Middleton	155*
H. Thomas	146
George Solberg	60
E. A. Burkhardt	162*
Robert E. McGowan	90
C. B. White	141
Jud Caldwell	112
<b>Examining Board—(Vote for two)</b>	
Charles Martin	269*
R. True	122
M. D. Lee	102
L. M. Stauffer	214*
Hans Kjos	54

Three hundred ninety-three ballots were cast, 18 of them from St. Croix and 55 from St. Cloud.

The Election Board consisted of Leonard Lindberg, George H. Torgerson, H. E. Leonard, C. L. Sorensen, William Winter and M. O. Qualle.

sold on the grounds, and picnickers will bring their own luncheons.

To get to Sullivans' Grove, take the Columbia Heights street car to where the car turns off Central Avenue. Autos will take picnickers to the Grove, at Central and 52nd Street.

### Emil Hansen Back at Work

Emil Hansen, 544 organizer, is back to work after a trip down South on leave of absence.

Coming home through Laredo, Texas, Emil ran into a couple of oil promoters who were still wondering what had happened to a wonderful prospect they had nearly hooked, named Carl Skoglund. It seems this fellow Skoglund, had expressed his interest in oil lands, and the promoters had bought him a week's lunches and dinners and entertainment while showing him around. Then Skoglund disappeared. Emil was unable to tell the promoters of Skoglund's whereabouts.

### 544 Steward In Bad Accident

George Goude, steward of General Drivers Union Local 544 at the Ecks Sausage company, had the misfortune to break both his legs last Tuesday, June 14, while working around his summer cottage.

Brother Goude, with both legs in casts, is now recovering at his home, 2542 29th Avenue South. He will be confined for eight or ten months. He is anxious to see his union brothers during his confinement.

### Fink 'Union' Fails to Keep Driver

Another misguided independent truckowner who strayed away from Local 544 has returned to the fold.

Employed by the Union Scrap Iron Co., he was induced to join the "No. 1" fink union. Discovered wearing the shameful button by Tommy Williams and Emil Hansen, he telephoned for an "organizer" from No. 1 to protect him.

But that personage could only twiddle his thumbs in the face of real union strength. For not only was Local 544 ready to banner the company, but the inside workers, belonging to a CIO local, were ready to walk off the job as soon as the banners went up. The CIO business agent, as soon as he was called in, agreed to maintain a solid front with 544.

"If that's the situation," said the driver, "I might as well go back to 544."

After he had paid up his dues, the driver told Tommy Williams: "You fellows treated me like a brother, after what I done."

### Local 20316 To Initiate New Members

All members of Local 20316, Warehouse Workers Union, are instructed to attend the next membership meeting Tuesday, June 28, at 8 p. m. at the union headquarters.

There will be a roll call and a check made on all members. Do not fail to attend. There will be an initiation of new members.

### Unemployed In New Richmond Organizing

The unemployed of New Richmond, Wisconsin, organized by Wood Workers Union Local 1703, has started a real campaign for higher relief standards and more WPA jobs. The largest industry in the community, the Strand Ski company, has been waging a bitter campaign against Local 1703, and has laid off scores of workers in an attempt to break the union, thus creating a serious relief problem.

A few days ago Strand began to retreat when he saw the union was preparing to push vigorously a program for more WPA jobs. He reemployed two unionists, including the union secretary, Dan Bell.

The whole community stands behind Local 1703 in its progressive fight for more WPA jobs and higher wages. Up to now, authorities have been guilty of grossly underpaying relief workers.

On Tuesday night a union committee of three met with the relief supervisor and a special committee of the city council. Unionists presented their demands for a WPA budget, and further demanded that the council set allowances for rent, ice and incidentals.

All direct relief clients in New Richmond who are eligible for WPA work have been certified for such work during the past week.

### Gargle Boys Flock Into Local 20316

About 95 per cent of the inside workers employed at the Lavioris company have joined the Warehouse Union Local 20316. These employees are seeking wage increases, stabilized hours, and seniority.

Negotiations are being carried on with the company at present.

### Labor School Plans Picnic For June 26

The annual picnic of the Minneapolis Labor School Students association will be held this year at Sullivan's Grove on Sunday, June 26. Admission will be free and all students and their friends are invited to join in the fun.

The picnic will begin at 10 a. m. with a program of diamondball, relays, singing and dancing. Pop, beer, ice cream and coffee will be

## Station Attendants Organize Campaign

Newly-Chartered Local 977 of Teamsters Will Organize Filling Station Attendants, Helpers, Tire Men—Strike Called vs. Bulk Oil Company—All Union Drivers Refuse to Accept Service From Finks

Backed by the full strength of the Minneapolis Teamsters Joint Council, the newly-chartered Local 977, Filling Station Attendants and Helpers, moved into high gear in its drive to organize one of the most exploited groups of workers.

Formerly a Federal local, No. 20383, Gasoline Operators and Helpers, its membership voted to become part of the Teamsters movement. This followed the award of jurisdiction of this group to the Teamsters International by the AFL Executive Council.

### Strike Called.

One of the first steps taken by Local 977, together with General Drivers Local 544, was to call a strike against Bulk Oil Company. This company had connived with the notorious F. L. Taylor's "No. 1" finks in setting up an "independent union," as "Local 15", forced.

### Attendants, Tire Men Meet July 7

A general meeting of all station attendants, helpers and tire men has been called by Local 977, Filling Station Attendants and Helpers, for Thursday, July 7, at 9 p. m.

All members are urged to get out and bring in the meeting men not yet organized.

ing its employees in its four stations and bulk plant to join "No. 15," while its two drivers were shoved into "No. 1 drivers." The methods used by the company are indicated by the fact that one employee, M. F. Shachman, formerly a 544 man and recently working as a station attendant, was fired by the Bulk Oil Co. when he refused to join the fink union.

Called on Friday, June 17, the strike is still on. It affects the Bulk Oil stations at 22nd and Cedar, 38th and Hiawatha, 9 West 38th St., and 3rd and East Lake.

**Drivers Refuse Service**  
When all union drivers in the city were notified not to accept service at these stations, a number of big accounts immediately transferred their business to other stations. Among the accounts already thus lost by Bulk Oil are: Ross Construction Co., Industrial Construction Co., Hedberg and Friedheim, Minnesota Sand & Gravel and Nicollet Cleaners.

The manager of Bulk Oil, Shepard, has made several attempts to run over pickets with his car. Mayor Leach obligingly supplied the company with police escorts for their trucks, four cops and two squad cars accompanying each truck.

The Teamsters Joint Council is preparing to make an example of one or two oil companies which are aiding and abetting the fink "union."

### Gas Workers! Meeting Changed

Members of Gas Workers Local 20490 are asked to take notice that the regular membership meeting called for Wednesday, June 22, has been postponed to Monday, June 27. The meeting will be held at Dania Hall, 427 Cedar Avenue. Election of officers and other important matters will be taken up.

## Benson Carries Primaries Despite Republican Voting For Petersen

Elmer Benson has won the Farmer-Labor primaries by a majority of approximately fifteen thousand. Organized labor in the metropolitan counties—Hennepin, Ramsey and St. Louis counties in which Minneapolis, St. Paul and Duluth are situated—carried Benson to victory despite tens of thousands of Republican votes cast in the Farmer-Labor primaries for Petersen.

Solid Republican silk-stocking wards in the cities and country-club districts turned "Farmer-Labor" for the occasion on behalf of Petersen. An analysis of the Democratic vote also indicated that large sections of the regular Democrats had joined Republican stalwarts in moving over to the Farmer-Labor primaries in support of Petersen against Benson. The Petersen camp had banked on this

development for victory, much of their primary campaigning being concentrated on an appeal for capitalist party votes.

But although their appeal was answered, the votes they thus procured were insufficient to defeat Benson. Thanks to solid trade union support, the workers in the metropolitan counties not only gave Benson a majority in these three key areas, but enough votes

in addition to discount Petersen successes elsewhere.

Farmer-Labor candidates in general made a very good showing. I. G. Scott, endorsed by the Teamsters Joint Council for County Commissioner, forged far ahead of all opponents. Farmer-Laborite Al Bastis, likewise endorsed for Sheriff, easily outdistanced Bert Morton, the candidate endorsed by the Hennepin County Farmer-Labor Central Committee.

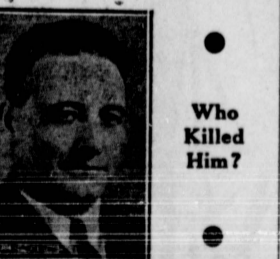
### On the National Picket Line

The economic crisis sharpens as business indices reveal that the low point, reached in the "previous" depression in 1932, has again been "attained." Automobile and farm machinery sales, always a good indication of buying power, have dropped to microscopic levels. Steel and all related industries have dropped correspondingly. Unemployment in the basic industries has reached the point where now one out of every six able-bodied, employable persons is on relief.

Price control by monopolies has forced thousands of small business firms to the wall. Farmers are forced to pay top prices for their equipment while they themselves have to accept ever lower prices for their commodities. Recently the Federal Trades Commission published a report which showed that eight of the largest farm implement companies, headed by the International Harvester, Deere and Company, and the J. P. Chase Company, working together, succeeded so well that, during the depths of the depression in 1932, farm machinery prices were maintained at high levels.

The small retailers suffered because they had to pay monopoly prices; the small manufacturers suffered because they had to await the announcement of the monopolists' prices before making up their own, and then meet them; the farmers suffered because they had to pay the high prices while their own commodities suffered a drop of over two-thirds. Then when price parity had been attained the monopolists forced the small retailers to carry only the large firms' products.

Roosevelt has ordered an investigation into monopolies and price control. How much this means is clearly revealed when one considers the results of the last "investigation." Recently the Aluminum Company of America, a perfect monopoly, was on trial for price manipulation. The Federal Judge who tried the case asked the prosecuting attorney (just before he dismissed the case) if, although the company had admitted price manipulation and control, there was enough evidence to go on with the trial. The "prosecuting" attorney said that even though the company had "admitted" the charge it had not "confessed" and that there was not sufficient grounds for continuing the (Continued on page 4)



Who Killed Him?

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

# Make Minneapolis a Union Town



# Omaha Drivers Win In Over-Road Test

### First Round in North Central Area Negotiations Won in 4-Day Strike of Omaha Drivers—11-State Area Committee Meets in Omaha to Back Local Union—Temporary Agreement Signed After Complete Tie-up of Watson Bros. Throughout Area.

Omaha—The first test of strength between the bosses and the unions, in preparation for the 11-state North Central Area negotiations for a uniform agreement for all over-road drivers, resulted in a victory for the drivers' unions.

A four-day strike of Omaha Drivers Local 544, begun Thursday, backed by the North Central Area Negotiating Committee, put an end to a well-planned campaign of the Nebraska employers to prevent area-wide negotiations.

At 11 P. M. on Monday, June 20th the strike against the Watson Bros. Transportation Company by Local No. 544 of Omaha was terminated and for the first time in four days this equipment began to roll out of the terminals. Operations also began to return to normal in the other companies not involved in the strike and by the morning of June 21st, freight was moving in Omaha on a larger volume than at any time since June 1st. This strike had the unique character of a walk-out called in one company in order to put a halt to an unofficial lock-out which was gradually spreading through the industry.

#### Cause of Strike

The principle underlying cause for these peculiar circumstances was the campaign of the International Brotherhood of Teamsters North Central Area Negotiating Committee to establish uniform wages and conditions in the eleven state north central trade area. General Drivers Local No. 554 of Omaha, a member of the North Central Area Committee, had preceded to the Nebraska Commercial Truckers Association the contract proposal of the Union Committee. This action was taken in Omaha after the American Trucking Association, national organization of the motor freight operators, had failed to take the initiative in arranging for area negotiations between the unions and the employers.

#### Test of Strength

The contract under which the members of Local No. 554 had been working expired on May 31, 1938. With this expiration the employers launched into a well-planned campaign of discrimination against the union employees. The obvious intention was to create turmoil and confusion in the ranks of the union so that the union would be weakened and the operators would thus be in a position to force the signing of a new contract on terms which would be unfavorable to the union employees.

These discriminations involved wage reductions, failure to give preferential consideration to years of efficient service, deductions from employees' pay-checks for loss and damage charges (some dug up as far back as February) and an increasing inclination to use free-lance individual-owned operators to haul merchandise while the company equipment and the union employees lay idle. In several instances the employers were reported to have baited the men on the docks daring them to "go to their union and vote a strike." In other cases when union officials were attempting to adjust grievances with an individual operator, they would be told to "call a strike if you don't like the way we're handling things."

Just as the employers anticipated, the workers were enraged to a point where they began to clamor for the union to take a strike vote. Taking advantage of this strike talk, which they themselves had deliberately precipitated, the operators further curtailed the movement of freight, forced additional unemployment and brought the strike talk to a fever heat, meantime endeavoring to delay negotiations with the union.

#### Area Committee Acts

The situation was reported to the North Central Area Negotiating Committee and an emergency call was sent out for an area committee meeting to be held in Omaha. Some of the committee members arrived in Omaha on June 15th and a preliminary meeting was held with the employers. The rest of the committee arrived on the morning of the 16th and a formal negotiation meeting was held on that day.

The following men were present from the local unions outside Omaha: J. M. O'Laughlin, Local No. 299, Detroit; Michael Healy, Local No. 710, Chicago; Frank Ranney, Local No. 200, Milwaukee, substituting for Committee Chairman Joseph Scidowski who could not attend; John Ray and Wm. Ryan, Local No. 600, St. Louis; T. T. Neil, Local No. 41, Kansas City; E. G. Holstein, Local No. 749, Sioux Falls; Jack Wirth, Local No. 116, Fargo; Carl Keul, Local No. 90, Des Moines; A. F. Hudson, Local No. 120, St. Paul; Jack Maloney, Local No. 383, Sioux City; Farrell Dobbs, Local No. 544, Minneapolis. Committee members B. V. Griff of Local No. 407, Cleveland and E. J. Williams of Local No. 135, Indianapolis, wired that they could not attend because of important business in their own local unions that could not be delayed.

#### Union Proposals

The Area Committee immediately proposed, with the approval of Local No. 554, that an effort be made to sign a temporary agreement which would adjust the existing grievances, restore normal operations in the industry and create an atmosphere in which negotiations could be conducted with the calm and intelligence necessary for fair dealing. It became apparent by the end of the day on June 16th that the operators were not in a frame of mind to proceed on this basis. It was further apparent that the Watson Bros. Transport Co. was the principle factor in precipitating the trouble which existed.

#### Strike Called

A decision was made by the local union and approved by the Area Committee to strike this company at 10 P. M. on June 16th. A telegram was dispatched by the local union and Area Committee to the International Union explaining the circumstances and the intention to strike Watson Bros. The International Union gave full cooperation during the course of the strike.

#### Lock-Out Foiled

The following morning the other motor freight operators actually and completely locked out all employees. They refused, however, to publicly admit that this had been done and attempted to explain their failure to operate by stating that "none of the shippers would risk sending merchandise on their lines because of the danger of a strike."

The employees came immediately to the union and reported what had happened. A meeting was held and a decision made that all employees would return to the docks and notify the operators that they were ready and willing to go to work and that if the operator again refused to give them employment, they would notify him that they were still ready and willing to work, that there was no strike against any company except Watson Bros. and that if the operator desired their services he could reach them on a moment's notice by telephoning the Union Hall. This procedure was carried out each day by the employees of the other companies during the duration of the strike against Watson Bros.

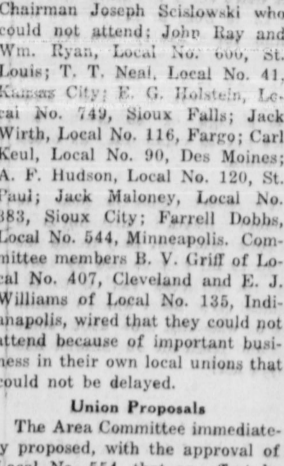
#### Bosses Retreat

Confronted by this solid demonstration by the employees that they understood the plot which was being hatched against them and that they continued to have faith in the ability of the union to protect their rights and interests, the operators were forced to abandon their program. Negotiations were resumed on the morning of June 17 and after many hours of discussion with the operators, the officials of Local No. 554 and the Area Committee were able to present to the union at 9 P. M. on June 20th a proposal for a temporary contract. The proposal was accepted unanimously by the union membership and operations were resumed.

#### Temporary Contract

The temporary agreement provides for the reinstatement of the old contract as of June 20th and to continue in full force and effect for thirty days thereafter with the assurance that a strike will not be called by the union during that thirty day period. It is further provided that in the event negotiations for a permanent contract are not completed by the end of the thirty days, that the old contract shall continue in force and effect thereafter until a new contract is signed or the union has given the operators forty-eight hours notice of an intention to strike. The employees involved in the strike at Watson Bros., as well as all employees who have been laid off in any company since the expiration of the old contract on May 31, 1938, are to be reinstated to their jobs as rapidly as business will permit in accordance with their seniority rights and without any loss of seniority standing as a result of the lay-offs or strike action. On the matter of the grievances it was agreed by the Union and the

## North Central Union Leaders



Another section of the North Central Area Negotiating Committee. Left to right: E. G. Holstein, Sioux Falls, S. D.; J. M. O'Laughlin, Detroit; Michael Healey, Chicago; Carl Keul, Des Moines; Jack Maloney, Sioux City, Ia.

operator after a general examination of the recorded complaints, that approximately \$225.00 in money claims was involved. Settlement on this basis was provided in the temporary contract and the union will assume the responsibility of arranging for the adjustment of individual grievances with the men involved.

#### Important Feature

One of the cardinal features of the temporary contract is the provision governing the use of "skimmers." A "skimmer" is defined as an independent-owner driving his own truck. He may hold seniority with an operator for whom he hauls exclusively and only over a period in which he has hauled exclusively and only for himself as a driver and not for his truck. It is further defined that an owner of more than one truck is to be distinctly classified as an operator regardless of how many or how few trucks he owns. If a small operator drives one of his trucks himself, he as an individual may hold seniority with the operator for whom he hauls provided he hauls exclusively for that operator and the seniority shall cover only that period in which he has hauled exclusively for this operator.

Drivers employed on the other trucks of this owner-driver operator shall have seniority only with the operator whose truck they are driving except that these drivers have the privilege of transferring to the bottom of the seniority list of the operator for whom they are hauling exclusively.

#### Protects Seniority

It is the specific intent of this article to protect the employment of the union men on the seniority list at the various companies and to prevent a violation of their seniority rights with a resultant loss of employment through the use of the "skimmer." It is recognized, however, by the union that there are some circumstances in which skimmers can be legitimately used

and specific provisions are included in the temporary contract to cover this use. The Union recognizes that there are "skimmers" in the trucking industry who are trying to promote the best interests of the workers in the industry and are deserving of a hand of friendship. It is the desire of the union to extend this hand and with the fullest degree of cooperation promote improvements for all men who roll over the motor freight lanes.

On the question of availability of trucks and men it is specifically provided that the Union recognizes the necessity for the Employer to at times take equipment out of service for repairs, however, the employer must show that this is actually necessary and not being done for an alibi to hold a regular driver off a line and send the freight out with a "skimmer."

#### 8-Hour Rest Period

It is further provided that a driver is not to be considered available for a run unless he has had eight hours rest.

The North Central Area Negotiating Committee, at the request of Local 554, will continue to assist in the negotiations for a permanent contract. A meeting of the Area Committee is to be held in Chicago, Illinois, on Thursday, June 23. The full text of the temporary contract follows:

This agreement entered into this 20th day of June, 1938, between Nebraska Commercial Truckers' Association, Inc., party of the first part, and Local Union 554, International Brotherhood of Teamsters, Chauffeurs, Stablenmen and Helpers of America, party of the second party, WITNESSETH:

For and in consideration of the promises and covenants and agreements hereinafter set forth to be kept and performed by the parties hereto, it is hereby agreed:

#### ARTICLE I

A contract similar to the one which expired on May 31, 1938, shall be in effect between the Association for all of its members on one hand, and the Union on the other hand, from the date of the signing of this temporary agreement, and for a period of thirty days thereafter, and subsequently thereto if and when negotiations for a new contract are in progress; no strike shall be called during said thirty day period, and thereafter only upon forty-eight hours' notice to the Association, and if when such a strike is called against any or all of the members of the Association this contract shall immediately terminate, even though such negotiations are still in progress. It is understood, however, that a strike of the employees of any member of the Association may be called for the violation of this temporary contract by such member, provided that the claim of such violation has been submitted to the Board of Arbitration chosen as provided for in Section 2 of Article IX of the contract which expired May 31st, and the said Board of Arbitration finds that the contract has been violated and the offending employer refused to comply with the finding of the arbitration committee, and a strike called under such circumstances shall not terminate this agreement.

#### ARTICLE II

The Association agrees that the employees of its members who were in employment on May 31, 1938, and desire to return, shall be restored in active duty in the positions they held on May 31, 1938, as rapidly as business will warrant, and that no new employees will be hired before all of the employees desiring to be returned are returned to work according to seniority as of May 31, 1938.

#### ARTICLE III

WHEREAS, the Local Union 554 has presented, on behalf of various of its members, claims upon various of the members of the Association based upon grievances arising from transactions occurring subsequent to May 31, 1938, up to date hereof, and

## North Central Union Leaders



Another section of the North Central Area Negotiating Committee. Left to right: E. G. Holstein, Sioux Falls, S. D.; J. M. O'Laughlin, Detroit; Michael Healey, Chicago; Carl Keul, Des Moines; Jack Maloney, Sioux City, Ia.

operator at a terminal for use on the following day, and to handle any excess freight on the present day by the use of skimmers, such practice may be continued. Practical consideration shall be given to the length of time necessary in loading to determine which load be considered the first load out.

Operators shall not be required to transfer equipment from one route to another route to handle emergency or extra loads.

A driver shall not be considered available for a trip unless he has had his regular rest period of at least eight hours.

An owner of more than one truck shall also be considered an operator. Employed drivers on these trucks shall have seniority only with the operator owning the equipment. It shall be permissible for one operator to use the equipment of another operator in accordance with the provisions hereof in for the use of skimmers, and the drivers involved may transfer to the bottom of the seniority list of the operator for whom they are hauling exclusively.

In determining whether a driver is to be considered available for transfer to a run other than his regular run, and in the event that other exceptional circumstances analogous to those contained in the above specifically stated exceptions requiring the use of skimmers may arise from time to time, the judgment of the operator shall be given particular consideration by the union, and if agreement can not thus be reached, the dispute shall be adjusted as provided in the contract which expired on June (Continued on page 4)

#### Fidelity State Bank

Place your Federal Housing Loans and Auto Finance with us. The only bank controlled by Labor and Business men. INDEPENDENT

#### Pickwick Tavern

Corner Broadway and 2nd St. North

#### S. J. READER CO.

Road Contractors  
325 KASOTA BUILDING  
Atlantic 4667 Minneapolis

#### ENJOY Guek's BEER

#### Henry W. Anderson

MORTUARY  
Funeral Director  
1839 EAST LAKE ST.  
Dupont 2331

#### DRINK MODERATELY

MINNESOTA WINE AND SPIRITS INSTITUTE, Inc.  
(Comprised of Minnesota Wholesale Wine and Liquor Dealers)

#### UNITED WAREHOUSES INC.

(United Furniture Forwarding)  
FIREPROOF WAREHOUSE—RUG AND DAVENPORT ROOM  
Local and Long Distance Moving—Packing and Crating, Shipping

#### Western Badge & Novelty Company

Bro. John A. Lethert, Prop.  
ST. PAUL, MINN.  
90% of all the Union Buttons used in Minnesota are made by us. Telephone Cedar 7035.

#### Anderson's Service Garage

1407 1ST AVE. S.  
Towing and Repairing AT. 9673

#### H. R. ECKART

Trucking Contractor  
3, 5 and 6 Yd. Dump Trucks  
85-87 Glenwood Ave.  
Res. Atlantic 1913

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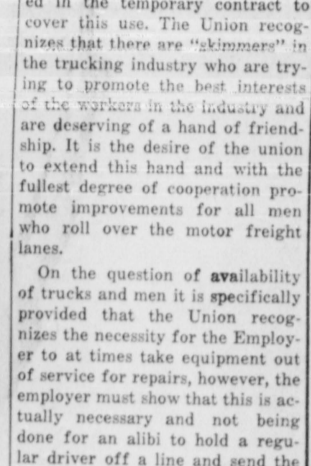
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## At the Omaha Session



Left to right: William Ryan, St. Louis, Mo.; Frank Ranney, Milwaukee, Wis.; Thomas V. Smith, secretary-treasurer Omaha Local 554; Walter K. Stultz, president Local 554; T. T. Neil, Kansas City, Mo.

June 7, 1938—Anderson, Zela F. Hereford, S. D., grave marker; Hagman, Harry C. and Leonard, A. S. T., Minneapolis, Minn., dental articulator; Halverson, George H., St. Paul, Minn., container for and dispenser of ribbon-like material; Johnson, Elmer G., Hibbing, Minn., crankcase ventilating system; Leichter, Wilfred W., St. Paul, Minn., mercury switch; Tonkin, Albert, Clouet, Minn., air conditioner; Reid, Frank, Williams, Minn., intake and mixing device.

June 14, 1938—Bear, Albert B., St. Paul, Minn., variable speed transmission mechanism; Grant, Arthur C., St. Paul, Minn., heating system; Kronmiller, Carl G., Minneapolis, Minn., motor; Kronmiller, Carl G., Minneapolis, Minn., motor; Kronmiller, Carl G., Minneapolis, Minn., thermostat; McSherry, Ignatius A., St. Paul, Minn., lighter for gas stoves.

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# Northwest Organizer

Published every Thursday under the auspices of the Minneapolis Teamsters Joint Council

OFFICE OF PUBLICATION, 257 PLYMOUTH AVE.

**SUBSCRIPTION RATES**  
One year in advance \$1.50  
Six months in advance .85  
Single copies (10 copy minimum) .25

Entered as second class matter May 1st, 1935, at the Post-office at Minneapolis, Minn., under Act of March 8, 1879

**EDITORIAL BOARD**  
MILES DUNNE, Chairman FARRELL DOBBS  
JOE O'HARE CLAIRES JOHNSON HAROLD SEAVEY

Business Manager DANIEL BURKE Editor MILES B. DUNNE

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

## The Grand Jury

Bill Brown died on Wednesday, May 25th. Within a few hours the police had a full confession. High police officials themselves said, the same night, that the whole story was clear in all its details.

Usually, in such a situation, an indictment is immediately returned by the grand jury, if it is in session, the trial follows, and the record becomes part of the past.

But four full weeks passed, while the grand jury twice adjourned, each time for a week. During these four weeks the grand jury called in everyone remotely connected and many not even remotely connected, with Bill Brown or Arnold Johnson. In its questions, the grand jury has roamed far afield. In a word, the grand jury was and continues on a fishing expedition, a faction in it seeking, by hook or crook, to convey the impression that the trade union movement is on trial.

### Why?

The peculiar behavior of the grand jury will become clear to trade unionists, if we remind them how grand juries are picked. In November of each year, the eleven district judges each selects fifteen individuals to serve as grand jurors. These 165 names are put together, and every two months 23 of them are picked out to constitute the current grand jury. Since a goodly number of these district judges are boss-minded, they pick bosses or boss stooges to serve on the grand jury.

On many an occasion, the Minneapolis labor movement has had to stigmatize current grand juries as stooges for the bosses. The prestige of the grand jury room has often been employed to lend dignity to attacks on unemployment relief, attacks on union activities, etc., as the Northwest Organizer has pointed out on numerous occasions.

### Filibustering

The present grand jury is no exception. The circumstances of Bill Brown's death are clear in every detail. But that fact does not suit certain reactionary employers. They would like to utilize this opportunity to smear the labor unions in some way. Unable to find a way, their agents on the grand jury filibuster, dragging out the proceedings, so as to convey the impression that some mysterious aspects of the case are still being investigated.

By their method of selection, grand juries are correctly suspect by the labor movement. The labor movement has a right to demand that the present grand jury, or more correctly, the reactionary faction in it, cease its obstructive tactics and complete the record.

## The Truth About the U. S. A.

"The United States is owned and administered today by a hierarchy of its sixty richest families, buttressed by no more than ninety families of lesser wealth. . . . These families are the living center of the modern industrial oligarchy which dominates the United States, functioning under a de jure (legal) democratic form of government behind which a de facto (real) government, absolutist and plutocratic in its lineaments, has gradually taken form since the Civil War. This de facto government is actually the government of the United States—informal, invisible, shadowy. It is the government of money in a dollar democracy."

So says Ferdinand Lundberg in his recently published and already-famous book "America's 60 Families"—and the author mobilizes twenty thousand facts to prove his argument.

The incredible power of the Morgan, Rockefeller, du Pont and other family dynasties over the lives of a hundred twenty-nine million Americans is unfolded by Lundberg in a way that staggers the imagination. Scores of illusions and myths that now clutter up the minds of workers are dissipated by the book.

Because "America's 60 Families" is THE OUTSTANDING BOOK of the year in that it reveals to the people how they have been deceived, fooled, scorned and sucked in, the Northwest Organizer with this issue begins a series of articles on Lundberg's book. We are certain our readers will agree that the paper is performing a service to the labor movement by publishing these outstanding articles.

## The 544 Election

On Friday and Saturday, July 8 and 9, from 7 p. m. to 9 p. m., the polls will be open at union headquarters for the election of President of Local 544.

As reported in last week's Organizer, a big turnout at the regular membership meeting nominated four members to run for the office vacated by the death of Bill Brown. The four candidates accepting nomination were: Carl Skoglund, Thomas McCue, Frank K. McArdle and Peter Harris.

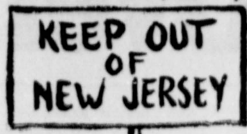
Every member of the union should immediately make arrangements to ensure his casting a ballot on the two days put aside for that purpose. With fourteen hours available on each of two days, there is no excuse for any member not voting. There are few obligations which a member owes to his union that are more important than the duty to vote, to have his voice heard in the selection of the union leadership.

## St. Cloud Unions Hold Big Smoker

The Central Labor Union of St. Cloud sponsored the very successful smoker held at the Sartell Vil-

lage hall on May 26th. Over four hundred unionists attended. The labor movement of St. Cloud is now considering plans for a union picnic to be held later in the summer.

"Oh, Say Can You See - -"



Carlo

## FWS Urges Benson To Demand Jobs

## St. Paul Unemployed In Motion

The Federal Workers Section of Local 544 this week addressed a letter to Governor Elmer Benson, urging him to come out publicly with a call upon the WPA national administration to increase the Minnesota WPA quota to 120,000.

Unemployment is on the increase all over the country. The only possible solution, temporary though it be, is the increase in the WPA quota. The FWS urges all unions to get behind this fight for a state WPA quota of 120,000 members.

The text of the FWS letter follows:  
June 20, 1938  
Governor Elmer Benson  
Executive Offices  
State Capitol  
St. Paul, Minn.  
Dear Sir,

It is becoming increasingly evident that the present Minnesota WPA quota is woefully inadequate. The situation warrants your immediate attention. Every day people come to our offices for our assistance in getting on WPA. They inform us that the relief department says that the WPA administration refuses to certify more persons for WPA because the Minnesota quota is already filled. In addition, we have numerous members previously certified for WPA who are being refused work on the same grounds.

We therefore urge that you publicly call upon the national WPA administration to double the job quota for Minnesota. Various unions which we serve inform us that the lay-offs have more than doubled in the past four months. The least that can be done to alleviate the situation, therefore, is to raise the Minnesota quota from 60,000 to 120,000.

Respectfully yours,  
ED PALMQUIST  
Vice Chrmn FWS 544  
GEO. VIENS  
Sec.-Treas. FWS 544

## Milk Drivers Picnic Most Successful

Members of Milk Drivers and Dairy Employees Union Local 471, their families and friends, participated in an enjoyable picnic last Saturday at Bass Lake. Everyone joined in the games and dances, and stuffed themselves with picnic fare. Over 16,000 units of ice cream were served, which gives you an idea. A miniature railroad running over a part of the grounds drew the kiddies wild with delight. In the ball game the Cloverleaf team defeated the All-Stars by a close score. Governor Benson, Judge Vince Day, and Al Bastig gave brief talks keyed to the occasion.

## Local 131 "Gas and Suds"

Roller Derby Items  
A call for skaters at the Derby was answered by a good number of our boys with the spirit these men have, be it a fight or a frolic.

Those soliciting and receiving donations as prizes for the picnic, please turn them in at our office immediately, so the committee can make up the program. All firms and persons donating such prizes will be mentioned over the microphone on the grounds.

Gas and Suds Box  
A box has been placed in a conspicuous place in our office for any advice, suggestions, comments, happenings, criticisms or any material you want in this column. This is YOUR column, so send us the happenings from your plant in a sealed note or envelope, addressed to the editor through your steward or the northside driver. Notes need not be signed. So get busy.

Pay your dues regularly—Off the street at 6 and 4.  
There's been too many fines levied lately, which is a painful and unpleasant duty for the Executive Board every Friday night. This could be alleviated a lot with a little advance thought and foresight by each one of us. Let's cooperate and eventually eliminate these practices.

Did You Know—  
That Abe Schwartz of Troy announced his "intentions"—  
That 22 attended their first meeting since January 1st—  
That 40 attended their second meeting since January 1st—  
That 53 attended their third meeting since January 1st—  
That no fish were caught this week—  
That no fines were levied this week—  
That our Picnic is this coming Sunday—  
That it is necessary to take your vacation—  
That Howard Peck arrived home at 2:30 a. m. meeting before last—  
That our last meeting was the biggest since December—  
That our ball team hasn't lost a game—

## Jewel Tea Still Unfair To Labor

The most unpopular beverage in Minneapolis during the current hot spell continued to be iced tea made from Jewel Tea. No self-respecting member of organized labor would sip it, even through straws. Iced tea made from teas sold by companies who are fair to organized labor was consumed by the barrel.

The Tea and Coffee Drivers Union Local 275, and the Minneapolis Teamsters Joint Council again call to the attention of the labor movement that the Jewel Tea company is bitterly hostile to organized labor, and by intimidation is preventing its employees from joining the union.

## TAXI TOPICS

Claude S. Masters was rushed to the hospital for an emergency operation this week. The hospital reports he is doing nicely. Things just don't seem the same without the Little Boss around; we're all pulling for a speedy recovery.

If this column seems a little shaky lately you can blame the recent change of shifts—we too don't get to collaborate as often as before.

It is reported that Clarence (the banker) Kjeseth is suffering from "Nicollet-itis." Dr. Daly treats this occupational disturbance by moving the afflicted victims to the Medical Arts Bldg. which includes lots of wheeling. How about some sun and fresh air out Minnetonka way, Jack?

Remember the discussion about the merits of different tackle a while back? This column paid off to Danielson for the biggest fish. Tripp still would like to know why the stupid fish bit on that kind of bait.

Some of us had the pleasure of driving Civil war veterans during their convention here. Their ages average well up in the nineties and they still have a good sense of humor and enjoy life, which is cheering to those of us who spy a grey hair now and then on our combs.

"Broadway Jack" is wondering what has become of the disheveled souse that used to come up to the cab stand in the middle of the night and buy a clean shirt off some drivers' back to go home in. Oh, yes, these Taxi-Men must meet any emergency.

"Rosy" Ryan, a newlywed, has been practicing on the "marry-ground" which makes skating a "natural." We'd sure like to see him do an encore on that split though.

Harvey Swenson could have "been in the money" if he hadn't been slowed by a couple of the old boys, (that is if you're old under forty). Well, maybe they were breaking wind for you, Harvey.

Walter Crandall demonstrated his grace as a devotee of the terpsichorean art by executing a perfect three point landing just after the start of the Taxi Drivers race at the Roller Derby.

What happened to Vern Engholm and Gunnar Herlin? Me-thinks they were detained at the Wayside Inn. Watch their skating next time.

It has been whispered that the Policemen (Harness Bulls to you) are going to have their night on the skates. We suggest the best skaters in the cab industry race their winners. The cops should win as they've had many years practice chasing us.

## Local 544 Rallies to Win, 10-2

Local 544's ball team demonstrated Sunday it could come from behind to win, by bunching ten runs in the last two innings to take the Margaret Barry team into camp at the Parade Grounds, by a score of 10 to 2. The union team had been trailing ever since the fourth inning, when a barrage of hits finally sent four 544 men across the plate in the seventh inning, and six more home in the eighth.

Hanson and Dubay were the union battery. Norris struck out 10 men. Thiede, left fielder, led the batting with three hits, one a double. H. Sutherland also rapped out a two-baser, and Griggs, first base, slammed out a homer.

The Barry boys played tight balls until the seventh inning, executing two nice double plays. Sunday marked their first defeat, leaving the Camdens and Local 544 tied for first place.

Local 544 plays the Aces this Sunday, June 26th, at Folwell No. 1, at 2:30 p. m.

## On the NATIONAL PICKET LINE

(Continued from page 1)  
case. It was thrown out of court.

The situation within the United Automobile Workers Union remains a bad mess. Recently President Homer Martin effected what he considered a decisive defeat of the Stalinist faction which had attempted to unseat him. He forced them to sign a "twenty point program" designed to end factional disputes and to institute discipline within the ranks of both the leadership and the membership.

So confident was Martin that he left Detroit for New York in connection with an organization drive among the aircraft workers in that area. A special meeting of the Executive Board was called on June 8 to consider group insurance for the membership of the union. Seizing upon Martin's absence the unscrupulous Stalinist faction, headed by Frankenstein and Mortimer, worked upon a few of the other members of the board who had some personal grudges against Martin, promised them support in the settling of these grievances, and went into the meeting prepared to nullify their capitulation at the previous meeting. The vice president, presiding, ruled the motion out of order, the Stalinists appealed the decision of the chair and the meeting broke up in an uproar.

Martin hurried back from New York and promptly suspended from office Mortimer, Frankenstein, Hall, Addes and Welles. A special meeting of the Board will be called to try the suspended men on charges.

## Cab Drivers Set Meeting Date

By decision of the executive board of the Taxi Drivers and Helpers Union Local 958, general membership meetings will be held the first Thursday of each month. The next meeting of Local 958 will be held on Thursday, July 7, 7:30, at 257 Plymouth Avenue North, Hall No. 3.

## Omaha 554 Wins Strike, Agreement

(Continued from page 3)  
1, 1938, and which is to be temporarily reinstated as of the date of the signing of this temporary agreement.

### ARTICLE V.

The foregoing provisions with reference to skimmers shall not apply in the handling of household goods in connection with any reciprocal agreement between the members of any national association or other household goods operators.

Executed this 20th day of June, 1938.

NEBRASKA COMMERCIAL TRUCKERS' ASSOCIATION, INC.  
Party of the First Part  
By LeRoy L. Wade, President  
By Charles E. Hall, Secretary  
LOCAL UNION NUMBER 554, INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, STABLEMEN, AND HELPERS OF AMERICA

Party of the Second Part  
By Walter K. Stultz, President  
By Thos. V. Smith, Secretary  
By Farrell Dobbs, Secretary  
North Central Over-the-Road Negotiating Committee,  
I. B. T.

## DEMAND UNION CLERKS BUY UNION LABEL GOODS

Today Makes 8,101 Days . . .



## UNION MEETING SCHEDULE

- LOCAL 471**  
The Milk Wagon Drivers and Dairy Employees Union Local 471 meets the first and third Tuesdays of each month at 7 p. m.
- LOCAL 131**  
During June, July and August the Laundry and Dry Cleaning Drivers Local 131 meets only on the third Wednesdays of each month.
- LOCAL 664**  
The City and Sanitary Drivers will meet the second and fourth Thursday of each month.
- LOCAL 1086**  
The Retail Clerks Local 1086 will meet on the first and third Tuesdays of each month.
- PETROLEUM DRIVERS**  
Regular Membership Meeting—First Wednesday each month.
- FEDERAL WORKERS**  
Regular Membership Meeting—Second Friday each month.  
Stewards' Meeting—Every Wednesday, 8 p. m.
- LOCAL 289**  
Retail Drivers—First Thursday.  
Wholesale Drivers—Second Thursday.  
Yeast Drivers—Third Tuesday.  
Cake and Pie—Third Thursday.  
General Membership—Fourth Thursday.
- Local 346  
General Membership Meeting—Monday, June 27, 1:30 p. m.
- LOCALS 1859, 20481**  
Membership meeting L. U. 1859—June 1  
Casket Section L. U. 1859—June 14, 1938  
J. R. Clark Section 1859—June 15, 1938  
Puffer Hubbard Section 1859—June 16, 1938  
Box Industry Section 1859—June 21, 1938  
Twin City Stewards—June 13 and 27  
Executive Board 1859—Every Friday night.  
Membership meeting L. U. 1859—July 6, 1938  
Membership meeting L. U. 20481—June 17, 1938  
Executive Board L. U. 20481—June 6 and 20
- LOCAL 20316**  
Stewards—First and third Tuesday  
Regular Membership Meeting—Fourth Tuesday  
Executive Board—Regularly every Monday
- LOCAL 292**  
Inside Section—First Tuesday  
Radio Section—Second Tuesday  
Shopmen's Section—Second Wednesday  
Utility Section—First Thursday  
General Membership—Third Thursday  
Seniority Board—Every Monday  
Utility Advisory Board—Every Tuesday  
General Executive Board—Mondays preceding first and third Thursdays  
Inside Advisory Board—Alternate Mondays from G. E. B. Examining Board—Second Wednesday  
Utility Stewards—Wednesdays preceding first and third Thursdays
- LOCAL 103**  
Regular Membership Meeting—2nd Tuesdays.  
Executive Committee Meeting—On call.
- PRIVATE CHAUFFEURS**  
The Private Chauffeurs and Helpers Local 912 meets the first and third Tuesdays of each month.
- LOCAL 221**  
Regular membership—2nd and 4th Tuesdays  
Executive Board—Every Tuesday, 7 p. m.  
Grievance Board—Every Thursday, 7 p. m.
- Local 958  
The Taxi Drivers and Helpers Union Local 958 will meet the first Thursday of each month at 7:30 p. m.
- LOCAL NO. 544 MEETING SCHEDULE LOCAL NO. 544**  
Wednesday, June 1—Sausage; Petroleum  
Thursday, June 2—Greenhouse, Independent Truck Owners, Friday, June 3—Job Stewards, Monday, June 6—Package Delivery; Department Store; Coal  
Wednesday, June 8—Market; Wholesale Liquor  
Sunday, June 12—Wholesale Grocery, 10 a. m.  
Monday, June 13—General Membership  
Thursday, June 16—Tent & Awning; Printing; Newspaper, 10 a. m.  
Friday, June 17—Job Stewards, Sunday, June 19—Over-the-road Drivers, 10 a. m.  
Monday, June 20—Building Material; Furniture Stores, Thursday, June 23—Transfer & Warehouse; Wholesale Drug  
Monday, June 27—Spring Water, Excavating and Sand & Gravel  
Tuesday, June 28—Taxi; Night Drivers, 1 p. m., Day Drivers, 7 p. m.