

# THE NORTHWEST ORGANIZER

Official Organ of the Minneapolis Teamsters Joint Council

MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.

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. 4, NO. 20

MINNEAPOLIS, MINNESOTA, THURSDAY, SEPT. 1, 1935

PRICE 5 CENTS

## Area Employers Ratify North Central Contract

**Guaranteed Pay Rate of 75 Cents Per Hour, Including Time Lost — Full Seniority Rights — Permanent Area Committee to Act on Applying Agreement to Other States—Guarantees Teamsters International Biggest Ever**

By unanimous vote, employers of the North Central Area, meeting in Chicago at the Merchandise Mart Wednesday morning, ratified the area contract which had been signed last week by employers' and union committees.

The operators' meeting took only three hours to come to a decision. Operators in attendance employ 70% of the drivers in the whole area.

The contract establishes the rate of pay for drivers on through runs at 2 3/4 cents per mile operated based on official mileage, plus 75 cents per hour for time lost in pickups, deliveries, etc., a minimum guarantee of six hours pay at 75 cents per hour, compensation for breakdowns, deadheading, layovers and impassable highways, and seniority, among other provisions.

### Gamble-Rob Stays Shut In 8 Towns

On strike since August 16, eight Gamble-Robinson branches in four states stay flat on their back, while the seven teamsters' locals involved stand firm for the identical contract which the company signed on June 23rd with six other locals after a five-day strike.

When the company, unable to do business through the eight struck branches, tried to send trucks from the Mason City branch into the strike area, the Mason City branch was tied up for three hours, until the company pledged itself to make no further attempts to order their Mason City trucks into the strike-bound region.

Demonstrating the close collaboration in which the seven locals are operating, the Iowa and Albert Lea and Austin locals mobilized to take care of trouble in Fort Dodge.

Local authorities are trying to use the courts and jails to help out Gamble-Rob, in a number of places. A number of pickets were again jailed this week in Grand Forks on the phony charge of "conspiracy." In Thief River Falls, other pickets were picked up, fined and released. But these minor obstacles have failed to stop the smoothly-running strike machine from going places.

Renewed requests from the company for a basis of settlement have been answered by the Minneapolis representatives of the strikers with word that the June 23rd contract operating in six branches is the only acceptable settlement.

### Drive On To Organize 3.2 Places

The Beverage Dispensers Union Local 346 is carrying on an organizational campaign aimed to organize all 3.2 beer establishments and all drug stores where food and beverages are sold.

The Off-Sale Liquor Store Employees Union Local 725 is also aiming to complete organization in all firms selling package liquors.

The two unions have many places organized and working under a union contract. These places display the union house card.

There are many places yet who claim they do not want the patronage of organized labor and do not want to pay union wages. These places are not entitled to the support of organized labor, and Local 346 and Local 725 sincerely request all workers to refrain from patronizing such places.

Both the above locals are affiliated with the Hotel and Restaurant Employees International, and use the same union house card that is displayed in union restaurants and saloons.

### Outside Observers Present

Observers representing both employers and unions from Pittsburgh, Buffalo, Tulsa and Oklahoma City were present at Chicago this week. One of the first tasks of the Area Committee set up under the agreement will be to secure application of the identical agreement to New York State, Western Pennsylvania and the territory contiguous to Highway 66 to Oklahoma City.

Throughout the weeks of negotiations, observers were present in Chicago from the American Trucking Association, other trucking associations, and individual employers from coast to coast, as well as representatives of the Interstate Commerce Commission. The eyes of the whole trucking nation were on Chicago, for the agreement which was concluded lays the foundation for other area contracts and ultimately a nationwide contract.

### International's Growth Guaranteed

Symbolic of the importance of the contract to the Teamsters International was the presence and signature to the contract last week of the International's General Secretary Thomas L. Hughes. Involving directly and indirectly 250,000 men, the present contract has guaranteed in advance the immediate and substantial growth of the International, so that it will be the biggest International Union that the United States has ever seen.

From many points along the boundaries of the North Central Area groups of unions had requested the opportunity to go along. Practical necessities dictated some boundaries for the present. But as indicated by the referring to the Area Committee of application of the contract to Western Pennsylvania, New York State and Highway 66 to Oklahoma City, the unions on the area boundaries are certain to become the basing points for expanding the program nationally.

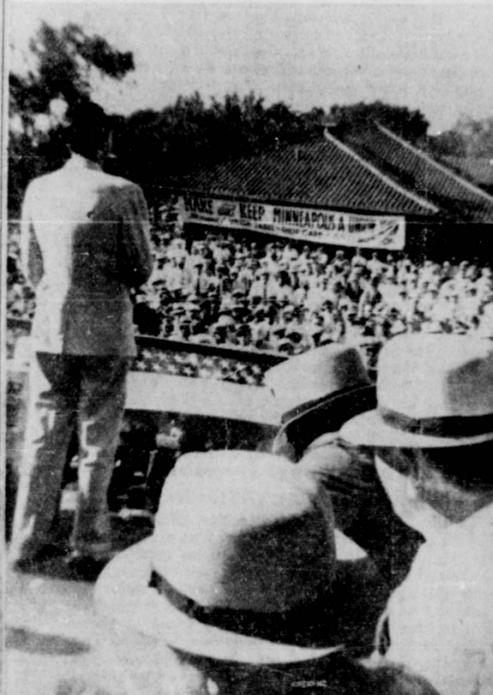
### The Contract

The important aspects of the North Central contract are too numerous for individual commentary. To appreciate the great gains it represents, one must read the agreement in its entirety. It is published in full on page 3 of this issue.

The contract's wage provisions, already cited briefly, guarantee substantial improvements for the great majority of the drivers, while also safeguarding, in Article 5, the higher wages and better conditions previously secured by locals in some sections. It thus establishes a series of minimum wages and working conditions which constitute a degree of uniformity that completely changes in a healthy direction the whole problem of further improvement of working conditions anywhere in the area. The workers, as in Minnesota, who secured better conditions previously no longer form isolated garrisons in unorganized or poorly-paid areas, but the army

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### Crowd at Labor Day Picnic



Part of the huge throng that crowded Powderhorn Park for the largest Labor Day picnic in the history of Minneapolis. Farrell Dobbs, Drivers official, has his back to the camera as he delivers a speech calling for support to "Make and Keep Minneapolis a Union Town."

## Meeting Protests One-Man Car Plan

With officials of the Minneapolis Street Railway company openly threatening to violate a supplementary agreement with the Amalgamated Association of Street and Electric Railways and Motor Coach Operators Union 1005, and put into effect one-man street car operation on various Minneapolis lines, the street car men's union began mobilizing support this week for a

er, vice-president of Local 1005, presided. Among the speakers were Robley Cramer, Alderman Hudson, Webber of the Auto Salesmen's Union, L. Boerbach, Walter Frank, Father Rowan, and Miles Dunne.

**Resolution Passed**  
Dunne, secretary of the Teamsters Joint Council, introduced a resolution condemning the proposed one-man street car operation by the company. The resolution put the meeting on record as "being unalterably opposed to any and all one-man car operation and

(Continued on page 3)

## Gas Station Drive Makes Big Gains

**Teamsters Joint Council in Charge of Organizing Campaign—Filling Station Attendants Flock to Local 977—Direct Service Bosses and CIO Join to Get Court Injunction Against Drivers Movement**

The fighting spirit of 1934 was very much in evidence during the last week, as the drivers movement mobilized to defend itself against the Direct Service Oil Company and other bosses who, with the aid of the CIO, were attempting to prevent bona fide unionization of the oil industry.

When a gang of Direct Service and CIO thugs slugged two 977 pickets who were bannered Direct Service stations last Wednesday and Thursday, the Executive Board stepped into the fray. Friday morning a general offensive on all fronts was opened.

A mass picket line closed up Kunz's bulk oil plant at East Hennepin and Wilder that morning, and the plant is still shut down. It will open only when it is operated by members of 544 and Filling Station Attendants Local 977.

After securing an agreement with the Kunz owners to stay closed until a contract is negotiated, the pickets took to cars Saturday morning in a flink drive on both stations and oil trucks.

**Drive All Week**  
The drive continued throughout the following week, with the result that almost every oil driver in Minneapolis who was swindled into joining the CIO is now back in the fold of 544. Among the companies that got straightened out with 544 were McGlynn Oil, Bulk Oil, Webb and Sinclair.

All Kunz station attendants are now in Local 977. These stations are operating with gas delivered by 544 drivers. Hundreds of attendants throughout the city flocked into 977 during the past few days.

In a desperate effort to retrieve (Continued on page 8)

## Court Order Aimed at Local 103

In another anti-labor court decision last Wednesday, Judge Montgomery handed down a temporary restraining order aimed to prevent the Amalgamated Watchmakers Union Local 103 from continuing its picketing of the Harry Green company and the National Optical company, both on lower Nicollet.

Local 103 began picketing these firms August 15th after the companies had rejected agreements with the union and had fired employees doing watch repair work.

A temporary restraining order given without a hearing is said to be very rare in the history of the use of legal weapons against labor.

Late last week Local 103 transferred its pickets to the Max A. Kohen company, which has been guilty of similar acts against the Amalgamated Watchmakers Union. On Tuesday morning Judge Montgomery ruled that he would hold a hearing on the restraining order on September 6th, at which time he will take oral testimony. In the meantime, his restraining order stands.

The fight that the jewelry employers are making on the Watchmakers Union was broadened to include another union this Tuesday when Worth, president of Jewelry Workers Union Local 14, was fired from his job. Local 14 is also seeking a new working agreement with the bosses.

### 471 Members—Attention!

Beginning the first meeting in September, fines will be levied for non-attendance at membership meetings of Milk Drivers and Dairy Employees Union Local 471, as provided for in our by-laws. The first meeting at which the by-laws will apply is the September 6th meeting. By Order of Exec. Board, Milk Drivers Union Local 471

## North Central Area Is Vast Empire

The North Central Drivers' agreement covers an area which is a veritable empire in its own right. Its population of 40,000,000 compares with that of France. Its area of 684,000 square miles is as large as the British Isles, France, Germany, Italy, and Czecho-Slovakia combined. This region is the heart of American industrial life, and in addition embraces the country's outstanding agricultural states.

As the driver pushes through the freight in this area, he may have to skirt the yawning gorges of open pit mines in the Minnesota range country or sail through a sea of waving grain in the Dakota prairie country. Or he may be rattling past the paper mills of Green Bay or the auto factories of Detroit and Toledo. In Akron, his nostrils may be assailed by the acrid smell of the world's largest rubber mills, in Omaha or Sioux Falls he may meet the pungent odor of packing plants.

At times, his nightly journeys will be illuminated by the Bessemer furnaces of Gary or Youngstown; and again, he may go through dreamy Ohio River towns where the traditions of steamboat days still linger. He may meet up with copper miners in Northern Michigan, lead miners in the Missouri Ozarks, or coal miners in southern Ohio. He may drink a glass of beer with lumberjacks in Rhineland, seamen in Conneaut, or shipbuilders in Cleveland.

**Many Cargoes**  
It is little wonder that this beehive of activity gives rise to many cargoes. This area includes every Great Lakes port except Buffalo. Ships heavy with coal and iron pass each other in the locks of Sault Ste. Marie which handle

over twice the tonnage of the Panama Canal. With the development of the St. Lawrence Waterway, these ports will also be open to salt water steamers. Nor is the present river traffic to be disregarded. Nevertheless, this area must still handle millions of tons of freight over rail and highway. This area includes 83,000 miles of railroads, a third of the country's total. And what is of most importance to drivers, it consumes some 7,000,000 gallons of motor fuel, also a third of the country's total.

Immense possibilities for labor are opening up in this industrial region. It is the center of nearly all recent labor gains in autos, rubber, and steel, in addition to this gain by the driving crafts. It includes the more advanced movements by labor in the political fields. In the north central area, labor is on the move—let's keep it going forward!

## Puffer-Hubbard Meeting Sept. 7

A special meeting of the Puffer-Hubbard section of Local 1859 is to be held on Wednesday, September 7, at 6 p. m., to consider provisions of the new contract.

A general strike of 1934 proportions looms as a possibility in San Francisco where warehouse bosses have deliberately provoked a fight which is to serve as a test of strength before new contracts will be negotiated with dock workers and department store employees.

A railroad car full of "hot cargo" loaded last week by links in the F. W. Woolworth Company's Frisco warehouse has been shunted from one warehouse to the other by the bosses, and wherever workers refuse to handle it this has been used as an excuse to shut down. Others, without waiting for this excuse, have locked out their men so that the majority of the 200 warehouses are closed, the city

## Frisco Bosses Attack Warehousemen In Test of Strength of AFL-CIO

is faced with shortages, and the majority of the 6,000 warehousemen are out of work.

**Boss United Front**  
The Association of San Francisco Distributors, the bosses organization which is carrying this fight straight into the Bridges-controlled Warehouse Union, is a new united front of employers formed under the wing of the powerful Shippers' Waterfront Employers Association. This latter organization is already making public its decision to refuse a decent contract to the longshoremen after the present terms expire September 30.

Thus the lockouts are generally interpreted as an employer move to measure forces before a deci-

sion is made to attempt a smashing blow to the longshoremen's organization which is the base of Bridges' strength. With shippers along the entire west coast looking on, it is unfortunate that the leadership of the CIO warehousemen already shows signs of giving in to employers. Eugene Paton, president of the union, is appealing, almost pitifully, to the employers to take back the locked-out workers and abandon the "conspiracy to wreck our union."

**AFL Strike Pends**  
However, workers are preparing to fight the employers open shop drive on other fronts. By a 9 to 1 vote, 5,000 AFL department store employees authorized a strike call if new contracts are not forthcoming from the city's main department stores by September 1. So far employers have refused to discuss demands for a closed shop, 35 hour week, and store wide seniority.

San Francisco labor is organized 100,000 strong and has obtained some of the best working conditions in the country. This is a thorn in the side of many business men who want to clean up during the Golden Gate Exposition starting next year, and who know that Chicago Worlds Fair profits were made by squeezing wages. Thus uptown employer groups are giving full backing to the hardboiled shipping interests, and Frisco labor must be prepared for a real showdown.

### On the National Picket Line

According to John L. Lewis, the "peace" meetings conducted last winter between committees from the AFL and the CIO broke up without getting anywhere, because William Green wanted to rob the CIO unions of their autonomy. Yet never in the history of the American Federation of Labor has the Executive Council of that body attempted to exert such complete control over an affiliated international union as John L. Lewis' CIO, is now trying to exert over the United Automobile Workers Union.

Richard Frankenstein, Ed Hall and Wyndham Mortimer, UAW vice presidents, recently expelled after hearings on charges of attempting to turn the union over to the Communist Party, appealed the decision of their own international Executive Board, to Lewis. They demanded that he appoint an administrator for the union.

Lewis, the advocate of liberty and complete autonomy for international unions, proposed that in the future all controversial disputes in the UAW be submitted to the CIO and that the decision of the CIO be final. Fortunately, the first response from the UAW locals indicate that Lewis will get nowhere.

On August 28, a regional meeting of the officers of 46,000 auto workers from Minnesota, Wisconsin and northern Illinois met in Milwaukee. This meeting passed a resolution condemning Lewis' action and calling upon the International UAW to cease paying per capita tax to the CIO. They had been paying five cents per member to the CIO.

The first morning of this meeting a serious attempt to disrupt the assembled delegates was made by Harold Christoffel, ousted president of the Allis-Chalmers unit of the UAW in Milwaukee.

Leading about three hundred followers, Christoffel surged upon the meeting hall. In the resulting scuffle there were several persons injured. Resistance from within the hall was strong and the invaders were driven back. They withdrew to the street where Christoffel made a speech favoring John L. Lewis.

Martin addressed the meeting most of the day, explaining the action of the Executive Board in expelling the insurgents. He also told of the dire results which

(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 THOUSAN DDOLLARS for information leading to the apprehension and conviction of the murderers.

# AN OPEN LETTER TO THE MINNEAPOLIS-MOLINE WORKERS TO THE GARAGE WORKERS IN THE CIO TO THE ORNAMENTAL IRON WORKERS TO THE STRUTWEAR WORKERS

We, the drivers of Minneapolis, the Teamsters Joint Council, have fought side by side with you on your picket lines. We shall do so again whenever you need our help to fight the Open Shop Employers. That is why we have the right to ask you to help us in our fight against the Direct Service Oil Co.

You have not forgotten the Arrowhead Steel strike of the fall of 1934, when the drivers sent their pickets to help man your picket lines and thereby helped you win that strike.

You have not forgotten the Twin Cities garage strike of January, 1935, when the drivers gave you their wholehearted support and put their leaders at the disposal of your strike committee. V. R. Dunne spent 24 hours a day in the St. Paul strike headquarters and Farrell Dobbs did the same in Minneapolis. Shoulder to shoulder with you, the drivers marched up against the guns of the bosses at McDonald Gilfillan and Tri-Motor, and went to jail with you.

### YOU PUBLICLY THANKED US

You remember the victory meeting, the day after the garage settlement, held in the General Drivers Hall. Your leaders, in the columns of the labor press, publicly thanked "the leaders and members" of the drivers for their "tireless and valuable assistance."

You remember the Ornamental Iron strike of Local 1313 in July, 1935. When Mayor Latimer led scabs into the plant and the strike was at the point of being smashed, the drivers mobilized 250 pickets that afternoon at the Flour City plant, battled with the cops and the scabs and closed the plant down tight. Remember the fight at Flour City on the night of September 11, 1935, when the streets ran red with blood—and our blood mingled with yours.

### ON YOUR STRIKE COMMITTEE

In that Ornamental Iron strike, you appealed to the drivers to send representatives to sit on the strike committee and help direct it. The request was gladly granted.

You Strutwear workers: remember how in August, 1935, the drivers marched with you on your picket lines. Remember how a drivers' leader, picketing the Strutwear plant, was slugged by the cops and jailed. On August 19th hundreds of drivers helped you close down the plant. In December, when the company tried to move goods, none of our drivers would touch it. And when scabs tried to drive trucks out of the plant, our drivers were with you on the lines to stop those scabs. Another member of our union, Al Russell, went to jail for four months for proving his solidarity with the Strutwear workers.

In a word, the drivers have stood with you in all your struggles. That fact is indelibly written into the record of the labor movement, and none can deny it.

### WHO DIVIDES US?

During the last two years, however, a group of people have gotten hold of the leadership of your unions, most of whom took no part in your struggles to build your unions. Their policies led you into a disastrous split from the main section of the Minneapolis Trade unions, and reduced your once-powerful unions to a shadow of their former strength. For their own partisan schemes, they seek to set trade union brother against trade union brother. They want you to fight us. They will go to any lengths to undermine the drivers movement, although every worker knows that the drivers initiated the resurgence of unionism in Minneapolis.

Last week a group of "CIO" men attacked and beat up two of our pickets, Jake Cooper and Dave Hagg. Both these men still bear the wounds they suffered on your picket line at the Flour City plant, fighting your fight!

### CALLING THE COPS!

Last Saturday, Rodney Jacobsen, at CIO headquarters, called the cops, and asked them to drive the picket lines of the drivers off the streets. Other CIO officials arranged with the cops to have CIO drivers accompanied by police squad cars. These so-called leaders are so insane in their hatred of the organized drivers movement that they do not hesitate to ally themselves with the cops against us!

On Monday, two CIO officials, Hilliard Smith and Van Nordstrand, called officials of the Teamsters Joint Council, and threatened that the CIO was going to boycott drivers selling direct to homes, and institute a campaign for CIO workers to buy only at stores and depots. This is playing the game of the bosses, who for 15 years have been trying to destroy the home delivery system.

### CALLING THE COURTS!

Last Saturday Ralph Helstein, attorney for the CIO, was instructed by CIO leaders, to draw up papers for an injunction against the Teamsters Joint Council and the organ of the Central Labor Union and its editor, R. D. Cramer, among others. These so-called leaders of yours do not hesitate to use the labor injunction, the foul weapon of the bosses! The papers were finally filed in the name of Direct Service Co., with a CIO member testifying for the company—of course everybody knows that the company is merely "fronting" for the CIO in this injunction suit.

It is reported to us that last Friday night, these CIO leaders, at a meeting of the Minneapolis Moline workers, tried to get you to agree to come out on the streets the next morning to fight our picket lines, and that, fortunately, you workers treated this proposal as it deserved, tabling it.

### WHY DIVIDE US?

In the face of the record of cooperation which the drivers movement has rendered to you, how dare the Rodney Jacobsens, the Mauseths and Smiths, the Van Nordstrands—how dare this wrecking crew, in the name of the CIO, send out slugs to crack the skulls of our drivers? We know that they are not doing this by your consent. But why do you permit them to perpetrate their crimes in the name of your unions?

### NO QUARREL WITH CIO

This is NOT a fight between the AFL and CIO. The Minneapolis AFL movement was a pioneer in the fight for industrial unionism, and fought against the division of the labor movement. We unhesitatingly express our solidarity with the founding unions of the CIO and the mass-production unions they built, and every local of these unions in Minnesota has had our cooperation. The program of industrial unions in mass production industries and organization of the unorganized had and continues to have our unqualified support.

Minneapolis is not, however, a city of mass production industries and it is the best organized city in America. When, therefore, for their own partisan interests and to get dues-paying members, your so-called leaders proceed to raid the jurisdiction of the drivers' movement, working hand in glove with the bosses to split up the drivers, putting "CIO" drivers on oil and other trucks, going through our picket lines at Direct Service to put CIO buttons on finks in exchange for their "No. 1" buttons, we fight them as firmly as we fight the bosses for whom they are stoogeing in these jurisdictional raids.

### UNITY WITH INSIDE WORKERS

The drivers movement of Minneapolis is as nearly industrial in form as the industries in this area make possible. The bosses, of course, always seek to narrow our jurisdiction. We fought the great July-August, 1934, strike for the right to organize the inside workers. Now the bosses fight against our organizing the oil drivers and station men, who belong to us not merely by virtue of an AFL Executive Council decision, but because they belong in the driving crafts by the very nature of their work, which brings them into minute-by-minute contact with drivers of every craft. And when your leaders try to raid our jurisdiction among oil drivers and station men, they are playing the game of the bosses.

In the name of our thousands of pickets, who gave their blood that your unions should prevail, we ask you to repudiate any and all attempts of your leaders to draw you into fratricidal war against us. We ask you to support the unions which have supported you. We ask you to tell your leaders in no uncertain terms that you are friends of the drivers movement, and that you will no longer tolerate the use of thugs, cops and courts against us.

WE ARE NOT GOING TO ALLOW THE OLD-TIME SOLIDARITY OF THE MINNEAPOLIS LABOR MOVEMENT TO BE BROKEN BY THESE UNION SPLITTERS!

WE ASK YOU TO HELP THE MINNEAPOLIS TEAMSTERS IN THEIR FIGHT AGAINST THE DIRECT SERVICE AND ALL OTHER OIL COMPANIES THAT FIGHT US!

ISSUED BY

**MINNEAPOLIS TEAMSTERS JOINT COUNCIL**

August 30, 1938

## Proszek Wins CLU Essay Competition

Louis Proszek, 3723 Queen Avenue North, member of Cabinet Makers Union Local 1865, won the first prize in the essay contest sponsored by the Minneapolis Union Card and Label Council, it was announced last Sunday at the CLU Picnic.

The essay contest, which received 123 entries from writers all over the country, was on the theme: "Why People Should Demand the Union Label, Shop Card and Button." The proportion of essays received that were of high merit was very large, according to the committee of judges.

Brother Proszek received the first prize award of \$25. All winners have been notified by mail. The winning essays will be published soon in the labor press.

Other prize winners were:  
2nd—Oscar Schebloom, Minneapolis, Post Office Clerks Local 125, \$15.

3rd—A. J. Kampmann, Jr., St. Paul, Typographical Union Local 30, \$10.

4th—Martin A. Satz, Minneapolis, merchandise (all subsequent winners received merchandise).

5th—Hilmer A. Hanson, Minneapolis.

6th—Heleen E. Hudson, Minneapolis, Local 17661.

7th—Marcella Blondenier, Minneapolis.

8th—Miss Ruth Harvey, Rochester, Minnesota.

9th—C. E. Fredean, Minneapolis.

10th—Marshall Bush, Minneapolis, Machinists Union Local 1313.

## On the Route With the Milk Man

By Mike Rusinko

Well, gang, don't forget next Tuesday is the day—get out and vote early for your favorite candidates.

Schultz of the Northland, the Cemetery Cow Boy, just got back from a vacation he spent in the Northern part of North Dakota chasing some of those Jack rabbits.

Joe Saleen of the Ohleens prefers to back up to a chute to unload. I wonder where his mind was when he overshot the mark?

Oscar Olson of the Ohleen gang was blessed with a boy, so what does he do but go out and buy a bike and football and boxing gloves.

I was out for a hike on my day of rest. Along comes a milk truck and lo and behold a radio going full blast installed in the truck. The man said it was set for one station only. But instead of a milk advertisement along came a Ger-

man Band with a beer advertisement.

Stanley Fischer came in one day feeling highly elated; someone told him he looked like a movie star. Who do they mean, "Harpo" Marx?

This Bird Harvey better cut out the story telling at the L. O. L. Ask M. Mack and her side kick how the air feels on those auto rides.

Sylvia Larson, Rosy Donatelle, Berle Westmen, Opal Berg, are going to spend the week end at Big Lake. There will be a solo by Opal accompanied on the piano by Bearle, the rest will do the Jitter Bug Shag.

Too bad some of these birds will never learn to park their car without scratching up poor "Rosy's" Dusenberg. Shame on you, Ed Wolf.

Mud Weitzel took a trip to Tulsa, Oklahoma; he claims he got twenty miles on a gallon in that gelpoly he is driving. Doug Corrigan lost the prize medal in the Liars' club. Bud has it now.

I was on the way to the Office of the Local when I passed a car and lo there was Conny Ordeman sound asleep with a book in his hand; not to disturb him I took the book quietly. What do you think it was? How to become a wide awake salesman in ten lessons.

There is a new book coming out called "The Model Milk Man" written by "George Whataman Sanoff." He got quite a write up by Merle Potter of the Journal August 26. Boy, what a line!

Just read in Cedric Adams column that he wished somebody would send in and tell him how to get rid of crickets and insects, etc. All they have to do is invite Paul Keatchie over for a meal, then get outside and let Paul stay and light one of his "El Ropos." Boy, if that don't get them nothing will.

Harry Landborgd lost his mother this past week; that was the reason for his absence.

We are glad to see that Gust Anderson is back with us once more, he has been ill.

Chris was going to the meeting one night, so said his wife, "Don't

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forget, you come home at 9 o'clock." Chris said, "But, dear, I thought that tonight I would make it 10." "What!" said his wife. "Oh, I meant 10 minutes to 9." At a boy, Chris.

Would the person who called me last week and could not get me please call again as we can use the news. That means anyone who has some also.

Tommy is now a full fledged "G" man. I wish he would solve the mystery of all the straw hats that disappeared on the boat excursion.

Fred Thompson is greasing up his guns getting all set for the hunting season to set in. What are you going to get Fred, birds or bandits?

Well, gang, will see you at the meeting next Tuesday.

## Akron Drivers Prepare to Resist Cuts

Akron, Ohio—Recently various trucking employers have indicated they are going to attempt to cut wages in the industry. Truck Drivers Union Local 348 is mo-

Greetings  
**IRIS CAFE**  
1034 NICOLLET AVE.  
Main 6608

**Lynnhurst Cafe**  
319 West 46th St.  
RE. 9760

**GATELY'S CLOTHING**  
40 South 5th Street

**The North Side Bakery**  
1815 PLYMOUTH AVE.  
Hyland 6307

**Middlewest Film Express**  
121 GLENWOOD AVE.  
Main 8275

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2615 PARK AVE.

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# Full Text of North Central Area Contract

## ARTICLES OF AGREEMENT OVER-THE-ROAD MOTOR FREIGHT

Michigan, Ohio, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, Kansas City, Kansas and south bank of Ohio River between Portsmouth, Ohio, and Paducah, Kentucky

The Company hereinafter referred to as the Employer and the International Brotherhood of Teamsters, Chauffeurs, Stablenmen and Helpers of America, A. F. of L., Local Union No. 1, hereinafter referred to as the Union, agree to be bound by the following terms and provisions covering wages and working conditions.

Article 1. The Union shall be the sole representatives of those classifications of employees covered by this agreement in collective bargaining with the Employer. Only members of the Union or men eligible for membership may be hired. The Employer shall call the Union for additional men when required provided, however, that if the Union does not have suitable men available a non-member should be hired with the understanding that he must make immediate application for membership in the Union and shall work under the provisions of this agreement. Any person newly employed shall be so employed only on a thirty day trial basis, during which time he shall either be dismissed without further recourse or placed on the regular seniority list.

Article 2. The Employer recognizes the right of the Union to designate a Job Steward and alternate to handle such Union business as may from time to time be delegated to them by the Union Executive Board.

Article 3. The Employer agrees to grant the necessary time off without discrimination and without pay, to any employee designated by the Union to attend a Labor Convention or serve in any capacity on other official Union business.

Article 4. The Employer agrees not to enter into any agreement or contract with his employees, individually or collectively, which in any way conflicts with the terms and provisions of this agreement.

Article 5. The Employer agrees that all conditions of employment relating to wages, hours of work, overtime differentials and general working conditions shall be maintained at not less than the highest minimum standards in effect at the time of the signing of this agreement and the conditions of employment shall be improved wherever specific provisions for improvement are made elsewhere in this agreement.

Article 6. The Operators and the Unions shall each create a permanent area committee for the trade area of Michigan, Ohio, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, Kansas City, Kansas, and the territory contiguous to the south bank of the Ohio River between Portsmouth, Ohio, and Paducah, Kentucky. It shall be the function of these committees to help adjust disputes which cannot be settled between the Operator and the Local Union and to formulate supplementary rules concerning operating practices as related to labor conditions where the need may arise through the practical application of this agreement. The area committees shall create the necessary sub-committees to assure prompt adjustment of all disputes.

Article 7. The Union and the Employer agree that there shall be no strike or lock-out without first using all possible means of peaceful settlement of any controversy which might arise.

Article 8. The Employer shall not request or instruct any employee to go through a picket line of a striking Union. However, the Union agrees that in the event the Employer becomes involved in a controversy with any other Union, the Union will do all in its power to effect a fair settlement.

Article 9. Employees shall not be charged for loss or damage unless clear proof of negligence is shown.

Article 10. Should the Employer require any employee to give bond, cash bond shall not be compulsory and any premium involved shall be paid by the Employer.

Article 11. No driver shall be permitted to allow anyone other than the employees of the Employer who are on duty to ride on his truck.

Article 12. The Employer agrees to exert every effort to obtain prompt payment of injury compensation claims by his compensation insurance carrier.

Article 13. Seniority rights shall prevail. The list of employees arranged in the order of their seniority shall be posted in a conspicuous place on the job. Any controversy over the seniority standing of any employee on this list shall be referred to the Union for settlement.

Article 14. Any employee desiring a leave of absence from the job shall secure written permission from both the Union and the Employer. Failure to comply with this provision shall result in the complete loss of seniority rights of the employee involved. Inability to work because of proven sickness or injury, shall not result in the loss of seniority rights.

Article 15. The Employer shall not discharge any employee without just cause and shall give at least one warning notice of the complaint against such employee except that no warning notice need be given to an employee before he is discharged if the cause of such discharge is dishonesty or drunkenness while on the job. Any employee may request an investigation as to his discharge and should such investigation prove that an injustice has

been done an employee, he shall be reinstated and compensated at his usual rate of pay while he has been out of work. Appeal from discharge must be taken within five days by written notice and a decision reached within ten days from the date discharged.

Article 16. The Union and the Employer agree to abide by the following procedure on seniority in the event that the Employer absorbs the business of another company:

(a) In the event that a company other than a contract hauler which has previously operated its own trucks discontinues this method of operation and turns its hauling over to a contract trucking company, the employee of this company working on the truck may transfer to the company taking the contract and be placed at the bottom of the seniority list of that company with first preference for all work done for their former employer.

(b) In the event that a contract for hauling is transferred from one hauling contractor to another, the men employed at the company which is losing the contract may elect in accordance with their seniority rights at that company to transfer to the company receiving the contract where they shall be placed at the bottom of the seniority list and shall have no preference in hauling other than that provided by their seniority standing at the company to which they transferred.

(c) If the minimum wage, hour and working conditions in the company absorbed differ from those minimums set forth in this agreement, the higher of the two shall remain in effect.

Article 17. In the event that the maximum work week is reduced by legislative act to a point below the regular work week provided herein, the contract shall be reopened for wage negotiations only.

Article 18. The term "Driver" or "Chauffeur" shall be construed to mean the operator of a truck, motorcycle, passenger, horse drawn vehicle, or any other vehicles used for transportation purposes, and shall also include employees engaged in delivery service on foot or bicycle, or by similar methods when used to defeat the purpose of this agreement.

Article 19. All employees covered by this agreement shall be paid in full for all time worked in each pay period weekly or on established paydays.

Article 20. The following shall be the minimum rates of pay in the various classifications of work:

Local Runs—Runs within a 75 mile radius of the city with a round trip not to exceed 150 miles, shall be classified as local runs. The rate of pay for drivers shall be 60c per hour. There shall be a minimum guarantee of five hours pay for any such run.

Through Runs—Runs other than those defined as local runs shall be considered through runs. The rate of pay for drivers shall be 2 1/2c per mile operated based on official mileage, plus the following additional allowances:

(a) Unless otherwise specifically provided herein, not more than one pickup or delivery shall be permitted at each end of a run. Time spent in making pickups and deliveries at point of origin or point of destination and enroute shall be paid for at the rate of 75c per hour. Time lost through delay in pickups and deliveries enroute shall be paid for at the rate of 75c per hour. Official mileage pay shall be allowed for driving time in making pickups or deliveries at off-line points enroute.

(b) There shall be a minimum guarantee of six hours pay at the rate of 75c per hour on all through runs with the provision that if necessary to provide a maximum of seven hours work on the run, more than one pickup or delivery at point of origin or point of destination may be permitted. On turn-around runs a minimum of eight hours pay at 75c per hour shall be guaranteed in each 24 hour period.

Breakdowns—On breakdowns drivers on through runs shall be allowed 75 cents per hour after the first two hours, not to exceed six hours pay in any 24 hour period; drivers on local runs shall be allowed 60 cents per hour after the first two hours, not to exceed five hours pay in any 24 hour period.

Deadheading—In deadheading drivers with or without equipment, there shall be an allowance of 2c per mile, plus the cost of transportation if the employee is not transported in company equipment.

Layovers—Employees required to layover away from his home terminal, shall receive a minimum of six hours pay at 75c per hour in each 24 hour period, such allowance to begin at the end of the sixteenth hour in the second 24 hour period after the run begins, plus lodging. On Sundays and holidays only meals and lodging at cost will be allowed.

Impassable Highways—In the event it is impossible to complete a run due to impassable highways the driver on through runs shall be allowed a minimum of five hours pay at 75 cents per hour in each 24 hour period, plus meals and lodging at cost; drivers on local runs shall be allowed a minimum of five hours pay at 60 cents per hour in each 24 hour period, plus meals and lodging at cost.

Article 21. No employee covered by this agreement shall be permitted to work in excess of 60 hours per week.

Article 22. Owner operators, other than operating companies, shall not be covered by

this agreement unless affiliated by lease with an operating company which is operating in full compliance with all the provisions of this agreement, and holding proper I. C. C. and state certificates and permits. Such owner operator shall operate exclusively in such service and for no other interests. This type of operator, compensation for wages, and working conditions shall be in full accordance with all provisions of this agreement. The terms of the lease shall cover equipment used and shall provide a minimum of cents per mile as itemized below. Owner operator shall have seniority as a driver only. Operating companies shall use their own available equipment before hiring any extra equipment.

A. Rate of 6 1/2c per mile for tractor and trailer.

B. Rate of 4 1/2c per mile for tractor only.

C. 50% of the above regular rates for deadheading if and when ordered.

D. Complete freedom to purchase gasoline, oil, grease, tires, tubes, etc., including repair work, at any place where efficient service and satisfactory products can be obtained at the most favorable prices.

E. No reductions where present basis of payment is more favorable than the minimum established herein for this type of operation.

F. No charge for spotting at terminals.

G. Employer or operating companies do hereby agree to pay road or mile tax, social security tax, compensation insurance, public liability and property damage insurance and cargo insurance.

H. There shall be no interest or handling charge on earned money advanced prior to the regular pay day.

Article 23. Employees on student trips shall be paid in accordance with the provisions of this agreement.

Article 24. The Employer may require the employee to keep a time sheet showing the arrival and departure at terminal and intermediate stops and cause and duration of all delays, time spent loading and unloading and same to be turned in at the end of each trip.

Article 25. Drivers called to work shall be allowed sufficient time, without pay, to get to the garage or terminal.

Article 26. No employee shall be compelled to take out equipment that is not safe mechanically to operate over the highways.

Article 27. A copy of this agreement shall be posted in a conspicuous place in each garage and terminal.

This agreement shall be in full force and effect from October 1, 1938, to and including October 31, 1939, and shall continue in full force and effect from year to year thereafter unless written notice of desire to change or modify the agreement is served by either party upon the other sixty days prior to the annual date of expiration.

FOR THE OPERATORS— BY THE COMMITTEE

KEESHIN MOTOR EXPRESS CO. AND NATIONAL FREIGHT LINES

By J. L. Keeshin, Chairman

RELIABLE TRANSIT CO.

By Carl Marinello, Secretary and Treasurer

CUSHMAN MOTOR DELIVERY CO.

By E. Cushman, President

INTERSTATE DISPATCH, Inc.

By H. H. Hilland, President

PIONEER MOTOR SERVICE, Inc.

By John Gottlieb, President

SHIPPER'S DISPATCH, Inc.

By E. C. Lacey, President

WERNER TRANSPORTATION CO.

By P. M. Greenberg, General Manager

LEE BROTHERS, Inc.

By H. J. Lee, President

GATEWAY CITY TRANSFER CO., Inc.

By E. W. Murphy, per J. A. Zeratsky

HAYES FREIGHT LINES, Inc.

By C. H. Ozeo, per E. D. Porter

DECATUR CARTAGE CO.

By W. F. Mullady, per R. M. Pride

TRANSAMERICAN FREIGHT LINES, Inc.

By Walter Eden, per C. F. O'Connor

MONARK MOTOR FREIGHT SYSTEM

By M. A. Riddle, Manager

GLOBE CARTAGE CO.

By M. A. Riddle, President

HANCOCK TRUCK LINES, Inc.

By M. A. Riddle, Manager

TUCKER FREIGHT LINES

By Morris Tucker, President

FARMERS' RAPID TRANSIT CO.

By Ray Schergert, President

ADVANCE TRANSPORTATION OF ILLINOIS

By F. A. Crowe, Sr., President

F. R. NOGG, Secretary of Committee

THOMAS L. HUGHES

General Secretary-Treasurer International Brotherhood of Teamsters, A. F. of L.

FOR THE LOCAL UNIONS— BY THE COMMITTEE

JOHN T. O'BRIEN

JOS. F. SCISLOWSKI

FARRELL DOBBS

CARL KEUL

EMMETT J. WILLIAMS

T. M. NEAL

J. M. O'LAUGHLIN

JOHN A. RAY

JACK MALONEY

MIKE HEALY

FRANK BROWN

THOS. V. SMITH

Chicago, Illinois

August 23, 1938

11:50 p. m.

## Ski Strikers Win Victory, Union Pact

New Richmond, Wis.—Militant unionism won an important strike victory in this section of Wisconsin Saturday, when, after a 23-day strike, the Woodenware Workers Union Local 1703, AFL, won a closed shop contract from the Strand Ski factory.

Since August 4th, when the strike began, Local 1703 had maintained a vigilant picket line around the plant which kept it shut down tight.

Saturday night, following a week of negotiations, strikers ratified a new working agreement which gave them most of the demands for which they fought. On Monday morning all strikers were back to work.

The pact recognizes Local 1703 as the sole collective bargaining agency; recognizes the right of the union to designate shop stewards; the right of the union to classify employees.

Regular hours of work are not to exceed nine daily and forty-four weekly. Time and one-half will be paid for overtime. Formerly the fifty-hour week was in effect. Strict seniority will prevail.

25% Wage Increases  
In place of a paid vacation, each employee will receive 1c per hour

Article 26. No employee shall be compelled to take out equipment that is not safe mechanically to operate over the highways.

Article 27. A copy of this agreement shall be posted in a conspicuous place in each garage and terminal.

This agreement shall be in full force and effect from October 1, 1938, to and including October 31, 1939, and shall continue in full force and effect from year to year thereafter unless written notice of desire to change or modify the agreement is served by either party upon the other sixty days prior to the annual date of expiration.

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THOMAS L. HUGHES

General Secretary-Treasurer International Brotherhood of Teamsters, A. F. of L.

additional to the hourly wage scale, which is as follows:

Craftsmen—45c.

Machine and skilled workers—42 1/2c.

Watchmen and helpers—40c.

The former wage scale was around 30c hourly. The pact will run for one year.

Workers Inspired

The whole town of New Richmond was jubilant at the strike victory. Already, other workers have been inspired by the gains made through union organization. A group of three hundred county workers have come to Local 1703 and asked for organization assistance.

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Complete Repair Department  
IRA ENMARK CO.  
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Yards 1426 to 1512 2nd St. N.  
HY. 9229

Parten Machinery  
Company  
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307-309-311 Sixth Ave. South  
GE. 6969

Telephone Geneva 4235  
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Dealer in  
FURNITURE AND RUGS  
1324-1326 Washington Ave. S.

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D. R. LARSON, Prop.  
616-618 CENTRAL AVE.  
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Flowers, Plants, and Floral Designs  
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COAL, COKE, WOOD AND FUEL OIL  
Service and Quality  
**HUMBOLDT FUEL CO., Inc.**  
Phone Cherry 2473 4615 Humboldt Ave. N.

Patronize  
**ENGSTROM'S BAKERY**  
UNION SHOP  
2853 Johnson St. N. E. Granville 2827

**SAWYER-CLEATOR LUMBER CO.**  
LUMBER, MILLWORK, BUILDING MATERIAL  
Office and Yard, 1400 Washington Ave. N.  
Telephone, Cherry 3618-3619

Compliments from  
Joint Locals of Cleaners and Laundry  
Workers Union  
NUMBERS 183-30  
703 Third Avenue South

**VICTORY STATION**  
Independently Owned and Operated  
TRY OUR SERVICE—FRIENDLY TO LABOR  
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**PERFORMANCE PREFERENCE**  
The **GILLETTE BALLOON TACITURN**  
has both performance and preference—  
New engineering principles have brought out this extra-ordinary tire.  
Tires Tires  
LIKE OLD MAN RIVER  
THEY JUST KEEP ROLLING ALONG!  
New design features makes the Taciturn the "TIRE OF THE YEAR". Every known test has proven its extra-ordinary quality. It has extra Non-skid—extra tread thickness—extra material all through to make it tougher—more resilient and longer wearing.  
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Greetings from  
Coast to Coast  
Stores

# Getting Jobs For Our Jobless Boys and Girls

By Oscar Kohler, Youth Secretary

What will happen if the young people do not obtain any jobs—if they remain the locked out generation? How much longer will the millions of jobless young American boys and girls stand meekly and humbly by while the boss class makes a mockery of "the right to work"? Locked out of private industry, given no adequate relief by the government, knowing that the future is one of idleness interrupted only by the opportunity to shoulder a gun in the next war for profits, how much longer will the young people remain peaceful and submissive?

### The Economic Basis for Crime

One fact gives us a hint as to what these young people can and will do. In the last few years, there has been a forty percent increase in the number of crimes committed by young persons between the ages of 16 and 19. It certainly should be no cause for wonder as to why this increase has taken place.

With hundreds of thousands out of work, quickly and constantly becoming despondent, indifferent and demoralized, it is not at all surprising that many of them should turn to crime—which they see as the only way in which they can obtain any money, the only way they can "get some fun out of life."

No one will dare to make the charge that these boys and girls are criminals by "nature." It is obvious that their economic position in society, their utter hopelessness is the force that drives them to crime.

### Prey for Fascism

If the experiences of the young people in other countries can teach us anything at all, we know that there is a far worse danger ahead for the young people. Hopeless and demoralized, these young people are ripe material for any clever fascist demagogue.

Where did Hitler's gangs come from? From precisely these same kind of young people—jobless, desperate and willing to listen and follow anyone who spoke in a confident and strong tone and promised them jobs and the opportunity to live a real life. Hitler's demagogic but dramatic speeches and meetings appeared to the young people to be the only solution. His analysis of the economic situation in Germany—blaming unemployment and starvation wages on the Jews, the trade unions and the radicals—totally incorrect as it was, nevertheless was the only one that was spoken in a powerful and confident tone. What is more, he gave the young people a program of action. The young fascists who were engaged in breaking up trade union meetings had the feeling that at last they were doing something with a purpose, instead of simply sitting around idly at home.

### A Vicious Trap

It is true of course, that these same young people now know that Hitler's government and all fascist governments are the most vicious form of capitalist rule. Not only are they still jobless in even greater numbers, but they are powerless to voice any kind of protest. The

great tragedy is that all of this had to be learned only after bitter experience.

### "Europeanization" of America

We can be sure that in this country as well, the same attempt to establish a fascist dictatorship will be made. Already fascist and semi-fascist organizations have been formed—and we know that the day is not far off when these organizations, well financed by the big industrialists, will begin their campaign to smash the trade unions and all other organizations of the working class.

### Already at Work Here

As a matter of fact, this has happened already. In Minneapolis, the Silver Shirts held a secret meeting recently at which Silver Shirt leaders made fire-eating speeches urging that raids be conducted against the General Drivers Local 544.

On which side will the young people be? The main source of support for the fascists will come from precisely that section of the population which is the most hopeless, demoralized and despondent. The propaganda of the fascists against the Jews and Negroes, against the "gangster controlled trade unions" (which is the new method of smearing the most militant unions), will have an appeal to the young unemployed person.

The reason for this is simple. Knowing that their position in present day society is hopeless, the unemployed young people will listen to the first strong and dramatic voice that promises them something and that proposes to actually go out and fight for it. The fascists, of course, promise everybody everything. By joining the fascists, the young people at least feel that they have a purpose in life. This, together with uniforms, bribes in the form of spending money, and a program of action, is enough to wield a strong attractive power for the demoralized youth who never have had a chance to work and find out for themselves that the real enemy is the employing class, oppressing every worker, whether white or black, Jew or Gentile.

### Unions Must Lead the Youth

This fact is of vital importance for the trade union movement, since the first objective of the fascists is to smash the unions. The trade unions, if for no other reason than to protect themselves, must take the lead in the struggle to obtain jobs for the young people. If the trade unions do not win the young people, we can be assured that the fascists will.

The young people today are a mighty reservoir of discontent. They will not remain passive for long. They must have jobs and the opportunity to lead their own lives. WPA Youth projects for unemployed young people is the only proposal that can make the "right to work" mean anything. Unless the trade union movement boldly fights for this, the discontented and demoralized young people will be enticed into the fascist camp, beguiled into fighting against the unions and becoming the storm troops for the agents of the boss class.

## Independent Truck Chatter

More stuff and fun since last week!!!

At last we have the laugh on Curt! In fact, I can't repress an ear to ear grin while putting this on paper. Ask him about his northeast neighborhood tour last Saturday. Although the black Plymouth had no park boulevards to burn up, Zander so ably put her through the test that his crew were absolutely convinced that he has lost none of the skill of all truck drivers who can readily go places when the heat is on. Best of all, one of his passengers told me that he was more afraid of the way the boat was rocking than of what was behind them. And did I roar when I found out that they were out in front when all the time I thought Curt was playing the hawk. To top off the whole deal, "Taxicab" Walt Hagstrom who was with the fleet, was left so far behind they lost sight of him. And was he sore.

Now it can be told. I always did think an independent was two up on any cab driver, and at least the equal of three of them in an emergency.

Not to be cruel, or abandon our recently bereaved brothers of the WPA may I respectfully submit to Local No. 1 our problem for what they can make of it. If nothing else, it will prove to our errand lads the futility of their efforts to prove the justification for its existence.

With the present abandonment

ORDER FOR HEARING PETITION FOR ADMINISTRATION... ORDER FOR HEARING PETITION FOR LETTERS OF ADMINISTRATION... ORDER TO FILE CLAIMS AND FOR HEARING THEREON

IT IS ORDERED that all persons interested... ORDER TO FILE CLAIMS AND FOR HEARING THEREON

IT IS FURTHER ORDERED that within four months from the date hereof all creditors of said decedent file their claims in this Court.

WITNESSE: THOMAS O. J. ANDERSON, acting Judge of Probate Court, this 23rd day of August, 1938.

ERNEST P. LORENZ, Clerk of Probate Court, Aug. 25; Sept. 1, 8.

of trucks right and left by the money engineers of the WPA efficiency department, it is to be wondered whether or not they are too coldly machine-like, to consider the reaction from these men who were refused additional time during the early spring rush for extra trucks.

That job near Crosby may turn out to be a humdinger. Unless Paul was handing me a line on the job the other day, those boys are going places. Sixty-six hours last week. Force-account makes the gravy.

Soup's on! Out at Elk-River again. L. O. Swanson called for a couple this morning. Will Philippi use our ITO again on his new grading job? Belt Line are not so prompt with their dues as they might be. Such laggards!! And four stewards, too!! There is the makings of 35 (thirty-five) jobs in the air; but way up in the air.

FOR SALE. One 1938 Dodge, used three months. 6x8 dump body, 3 1/2 yard tail-gate; reconditioned hoist; 700x20 duals. Call Ch. 8005. 1219 Girard Avenue North. Bill Camp is de-Camping.

Remember when you used to see ads in the paper listing dump trucks for sale with job? (I fell for that gag.) Too bad Bill can't offer his job too.

This is the last issue of this column before our next meeting. You will not see next week's paper before the first of September on Thursday. WPA men please show up for this meeting. If you do not prepare now to protect your jobs, you will have plenty of time to complain after your layoff comes and you cannot find another job. It's twice as easy to protect a job you have, as it is to get one back that you have already lost or someone else has taken from you.

If you will read Mickey's column regularly you will see that he is always one or two up on this column. If it keeps on, that green eye of jealousy will get the best of me yet.

## Pulp Unions Make Gains In Area

Area organization of the pulp and paper unions in this section of the country received new impetus recently through two successful conventions.

On August 20-21 the North Central District Council of Pulp and Paper Industry Unions, embracing locals in Minnesota and Western Ontario, met at International Falls, Minnesota. Fifteen delegates were present from all 12 unions in the area.

A decision was made to continue for the present the Council set-up. The meeting recorded itself as opposed to the "job analysis" being fostered by some mills, whereby so-called industrial engineers are brought in to reclassify jobs. A motion passed to request an International representative to assist in further organization work here. Stimulating organization reports were made by delegates.

On Sunday, August 28th, the Tri-State Council of Pulp and Paper Industry Unions met in Cornell, Wisconsin, and went on record to aim at establishing the 40-hour week immediately rather than wait for the federal wage-and-hour bill to go into effect. Hours are now as high as 48 weekly in the industry. Over 100 union representatives attended the meeting. The next meeting of the Tri-State Council will be held in St. Paul in December.

## Pink Supply Agrees to Rehire Girls

Last Wednesday afternoon the Warehouse Union Local 20316 called a strike against the Pink Supply company, 753 N. Third, demanding the reinstatement of two union workers who had recently been fired shortly after Local 20316 began an organization drive in the plant.

The strike was settled late last week, when the company agreed to reinstate the two girls.

The union is preparing a contract to present to the Pink company and it is expected negotiations will get under way next week.

### DEMAND UNION CLERKS

McGuire's Liquor Store  
324 2nd Ave. S.  
Geneva 3242

SPORT'S INN  
Choice Wines and Liquors  
729 MARSHALL ST. N. E.  
MA. 9794

Woll's Coffee Shop  
434 2ND AVE. S.  
Main 9665

People's-Lehman and McGlynn's  
Bread and Pastry  
Bob Clausen  
622 HENNEPIN

Commonwealth Electric Company  
CONTRACTING ENGINEERS  
Minneapolis, Minn.  
502 Kasota Bldg., GE. 8939  
St. Paul, Minn.  
417 Broadway, GA. 1836

THE FAMOUS OLD HOME  
Loaf and Cottage Cheese  
Serve Twice a Week!

American Lumber & Wrecking Co.  
New and Used Building Materials  
2501 Washington Ave. N.  
Cherry 3381

South Side Lumber Company  
Lumber - Shingles - Insulation  
1100-1110 SOUTH 3RD ST.  
Telephone Main 8657

THE SUBWAY  
Lunches, Draft and Bottle Beer  
Ladies Invited  
703 42nd Ave. N. HY. 7904

PEPING CAFE  
918 Hennepin Ave.  
Main 0339

MOLER BARBER COLLEGE  
K. W. Krausmann  
215 NICOLLET AVE. AT. 9364

CHECK PROGRAM  
Your Savings With Ours  
INSURANCE  
Up to \$5,000.00 EARNINGS  
3% Current Rate  
AVAILABILITY  
Any Amount at Any Time

Twin City Federal Savings & Loan Ass'n  
801 Marquette Mpls., Minn.

Plymouth Laundry  
105 SOUTH 6TH ST.  
Complete Bachelor Service  
Shirts 14 Cents  
BR. 2651

Minnesota Barrel and Drum Co.  
New, Reconditioned and Used Steel Drums and Barrels  
Office and Yard, 763 N. 3rd St.  
AT. 3909

Equipped for Efficiency Organized for Speed  
Argus Publishing Company  
Printers - Publishers Stationers  
Emmett L. Duemke, Pres.  
Union Printers for 40 Years  
2335 Central Ave.  
GR. 3531

Peterson Funeral Home  
1838 Central Ave. N. E.  
Clifford Peterson GR. 5166

Consolidated Delivery Service, Inc.  
Established 1914  
Package Delivery - Special Delivery - Messenger Service  
81 S. 13th St. Main 8331

LOWEST PRICES ALWAYS  
New and Used Office Furniture and Store Fixtures  
JACOBSON FIXTURE EXC. Inc.  
219 S. 5th St., Minneapolis, Ma. 8520

EVERYBODY BUYS AT HASKELL'S  
Liquors - Wines  
'THERE'S A REASON!  
39 S. 7th St.  
(Next to Radisson)  
Free Delivery AT. 2434

GEO. O. HART GROCER  
1848-1850 Central Avenue  
GR. 3541

BUY WITH Confidence NORTH MINNEAPOLIS Leading LIQUOR STORE THE HYMAN CO.  
254 WEST BROADWAY  
New Third Street Since 1903  
CHERRY 1100  
FREE PARKING LOT IN REAR

That's the average time it takes to reach out-of-town friends and relatives by LONG DISTANCE TELEPHONE

Enjoy a visit with someone this evening. Lowest rates start at 7 o'clock.

Following are typical NIGHT AND SUNDAY RATES for 3-minute conversations when you ask to talk with anyone available at the telephone called from MINNEAPOLIS

TO	RATE
Bemidji	\$.60
Brainerd	.40
Chicago	.75
Des Moines	.55
Los Angeles	2.75
Milwaukee	.65
Omaha	.65
Owatonna	.35
Rochester	.35

See page 7 of Telephone Directory for rates to other places

## With the Limousines

In a very short time a list of the fair Funeral Directors will be published in this paper. Look for it.

We are advising all of our members that Direct Service is still unfair and we advise you all to stay away.

John Fitz is now drinking goat's milk. We advise any one who has a goat for sale to contact Smith Auto Livery.

Ray Sawyer is back from his vacation and feeling fit and ready to go to town with or without goon men. Good luck, Ray.

There will be a regular meeting on September 6. Lunch will be served and we expect a big turnout. Let's go, boys.

Ted Gardner just returned from his vacation. Also William Hines. Glad to see you back, boys.

Joe Fredericks left September 1, on his vacation. Have a good time, Joe.

Members delinquent in dues, be careful of losing that hide that

**Educator School Shoes**  
at  
**KINNEY'S**  
6TH AND HENNEPIN

## TJC Prepares for Bowling Season

All members of the Teamsters Joint Council interested in putting a union bowling team in the TJC Bowling League are urged to select a team captain and direct him to a meeting to be held Thursday, September 8, 8 p. m., in the organizers' room at 257 Plymouth Avenue North. The league for the coming season will be organized at this meeting.

William Sinnott has arranged with the Lincoln Recreation to have alleys set aside for the TJC League, beginning September 19. For further information, bowlers are asked to get in touch with either Louis Kenzie of the Meat Drivers, or William Sinnott of Local 471.

Joe talked about. We have two men in the field to take care of you.

The men who said we could not exist had better hunt their holes or keep their mouths shut.

Nordtzedt-Bolmgren Co.  
239-245 CEDAR AVE.  
Furniture, Carpets, Stoves and Household Goods  
Geneva 1821

Knaeble's FURNITURE  
50 Gals. Range oil  
Free including drain  
and spent with  
every circulating oil  
beater.  
Terms liberal  
513-515 PLYMOUTH AVE NORTH

HENNEPIN CLEANING & DYEING CO., Inc.  
First Class Work Only  
Good Service - Fair Prices  
W. N. PETERSON, President  
2520 CENTRAL AVENUE  
Phone Granville 4313-4314

O. E. Larson  
Hortuary  
Granville 4791  
2301 CENTRAL AVENUE  
Minneapolis, Minn.

Wolk Transfer Co., Inc.  
Commercial Hauling and Moving  
538 6TH AVE. N.  
Atlantic 2610 Main 4434

## FWS Women For Present Work Week

At the regular monthly meeting of the FWS Sewing Project, held on Tuesday, August 30, the membership voted unanimously to maintain the present five day week—five hour day. There has been some agitation among the workers on this project for a straight eight-hour day. However, when it was explained that, under present conditions, the eight-hour day would mean the laying off of about five hundred women for whom there

KIN-CHU CAFE  
Wen Wong, Mgr.  
Chinese and American Dishes  
725 Hennepin Ave. AT. 0241

CLUB CAFE  
Choice Wines and Liquors  
Fine Foods  
John D. Ferguson, Prop.  
730 S. 4th St. AT. 9154

Champion Animal Food Company  
652 STINSON BLVD.  
GR. 3537

Wholesale Retail  
CANDY CHIX  
Specialty Candied Popcorn  
A. G. Larson, Prop.  
AT. 9229 813 Hennepin

Anderson & Dahlen  
Sheet Metal Works, Heating and Air Conditioning  
1314 W. Broadway CH. 0873

GILL BROTHERS  
Funeral Chapel

TWIN CITY LUMBER AND WRECKING CO.  
New and Used Building Materials  
Main Office and Yards  
3233 E. 40TH ST.  
Telephone DU. 2388

would be no working room, the membership voted to retain the present system of two five hour-day shifts.

The meeting was very well attended. Oscar Kohler, upon special request from the job committee, gave a report on the newly organized Youth Section of the FWS. Marvel Dobbs gave a report on the Old Age Assistance section. Max Goldman reported on the Direct Service Oil situation, and Geo. Viens spoke briefly on problems confronting the workers on the sewing projects.

CY'S PLACE  
5th and Plymouth  
CHOICE LIQUORS  
Music and Dancing Every Night  
Cy. Putz, Prop. HY. 9966

McDivitt Funeral Home  
2825 E. Lake St. DR. 3621

MINNEHAHA GREENHOUSE  
4255 40TH AVE. S.  
Flowers, Plants, Floral Designs  
Members of Tile Setters and Truck Drivers Union  
DRexel 4402 DRexel 0974

Insure With  
A. H. Carlstrom Co.  
GENERAL INSURANCE  
Special Auto Rates to Careful Drivers  
1921 Emerson N. HY. 2200

100% UNION RENOVATING STERILIZING  
Let us solve your Bedding Problem  
Regal Mattress Co.  
Your Old Mattress Made Into an Inner Spring  
2613 Stevens Ave. RE. 5454

EMPIRE WRECKING & SALVAGE CO.  
1422 Central Ave. GR. 3588  
NEW AND USED LUMBER  
PIPE, GLASS AND DOORS

ICE COAL  
Cedar Lake Ice & Fuel Company  
Henn. & Oak Grove MA. 8201  
100% UNION CONCERN  
COAL ICE

# School Board Asked To Stop Paper Sales

In a petition to the school board and the Minneapolis city council, the four hundred members of the Junk Peddlers Association scored the practice whereby various schools hold "paper sales" and thus destroy the livelihood of the peddlers and endanger the health of school children.

The petition was delivered on August 23rd. Tuesday morning, August 30, a committee of five from the Junk Peddlers Association, together with Grant Dunne, Local 544 official, appeared before the welfare committee of the city council to demand favorable action on the petition.

A motion passed calling for an open public hearing on this question before the school board. Spokesmen for the Association pointed out the necessity of holding the hearing within the next few days, as the city schools open next Tuesday and there are always certain school officials who immediately send young children out to dumps and garbage heaps to collect old paper.

Louis Brand is president of the Association. Morris Holtzman is vice-president, and Joe Golfein, secretary.

The text of the petition presents the stand of the Junk Peddlers Association on this matter, pointing out the scab nature of school-sponsored "paper sales."

"On behalf of four hundred citizens of Minneapolis engaged in junk peddling, we wish to petition you to put an end to a practice whereby the schools are destroying our livelihood, adding hundreds of families to the relief rolls, and endangering the lives and health of all the children in the schools of Minneapolis.

"Throughout the school year, at stated intervals, the children are called upon to go anywhere they can find or get old paper. Urged on to do better than their school-fellows, these children seek out paper in every conceivable place, including disease-ridden dumps and garbage heaps. They collect paper from houses where there are people with communicable diseases. In this way, there is brought into the schools the possibility of inflicting every imaginable disease upon the young children of Minneapolis.

**Strike at Peddlers Jobs**  
"And why are the children thus placed in danger? The actual proceeds of this paper, which the school authorities sell directly to one of two big paper companies, is a comparatively small sum, which is spent for a few knick-knacks to adorn the schoolrooms. But in doing this, the school authorities make it possible for the paper companies they deal with to arbitrarily set a low price on old paper, thereby making it impossible for us to make a living, and as a result most of our peddlers—easily 90% of them—are on relief.

"We can safely assert that the cost to the city of the relief which has to be given to junk peddlers as a result of this practice amounts to four or five times the proceeds received by the school authorities from the sale of paper . . .

**Greenstein & Post**  
Poultry and Fresh Meats  
HY. 9227  
1907 PLYMOUTH AVE. N.

**Valhalla Cafe**  
Good Food - Choice Wines  
LIQUORS AND BEER  
105 SOUTH WASHINGTON

**Osgood Coffee Co.**  
BR. 5431 Minneapolis

**McGLYNN OIL COMPANY**  
179 Irving Avenue North  
We Specialize in Fuel Oil for Oil Burners

We are one of your neighbors and would appreciate your patronage  
Main 8501

**Belt Line Brick & Flooring Co.**  
B. L. B. Sand Lime Brick, Distinctive Face Brick  
Tile and Building Materials  
920 PHOENIX BLDG. MINNEAPOLIS

**Labor Day Greetings to All Those Who Toil for a Living**  
May this serve as an expression of an ardent hope for harmony and peace in the ranks of the labor movement of this country  
International Ladies Garment Workers Union  
Mike Finkelstein, Business Manager

## 554 Dairymen Ready to Hit Roberts Dairy

A strike loomed this week in Omaha at Roberts Dairy, with sanction already voted by the union and the dairy and bakery sections.

In a panicky move to save business, the dairy has lowered the price of milk, but already has admitted it is hard-hit by the union campaign to buy milk only from drivers carrying 554 union cards.

Meanwhile, negotiations proceeded with Meadow Gold Dairy, operating in both Council Bluffs and Omaha, with a good settlement apparently in the offing. The union is demanding increases ranging up to 40%, seniority, shorter hours and a closed shop.

The Red Ball Transfer Co. is getting out of line, and unless it straightens up will be cracked down. Two leading union members employed by the company, Glen Karch and Hy Bowen, were fired, while others are discriminated against. Action should come this week.

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Phone RE. 0074—Cash or Credit  
**Ideal Supply Co.**  
26 WEST LAKE STREET  
PHONE RE. 0074  
and Our Salesman Will Call

**Sunny Nook Eat Shop**  
ALL HOME COOKING  
Noon Lunches 25 and 35 cents  
3749 MINNEHAHA AVE.  
DU. 9824

**Bruton Tire Service**  
TIRES and BATTERIES  
J. H. Bruton, Mgr.  
1913 WASHINGTON AVE. N.  
Hyland 9763

**ROTO ROOTER**  
SEWER SERVICE  
Geneva 6641

**S. W. Gongoll & Co.**  
Investment Managers  
200 FOSHAY TOWER  
Main 8221

**Dan's Grocery and Meats**  
604 40th Ave. N. E.  
Columbia Heights GR. 5969

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The statute, Mason's Minnesota Statutes, 1927, Section 9886, would be so amended as to exempt church organizations, fraternal organizations, and trade unions, and their officers or agents, from the menace to their freedom contained in the statute as it present stands.

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Another resolution aims to change the law whereby the Secretary of State can revoke drivers' and chauffeurs' licenses in case of a drunken driving conviction, thus working "a cruel and unreasonable hardship upon truck drivers by virtue of the fact that such cancellation of chauffeurs' license deprives them of an opportunity to gain their livelihood at their chosen calling."

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## TJC Proposal Hits Law Used by Reed

Among the resolutions to be introduced before the Mankato convention of the Minnesota State Federation of Labor by the Minneapolis Teamsters Joint Council is one aiming to amend the statute used by Judge Reed to order the General Drivers Union to turn over all its records to a small group of company stooges.

The statute, Mason's Minnesota Statutes, 1927, Section 9886, would be so amended as to exempt church organizations, fraternal organizations, and trade unions, and their officers or agents, from the menace to their freedom contained in the statute as it present stands.

**Would Protect Livelihood**  
Another resolution aims to change the law whereby the Secretary of State can revoke drivers' and chauffeurs' licenses in case of a drunken driving conviction, thus working "a cruel and unreasonable hardship upon truck drivers by virtue of the fact that such cancellation of chauffeurs' license deprives them of an opportunity to gain their livelihood at their chosen calling."

**Asks More Compensation**  
A third resolution proposes that the Minnesota Workmen's Compensation Act be amended so as to raise the maximum weekly compensation from \$20 to \$25. It is motivated by the rise in the cost of living commodities which makes the \$20 per week inadequate.

## Omaha 554 To Turn Out Labor Day

General Drivers Local 554 of Omaha has made preparations for a mass turnout of the union membership for the Labor Day Parade.

Meeting at 9 a. m. at the union hall, 1222 Harney, the union membership will assemble and march from there. Every member is instructed to report.

## Bartlett, Tibbetts, To Represent 20316 At State Convention

The executive board of Warehouse Union Local 20316 has chosen James Bartlett and Bob Tibbetts to represent the union as delegates to the Mankato convention of the Minnesota State Federation of Labor. Don Penwell was designated as alternate.

Stewards at Buzza's will shortly receive copies of the new working agreement signed between Local 20316 and this company. Starting in September, the Warehouse Union will return to its regular schedule of two stewards' meetings monthly.

Phone RE. 0074—Cash or Credit  
**Ideal Supply Co.**  
26 WEST LAKE STREET  
PHONE RE. 0074  
and Our Salesman Will Call

**Sunny Nook Eat Shop**  
ALL HOME COOKING  
Noon Lunches 25 and 35 cents  
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Independent Union" finks who have been sniping away at AFL unions in Minneapolis.

The Gopher Knitting works has fostered an almost unbelievable despotism over its employees, according to ILGWU officials. Wages as low as 25c hourly for skilled work have been paid. The shop is dirty, cockroaches are abundant, and the 45 girls employed have to toil under artificial light. Sometimes workers have been required to work seven days a week. Sometimes they are paid only once in three weeks.

The Gopher workers walked out Monday when the company refused the union demands for the 35-hour week, the minimum prevailing wage in the industry, and the closed shop.

An attorney for the company has sought to call strikers together and agitate for a company union. Leaders of the "Associated

Independent Unions" have also been sniping away at the strikers, seeking to organize a unit in order to break the strike.

The International Ladies Garment Workers Union is one of the founding unions of the CIO.

### 544 Furniture Men-Important Meeting!

An important meeting of the Furniture Section of General Drivers Union Local 544 will be held Monday night, September 19th. All members are instructed to be present at this meeting, by orders of Local 544's Executive Board.

**GRANT Battery**  
Grant Storage Battery COMPANY MINNEAPOLIS

### Nebraska in Area Pact

Part of the press-run of last week's Organizer failed to include Nebraska among the states covered by the North Central Area agreement. The error was caught, and the second half of the press-run included the fact that Nebraska is covered by the agreement.

**Carlson's Auto and Body Repair Service**  
1028 S. SIXTH ST. Bridgeport 1718

**Northern States Radio and Sound Service**  
4135 ALDRICH NORTH  
Your North Side Radio and Public Address Service Man  
Radio and Public Address Sales, Rentals, Repairs, Service  
Reasonable Rates  
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**'25 SUITS**  
**'25, '30 TOPCOATS & OVERCOATS**  
from our famous quality upstairs stocks

**\$18**

plus a great purchase of new fall suits — topcoats and overcoats at way under regular prices at

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Also trousers at \$18

Values by the thousands—they're here—broken sizes and lots from our \$25 and \$30 upstairs quality stocks—and fine new fall suits, topcoats and overcoats from a great cash purchase—all made by a famous quality clothes maker—all worth far more than \$18. Get set now for fall and winter—the savings are immense

FOR YOUNG MEN — UNIVERSITY MEN — HIGH SCHOOL FELLOWS AND MEN OF EVERY SIZE AND PROPORTION

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**Central Avenue Alleys**  
1920-22 CENTRAL AVE.  
Bowl for Your Health

# Union Bill Demands State-Owned Industries

## St. Paul Unions Back Bill Calling for Million Dollars to Establish State-Owned Factories

## Would Give Unemployed Chance to Produce for Needs at Good Wages—Workers' Councils Would Manage Factories

Workers throughout the United States can study with benefit the progressive bill to establish state-owned industries in Minnesota, unanimously indorsed August 12, by the legislative committee of the St. Paul Trades and Labor Assembly. Supporters of the bill, which was originally drafted by William Mahoney some time ago, hope to introduce it at the 1939 session of the state legislature. When the bill was introduced at last year's State Federation of Labor convention in Hibbing, it was killed by referring it to the interim legislative committee for study.

**The Right to Work**  
The bill for state-owned industries "to provide an opportunity for every unemployed and needy citizen to engage in the production of those things necessary for his own comfort and happiness, and to exchange his surplus products with others in like situation," faces the facts of mass unemployment and capitalism's failure to provide jobs for the jobless in a way incomparably more progressive than the miserable makeshift program of the national administration.

The St. Paul union bill would authorize a system of public industries "which will include every form of industry necessary to provide an opportunity for all unemployed and needy citizens to engage in the production of those articles of necessity and convenience for their comfort and happiness, and further, to include the establishment of commissaries, or exchange centers, where the products of these public industries may be stored and distributed among the employees of such public industries in proportion to the productivity of each one's labor."

**Workers Councils to Manage**  
The state-owned factories would be supervised by a Public Industries Commission of three, appointed by the governor with the consent of the senate. This democratic provision for supervision, one of the few weak spots in the bill, tends to be offset by a provision that the Commission "shall operate all industrial projects on the basis of industrial democracy through workers' councils through which the workers employed in the public industries shall be encouraged to manage the projects . . ."

**For Qualified Unemployed**  
The bill provides that all qualified citizens, unemployed, and unable to obtain work in private industry are eligible for suitable positions in the public industries. The Public Industries Commission is authorized to exchange products

of the public industries for the products of private industry.

The Commission is empowered to embark on lines of industry for the production of commodities for which there is the greatest demand by the unemployed, "such as foodstuffs, wearing apparel and other articles of necessity and convenience." The Commission is ordered to install the most efficient machinery and improved processes to achieve the highest degree of labor productivity.

"In determining wages," reads Section 8 of the bill, "payment to the workers of the full value of their collective product shall be the principle to be observed." It is a weakness of the bill that no provision is made for deducting sums to be used in replacing the means of production, nor for a reserve fund to provide against misadventures, to pay the general costs of administration, etc.

**Start with \$1,000,000**  
Section 9 provides that an initial fund of one million dollars be appropriated and placed to the credit of the Commission and that it be empowered to plan for each industry, purchase land, buildings, equipment, etc., necessary for the establishment of such industrial activities as it may undertake.

The proposed act clearly recognizes the failure of capitalism to furnish jobs and a livelihood to all. Local unions in St. Paul are now studying the act, and it is possible that the State Federation of Labor, meeting in Mankato beginning September 12th, will support the bill in such a way that it can be actively pushed in the 1939 legislature.

## Warehouses Near Pact With Lavoris

Progress was made last week by negotiators from the Warehouse & Inside Workers Union Local 20316 in inducing the Lavoris company to grant demands of its employees. The management has now agreed to the standard union agreement. An additional week's paid vacation, making two paid weeks, has been granted. Minimum hourly wages for women will be 45c; for men, 55c.

The only point still in dispute is the date to which the pact is to be retroactive. Local 20316 is demanding that the pact be retroactive to June 6th. About fifty workers are involved in the Lavoris negotiations.

**Peggy's Potato Pancake Shop**  
Peggy Lindquist, Prop.  
24 S. 4th St. Main 9404

**Theisen's Market**  
325 West Broadway  
HY. 9588

**DON & MARK'S**  
Hamburger and Steak Sandwiches Our Specialty  
BEER, CHILI, ICE CREAM  
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TRANSFORMERS - WELDERS - MOTORS  
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Quality Millwork  
Manufactured in  
MINNEAPOLIS

**Superior Cinder Tile and Brick Corp.**  
Superior Cinder Tile and Hard Stone Brick  
Patronize a Union Shop  
FACTORY AT ST. LOUIS PARK  
KE. 5130

## TAXI TOPICS

Christy Christenson, the amiable Viking (who drives a cab that looks like a skunk) just completed a two thousand mile trek in a fifty dollar jalopy with a bump on a tire the size of his snuss-box. By careful study he found how many bumps he averaged to the mile. We think the weights and measures bureau of standards should hear of his great discovery.

Fred Settrum, the Sage of Seventh Street, opines he's held the Radisson stand down so long he holds claim under the Homestead laws of the state.

See where the fantastic Finn, the fancy finder of financial fun and fortune, "King Oscar the one" by name, was very prominently mentioned in the August 24th Journal's write-up on the well known numbers and policy game.

Our friend "Big Noise" Tripp hasn't decided whether he got twenty bucks worth out of his new reel this summer, but he does know he'd better put duck meat on his table this fall or Friend Wife will make him eat the new decoys paint and all, uncooked.

Brother Nordstrom must have run out of elbow room or trouble on Broadway as he was seen on Fourth and Washington South. Probably making the Hiawatha or something.

This man Younglove had a busy day last week. In the space of one day he wore out his shoes, ate three breakfasts in one hour, became a Papa, gave away a box of cigars, and burned out the generator et cetera on his car. His family is doing well, thank you.

The employees of the Milwaukee restaurant missed the Billiard-Ball today. Oh, well he just postponed his daily shot of caffeine maybe.

Shorty Quinzel, the Gentleman farmer and quack grass specialist, had a nineteen-ninety-five ice-breaker last Saturday.

Roy Hilton, the boy from merry England is doing his bit for the sales crusade but we sincerely

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We carry complete line of BAKERY GOODS  
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6600 34TH AVE. S.  
Opposite Airport  
Dancing Every Night, Mondays and Thursday Nights  
OLD TIME DANCING  
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Our Specialty  
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2 Schedules Daily  
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SIOUX LIMITED LINES  
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AIR CONDITIONED  
Established 1893  
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FINANCIAL ADJUSTOR  
Virg. Thoen, Pres.  
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**Barbers Union**  
202 Pence Bldg.

doubt his ability to buy linoleum at the ale-house.

If you have missed August Johnson, our supplementary starter at the Milwaukee Station, it is because he has been off a week taking addition to master the new amplifying system in the depot. How's about a little tenor solo between trains, "Augie?"

Otto is bouncing into his second childhood, he was seen trying to master the balance of a bicycle before breakfast the other a. m. at the "deppo"—that's a sign of senile decay, say the wise ones.

Did you know? That Francis Ebner drove the first hack in the city with disc wheels?

That—O. Benson was the proud owner of a taxi in Mpls. in nineteen twenty-four.

That—A driver took a passenger to Fifty-second and Second Ave. and return to the old Nicollet stand on a flat tire. (Nowadays he could only be with one that far.)

That—A lot of the boys now driving were pushing those sight-seeing busses around town and out to the old "Wigwam" and hollering thru a megaphone for the old Yellow Cab.

That—Some lame-brain designers made the old fashioned open cabs that way cause they thought the driver would get careless if comfortable! Me eye! How many of us painfully remember the frozen noses and toes. Some fun, eh, kid?

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Best Chow Mein in Town.  
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Greetings from  
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Strong Beer, Liquors, Wines  
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Formerly "Burt's" Place  
Under New Management  
Florence and Jean, Props.  
Demand Kato Beer  
Home Made Chili  
665 2nd Ave. N., Between  
Glenwood Ave. and 8th St.  
At. 9772.

## The 289 Blab

Next Meeting: General Membership, Thursday evening, Sept. 29th.

**Sarcity Notes:** Alvin Stanch, old, one of the northeast Standchfields at Monahans, reports the birth of a baby boy . . . Del Sundgren, Zinsmasters, was passing out the cigars last week—it's a boy to the tune of 9 1/2 lbs. . . Del took it kind of hard as he didn't show up for work the next day, but at last report the family was getting along fine.

Norm Hanson, Zinsmasters, was stricken with appendicitis while working last Saturday morning. He was operated on Sunday and is in good shape.

Most of the Purity boys are now pretty well clothed and are looking forward to their dance to be held soon.

The Picnic Committee held a stag party last Saturday, breaking up at 6 a. m. You should have seen Leonard (alarm clock throtler) Hagen—can he sleep! Orle Lee introduced a new game called "Hooey" which really scored with the boys.

Reese Shoop, Continental, did his stuff Saturday night. He was the one who sprinted up Fourth

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Scientific Motor Tuning Equipment  
Motor Testers, Combustion Testers  
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Owned and controlled by Organized Union Labor  
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The Waterbury Company  
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For Your Picnic . . .  
**JERSEY ICE CREAM CO.**

DIXIE CUPS  
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CREAMSICLES  
TWIN POPSICLES  
SLICED BRICKS

Packed in dry ice  
CALL GE. 3378  
**JERSEY ICE CREAM**

Street to catch a pick-pocket and nailed him, too.

Believe it or not, Skelly was invited to a party where there was beer—AND, he turned up missing, which just goes to show that Ed isn't always looking for free beer—that is, hardly always.

The Labor Temple Committee, in charge of building a new Labor Temple for Minneapolis, came up with a good idea for raising funds. They plan to have each trade union member in the city (of which there are 50,000-60,000) donate a day's pay, or \$5, to be paid over a period of 18 months, which will amount to about 40c monthly. You'll hear more on this at the next meeting. Lots of interesting things will come up then, so plan to be there. You've got a month to figure it out.

Sam Ash said he was pretty lucky on his fishing trip last week, and he got some fish, too.

**DEMAND UNION CLERKS BUY UNION LABEL GOODS**

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Fine Custom Tailoring  
Cleaning, Pressing, Repairing  
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Pickles, Vinegar and Condiments  
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## Mrs. Floyd Olson Thanks Teamsters

In a letter just received by the Teamsters Joint Council, Mrs. Floyd Olson and her daughter, Patricia, thank the Teamsters "for the beautiful floral offering placed at the grave of our beloved husband and father on the second anniversary of the funeral services held for him. Please accept our heartfelt thanks for the offering and the remembrances of the day."

**BUY UNION LABEL GOODS DEMAND UNION CLERKS**

New and Used Tires—Tubes  
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Retreading and Vulcanizing  
ALL WORK GUARANTEED  
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## A Labor Day Value in FALL SUITS

—at prices you're glad to pay!  
\$15.85  
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● Union-made suits fitted by union clerks.  
Obtainable in worsteds, chevots, herringbones, and tweeds.  
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COAL - LUMBER - FUEL OIL - BUILDING MATERIAL  
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Sold by lumber dealers everywhere  
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39c Value  
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46 plate. Extra-high capacity. Fits most popular cars. Installed free.  
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Chrome plated, Rust proof.  
Sale Price both for **\$1.89**

**SPECIAL \$2.00 Allowance For Your Old Battery**  
Guaranteed 2 1/2 Years

**GAMBLE STORES**  
THE FRIENDLY STORES OWNED BY EMPLOYEES

# "America's Sixty Families" How the Rich Use "Philanthropy"

## VIII

Whenever some rich freebooter dies, the press comes out with a headline like this: Wealthy Philanthropist Passes Away, Gave Huge Sums to Needy, Built Poor-houses, etc.

Every time a millionaire gives some money to charity, he gets columns of newspaper space. Even a visit to a slum is hailed by the press as evidence of the social consciousness of Moneybags.

Ferdinand Lundberg, author of "America's Sixty Families," tears off the mask from the rich, and lets the worker see the true status of philanthropy in America.

Here are a few of his conclusions, backed up by an arsenal of facts:

**Pap for the Public**  
1. "Very little philanthropic activity, so-called, is carried on unless the ostensible philanthropist has been under sharp political attack or public criticism; the philanthropies are in the nature of good-will offerings to public opinion and must therefore be accompanied by a maximum of publicity."

2. "Virtually all so-called philanthropic activity has a direct relationship to the tax structure of the nation or of a particular locality at the time it is instituted. Philanthropies provide means for escaping taxes and of retaining, or expanding, industrial control."

3. "Philanthropic foundations in themselves confer upon their promoters a vast amount of concentrated social power which can be, and is, exercised on behalf of the general social status quo."

4. "Many philanthropies come into being simply because the philanthropist has no progeny or no male progeny."

What a startling contrast these conclusions present to the ideas so carefully planted in the public mind about the generosity of the rich!

**Easy to See Why**  
These rich labor-haters, whose entire lives are hardened by their ruthless business methods, show in a hundred ways their indifference to the suffering of the people. Their feelings are rarely touched, unless it is someone in their own class. Their psychology and their history point to the fact that even the right to live, if it challenges their power, is fiercely attacked. It is an optimistic person who will expect a man who one day beats down his workers with trusts and guns, to distribute on the following day his ill-gotten wealth to the people he exploited.

This is significant, because even when large foundations are established, one discovers at the head of these foundations the very people who gave the money, or their Charlie Mearthys who are bribed to obey.

One example is typical. The Rockefeller endowments, the largest of all, have extended their influence octopus-like over our social, educational, and medical worlds. And presiding over this vast enterprise are men like the following, "men accustomed to bargain" with their employees under cover of machine guns: Winthrop Aldrich, Harold Swift, Owen D. Young, Herbert Hoover, Frank Lowden, Andrew Mellon, Walter Gifford and Silas Strawn. One of the officers of the Falk Foundation is the notorious Ernest

Families" arrives at the meat of the question when he uncovers the relationship between philanthropy and income tax exemptions.

"Very little money—a trivial amount, in fact—has been given away by the wealthy of fabulously rich America, and most of that has been given since the income tax took effect in 1913. The word 'gift' might properly be discarded in this connection in favor of more precise words like 'allocation' and 'transfer.'"

"By allocating funds to philanthropies, it should also be noticed, the persons that retain control over these philanthropic funds have evaded payment of inheritance and income taxes. One is permitted a deduction of fifteen per cent from net taxable income if this proportion of income has been transferred in a given year to a philanthropic enterprise, even though the money is capitalized instead of expended by the philanthropist. Where the ostensible philanthropist has been faced by the prospect of reduced financial strength through the incidence of taxes he has, in taking advantage of the provisions of the tax laws, actually increased his financial power by placing income as well as capital in personally controlled philanthropic funds."

It looks as if millionaires, facing more and more pressure from the masses of people, are turning more and more to the philanthropic foundation as a means of extending their control. A scrutiny of Andrew Mellon's will leads the author to exclaim, "there seems to be a tacit conspiracy among the lawyers of millionaires to keep the fortunes out of the hands of the public while seemingly devoting the fortunes to the public."

**Boss Education**  
In the educational field, the vast bulk of money is given to high-hat universities which lay great emphasis upon technicians' courses. This helps to satisfy the needs of large industrial enterprises for technicians. The more technicians there are, the less they have to pay them.

One of the cruellest exploiters of the masses was Andrew Mellon. He actually gave away billions of dollars to the rich, when he was Secretary of the Treasury, in the form of tax rebates. Here is Mellon's idea of how to use his swollen wealth in "philanthropy." First, he formed the Mellon Institute. This hypocritical profit-mill is held to be for the public benefit. In reality it is a huge industrial laboratory which exists to further Mellon's industrial plants. And the discoveries are not given to the public. They are exploited and sold. The result is profits to the Mellons from their "philanthropic" Mellon Institute.

Another Mellon philanthropy was the construction of a \$3,000,000 church in Pittsburgh, a city which is perhaps the dirtiest and worst-housed city of the poor. For the poorly housed workers, the generous Mellons built a church to look at.

**The Pay-Off**  
The author of "America's Sixty

number of their drivers, particularly for non-attendance.

After much conversation regarding the peculiarities of their particular routes, company policies, wage differences, hours, etc., it was explained to them by the Board that according to International and Local by-laws, and by the action taken at our last meeting, there was no alternative save to carry out and enforce these regulations as prescribed.

In summing up this incident, it seems that this particular company has an elaborate spy system, an efficient system of ferreting out information regarding union affairs. Through the same stool pigeons company propaganda is dished out. A good percentage of the drivers work in constant fear of losing their jobs or promotions for talking out loud on the premises or at union meetings. This is probably one reason for their small attendance at meetings.

Let's get down to the bottom of this unholy affair and decide whether we're men or mice, whether we are going to be tricked into believing the union is all right for the other guy, but not for you, as you will always get good conditions, pay increases, shorter hours, etc., without a union.

If such were true, there wouldn't be any labor unions, and wages would certainly be at a pitifully low level.

Drivers of American Linen, are you going to allow your personal liberties, which are yours by every right, to be taken from you by the company, or are you going to speak your own mind. If workers are properly organized, in thought, in spirit and in action, no company is quite big enough to dictate ruthlessly to its employees.

**Short Cuts**  
Howard Peck of the Globe talked on the fine points and psychology of selling laundry last week. Sales increased tremendously this week. "They did too!"

Schultz of the Minneapolis pitched a nasty screw ball at the last game, but was disqualified by the umpire, who declared the delivery illegal.

The attendance at the CLU picnic was tremendous. Quite a few laundry drivers were on hand.

At Lawrence's, Gordon Sutton and Bill Gleason were fined a buck each some time ago for non-attendance, so Andy Hegdahl, the distinguished shop steward, figures by careful calculation and prompt payments that by January 1st every penny should be in.

Custom came out with metal lettering on one of their trucks last week. A few other trucks should have these, so we could spot it easier on nights.

Got a letter from Paul Pederson of Liberty—he's out at Lake Koronis and says the fish love grass-hoppers. He caught a 7-lb. Northern and a flock of crappies and sunfish. He hopes the ball team won the championship and will be home Monday.

Employees at the Lincoln chipped in and bought a swell indirect lamp and a silver service tray for the newly wedded Bears. Wasn't that ducky?

Please send in your news items to Gas and Suds, 257 Plymouth Avenue. We never hear from some plants. You send it, we'll spread it.

## St. Paul Plans Picnic for Labor Day

The annual Labor Day picnic of the St. Paul Trades and Labor Assembly will be held Monday, September 5, at Harriet Island. A. J. Alberg is chairman, and E. D. McKinnon, secretary, of the picnic committee, which is planning for the most pretentious celebration ever held by the down-river unions.

Among the speakers will be Governor Benson. In addition to a union dance orchestra, a clown band will entertain all day.

A number of carnival concessions, refreshment booths, and a square bar will cater to the picnickers.

**Enga Memorial Home, Inc.**  
1300 LOWRY AVE. N.  
Hyland 1300

## Watt Notes

The telephone number for the office is now Geneva 4691, Ex. 16.

Hope all you fellows know that our local is now known as Local B-160. It's up to us to make this Local well known during the next few months.

The September buttons will have the 160 number on them, so don't lose any time displaying our new local number, Brothers.

Brother Middleton is now back on the job. "Mid" didn't do anything but rest and drink good fresh milk while on his vacation.

Brothers George Phillips, William Heigel, and Leonard Lindberg will be the Local Union's delegates to the Minnesota State Federation of Labor convention at Mankato to be held on September 12th, 13th, and 14th.

Brothers E. A. Burkhardt, G. P. Phillips, W. J. Heigel, H. E. Leonard, J. F. Caldwell, and H. F. Langer will serve as delegates to the Central Labor Union. R. E. McGowan and D. L. Stein will be alternates.

Brother G. Baldus also appointed the Seniority Board which will be composed of Brother H. N. Thomas, L. Therrien, P. Weisser, E. Scherwinka and A. Fuller.

Three trustees were appointed: Brothers Fred Ecklund, James Barr and M. O. Qualle.

L. Lindberg, R. G. Sather and V. O. Sauby will act as inspectors.

## Cab Drivers Get New Meeting Dates

In order that members of all shifts may attend meetings without loss of time on the job, and to increase attendance at meetings, Local 958's Executive Board has authorized the following changes in the meeting schedule: Night Drivers will meet at one p. m. the third Thursday each month.

Day Drivers will meet at seven p. m. the third Thursday each month.

Both Day and Night Drivers will meet on the same day. Executive Board, Taxicab Drivers & Helpers Union Local 958

The last membership meeting was a rather lively and interesting affair. Many members participated in the discussion and everyone seemed to enjoy the meeting.

## BUY UNION LABEL GOODS DEMAND UNION CLERKS

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Moving - Packing - Shipping  
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Complete Builders Service  
78TH AND PLEASANT  
Regent 5400

**Lake Street Shade & Awning Co.**  
Shades, Awnings, Venetian Blinds  
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**River-Lake Motors Inc.**  
3815 EAST LAKE  
Dupont 9336  
"Always Ready to Serve"

For New and Used Dodge Trucks See Us  
**Johnson & Ericson, Inc.**  
2223 CENTRAL AVE.  
Granville 2408

**ROSWICK-GREENSTEIN TRUCK LINES**  
Daily Bonded Service  
For information and service  
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Adams St. Plumbing and Heating Co.  
Plumbing, Heating, Repairing  
Our Specialty  
747 N. E. ADAMS AT. 8665



**OFFICIAL RACING CHAMPIONSHIPS . . .**  
The American Dirt Track Honors for 1938 Will Be Decided on the Historic State Fair Track.

● **WORLD-FAMOUS** Drivers . . . \$14,000 in Prize Money . . . New, Lightning-Fast Cars . . . Four Big Days of Nerve-Tingling Thrills — and Maybe Spills — Saturday, Monday, Wednesday and Saturday, Sept. 3, 5, 7 and 10.



● **HORSE RACING . . .** See the Nation's Leading Trotters and Pacers . . . Record Fields . . . Blanket Finishes . . . \$7,100 Purse . . . Eight Big Races . . . Two Days, Tuesday and Thursday, Sept. 6 and 8.

● **HORSE SHOW . . .** Again Presenting Season's Finest Spectacle of Equestrian Skill . . . Nation's Outstanding



Riders . . . 350 Spirited Horses . . . \$11,200 in Stakes and Prizes. Now Six Big Nights in the Colorful and Brilliantly Lighted Hippodrome . . . Sunday Through Friday, Sept. 4 to 9.

● **STATE FAIR REVUE** 1938's Smash Production . . . A Galaxy of Stage, Radio, Screen and Circus Stars. Each Night Before Grandstand.

● **PLAN TO ATTEND!**

**MINNESOTA STATE FAIR**

25¢ ADMISSION  
SEPT. 3-10

**Local 131 "Gas and Suds"**

**Special Meeting Held**  
A group of American Linen drivers requested a special meeting with our Executive Board last Friday night, to ask if they could hold separate meetings once a month without attending a general membership meeting of Local 131. They also inquired as to their status, and the penalties against a

**COFFEE CUP**  
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Regular Dinners  
All Kinds of Sandwiches  
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Your Neighborhood Shoe Dealer  
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GENERAL TIRES - ACCESSORIES  
AUTOMOBILE SERVICE  
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Manufactured in Minneapolis Since 1881

BEST WISHES FROM  
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7th St. and 2nd Ave. N.  
HOT NOON DAY LUNCH  
11 A. M. to 3 P. M.  
25c, 30c, 35c  
EVENING DINNERS  
5 to 9 P. M.  
WINES, LIQUORS AT POPULAR PRICES  
ALL UNION HELP

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TIRE REPAIR EQUIPMENT  
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MANUFACTURERS OF ELECTRICAL SUPPLIES  
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**R. J. MANGAN CONTRACTING**  
925 7th Ave. South Bridgeport 5907

**ECK HOME MADE SAUSAGE COMPANY**  
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Duco for Automobiles, Dulux for Trucks, Pyralux for Used Cars  
Duco Northwest Corporation, Northwest Distributors  
NEW ADDRESS, 1201 HARMON PLACE

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**DICKINSON & GILLESPIE**  
offer excellent Homes for as little as \$200 down and \$20 per month. Prices range from \$895 to \$4,500.  
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Incorporated  
Manufacturing Chemists - Importers and Millers  
MINNEAPOLIS, MINNESOTA



What Club, Dan?  
Schmidt's City Club, always, Bob.  
It's Good Beer's middle name.  
My wife always has a case in the house.

(Elkhurst 4820)  
**Schmidt City Club**  
"A Case of Good Judgment"

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359 13th Ave. N. E. AT. 9438  
Choice Liquors and Wines

**JAECHÉ'S**  
"B" Square Service Station  
41st and Washington Aves. N.  
Hyland 9831



# Northwest Organizer

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EDITORIAL BOARD  
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Business Manager DANIEL BURKE Editor MILES B. DUNNE

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

## Full Support to the State Civil Service Bill

Efforts of the Minnesota State Employees Union Local 10, AFL, on behalf of the State Civil Service Bill deserve the support of all unions, for there is involved in this question a fundamental principle of organized labor: the right of a union to fight for job security for its members. Exactly as all real unions fight for working agreements with the employers, so Local 10, in pushing the State Civil Service Bill, is fighting for an "agreement" with its employer, the State of Minnesota.

The unique position in which unions of public employees find themselves should prevent no one from seeing the principle involved. Public officials have no authority to sign working agreements, nor is it easy for public employees to go out on strike to enforce their demands. Under such conditions, a civil service law based on the merit system is the nearest thing to a signed agreement that a public employees union can, under present conditions, have with its boss.

Just as any decent union supports another union in its attempts to win a working agreement, so the Minnesota State Employees Union Local 10 merits support from other unions in its struggle for the adoption of the Civil Service Bill.

It is an additional argument in favor of the proposed Minnesota Bill that it is so intelligently and fairly drawn. Indeed, the National Civil Service Reform League has judged it one of the finest civil service bills ever to be presented.

Whereas under present conditions, state positions are open only to the politically favored, the passage of the Civil Service Bill would open wide the doors to all citizens of the state seeking employment who can pass an examination and prove themselves qualified for the job.

The Minnesota State Federation of Labor has for long supported the principle of civil service for governmental workers.

The confusion that has been introduced into this question by a few labor officials who reflect the aims of certain political cliques hostile to an honest civil service bill should mislead no one as to the true worth of the bill.

The union movement cannot compromise on this matter. Full support to the Bill at the Mankato convention! Full support to the Bill in the 1938 legislature! Support the fight of the State Employees Union for job security!

## Keeping Step With 544

By Micky Dunne

The bunch of poses this week must go to the CLU picnic committee, which did a real job of work in arranging the affair. It was well done.

### IT'S A FACT

Both Benson's and Stassen's chauffeurs are members of Private Chauffeurs Union Local 912.

Next time you drive out Central Avenue, take a look at one of the biggest spite fence jobs in the world. The reason it finds space here is that it has a real union angle. . . . About a year ago the Machinists Union struck the Imperial Machine Company. This firm is located at 1611 Central Ave. N. E.

After a long siege of bantering and picketing by the unions, the company announced it was "going out of business." With this the Machinists called a halt to the scuffle. All former employees remained out of work and the plant continued dark.

Early this spring a crew composed of stockholders of the fink plant started the construction of a massive, poured-concrete wall in front of the works. The barrier, now almost completed, is two feet thick at the base and is about ten feet high. It is pierced in one place by a narrow gate that resembles the sally port of an ancient castle. High concrete block walls are going up on the other three sides of the building.

The stockholders, working in grim silence, seem to be cementing union hatred between every block. They plan to re-open the plant on a scab basis when the wall is completed.

To see the spite fence progress day by day is almost to pity the stupidity, ignorance and bigotry of the owners.

Workers have been known to climb walls in the past and

probably will continue to do so in the future.

The Kunz Oil company took a two-day holiday Friday and Saturday.

When you go into those oil stations, make the workers there show you a 977 card. There's plenty of them now.

In the speaking program at the CLU picnic, the Swedes were mentioned 712 times by actual count.

Oh! Mr. Milkman! The CIO in Minneapolis has threatened to start a "Buy Your Milk in Stores" program.

The Milk Drivers Union has been fighting the employers on that for fifteen years. . . . evidently the battle has been broadened to a new front.

Webber of the Auto Salesmen's Union has been giving out grandly for 977 the past few days.

Our own Dobbs was the hit of the day Sunday.

That Over-the-Road agreement is the biggest thing for the teaming crafts since autos ousted ox carts.

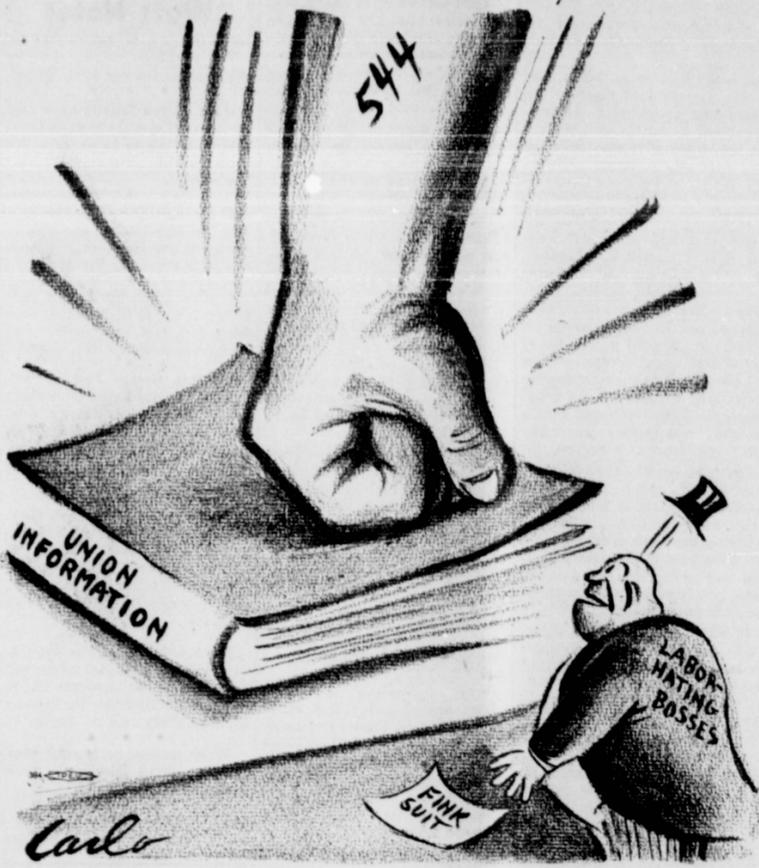
The Street Car Union has appealed to the local labor movement for help against the company's one-man car attempt.

One of Rainbolt's A 544 man tells the story that an ice driver tried to put a hunk in a frigidaire. He finally figured out he was in the wrong house.

No honeymoon yet.

Lost: A light blue suit coat, at 257 Plymouth Avenue. Had Drivers emblem in lapel, and fountain pen. Reward for return to Local 289's office.

## For Union Men Only!



# North Central Pact O.K.'d by Operators

(Continued from page 1) of drivers working under good contracts now extends in unbroken ranks throughout the area.

**Full Seniority Rights**  
It is noteworthy that Article 13 establishes for the whole area full seniority rights comparable to those operating in the Twin Cities and other Northwest towns.

Furthermore, Article 16 means that the men now in the industry have first preference in employment, when their employers' business is absorbed by another company.

**Picket Lines Protected**  
Article 8, prohibiting an employer from requesting his employees to go through a picket line does not, of course, mean that truck drivers will permit themselves to be used as tools by adventurous people, but does mean that the teamsters unions are in a position to give full cooperation to brother unions when warranted.

**Area Committee's Role**  
Article 6, establishing the functions of the permanent Area Committee, will enable an experienced and authoritative group of men to settle many minor disputes that ordinarily might remain unsettled or cause difficulties. It also means that when an operator really gets out of line, it can be guaranteed in advance that that operator's entire system will be closed down. Since this is the first contract for the area, many unforeseen details remain unsettled, for which the Area Committee will establish new rules from time to time.

**Independent Truckers Gain**  
Article 22, covering independent truckowners, is perhaps the most complete coverage of this phase ever written into a contract. Hitherto, it must be admitted, independents have gotten little benefit from union membership in over-road work. Here, however, his interests are now thoroughly protected. Specific minimums are established. Abusive practices are wiped out, while simultaneously any man working under better conditions is guaranteed that he will maintain them. Note that the Items D, G and H in Article 22 eliminate the practice of forcing independents to buy their supplies through the companies.

That this is a practical working agreement is demonstrated by the thoroughness with which the various phases of operation are considered, as for example in Article 20, covering every aspect of the problem of pay rates in relation to contingencies. This and other articles reveal the thorough knowledge of operations which was available in the negotiations, and which will be available in executing the agreement.

**A Year's Work**  
The task of securing the North Central Area contract took well over a year's work. It took organizational form at the St. Paul

conference of the North Central District Drivers Council on January 8, 1938, with Minnesota, Iowa, North and South Dakota, Nebraska and Kansas City, Missouri actively participating, and Tulsa, Oklahoma cooperating.

In the latter part of the same month, there was a conference in Minneapolis with a committee of Wisconsin locals, resulting in Wisconsin's adherence to the program, and a meeting projected for March 1st in Chicago. The March 1st meeting represented an organizational expansion beyond the confines of the old North Central District Drivers Council, becoming a provisional over-the-road conference. That meeting formulated contract proposals and submitted them to the Labor Relations Committee of the American Trucking Association.

On the basis of the contract proposals, the unions in Ohio, Indiana and Michigan joined the union group. The next entry was that of the St. Louis, Missouri teamsters and with them the balance of the Missouri locals. The final entry into the North Central Area Negotiating Committee was that of the Louisville, Kentucky local.

**Relations With Employers**  
The union committee received no formal reply from the employers for a long period of time. During that period of silence by the American Trucking Association, its Labor Relations Committee met and decided to ask the Board of Directors of the ATA whether the committee had power to deal with the union committee.

Whereupon a special meeting of the Board of Directors of the ATA met late in April. As a result, the unions were served with formal notice that the ATA would not meet with the unions because the ATA did not have authority to act for its employer-members.

During this whole period, the North Central Area Negotiating Committee was organizing its forces, planning its strategy; plans for a strike were formulated, if it should prove necessary. Letters were sent to every operator in the area, and the union locals everywhere contacted these operators. Every employer got a copy of the proposed contract. The individual employers, unsure of their competitors and of the union strength they faced, were afraid to move.

On May 17th the union committee met with the International's president, Daniel J. Tobin, and outlined to him their plans and program of action. The result was sanction of the committee by the Teamsters International. Henceforth it was the "North Central Area Negotiating Committee of the International Brotherhood of Teamsters."

**Opening Negotiations**  
Thereupon subcommittees of the committee met with operators in various parts of the area, seeking

the best possible opening for negotiations. At this point, however, the unions were confronted with a violent attack in Nebraska where, due to reactionary anti-labor laws, the employers felt they were in the best position to inflict a defeat on the union and prevent area-wide negotiations.

The area committee hurried to Omaha and backed Local 554 in a successful fight against an attempted lockout.

**Chicago Chosen**  
With that problem out of the way, the area committee concentrated on Chicago as the key terminal.

The North Central Area Committee there served an ultimatum on the employers with Chicago terminals to accept negotiations or a strike.

The employers agreed to negotiations. The group which did so were a group of practical operators, men with large operations, crossing the whole area. Included among them were the biggest operators in the country.

The negotiations were characterized by the complete absence of lawyers. Drafted by practical men, the contract will be understood by practical men.

**Strikes Helped**  
The strikes and disputes which took place during the past year in which the North Central Area Negotiating Committee gathered its forces, demonstrated to the employers that the united forces of the unions involved constitute the most powerful agency with which employers have had to deal. The employers, therefore, knew just whom they were negotiating with, and that facilitated negotiations.

## WPA Head Attacks Unionism

No project administrative or supervisory employee may hold active membership in any labor union or labor organization, according to a bulletin signed by R. C. Jacobson, acting state administrator of the WPA, and posted August 15 on the bulletin boards of projects throughout the state.

This is not the first time in Minnesota that a WPA administrator has sought to curb union activity.

## Area Committee to Meet Local Unions

The North Central Area Negotiating Committee will report on the North Central contract to a meeting of officers of all local unions involved, at the Hotel Andlers, Indianapolis, at 10 a. m., Wednesday, September 7.

## Public Joins Street Carmen In Protest

(Continued from page 1) particularly opposed at this time to any furtherance of this labor destroying practice . . .

Copies of the resolution, which passed unanimously, are to be sent to the Street Railway Company, the city council, the mayor, and to Governor Benson.

### Answer with Union Action

Whereas other speakers talked of the possibilities of resorting to legislative action to curb the anti-labor activities of the Street Railway management, Miles Dunne stressed the fact that only a short time is left before the company will attempt to carry out its program of lay-offs. Only the union, backed by the rest of organized labor, can give an adequate answer to the company, Dunne stated.

Local 1005 plans to organize other neighborhood meetings in the near future.

The text of the resolution adopted at Tuesday's meeting follows:

WHEREAS, the Minneapolis Street Railway Company has proposed to put into effect one-man street car operation on the Fort Snelling, Plymouth, West 7th Street, Hope and 47th Avenue lines, and

WHEREAS, such decision on the part of the company is in direct violation to a supplementary agreement entered into between the company and the Amalgamated Association of Street and Electric Railway and Motor Coach Operators of America, Division 1005, and

WHEREAS, The Minneapolis labor movement and the public generally has time and again gone on record as being unalterably opposed to this highly hazardous and dangerous operation of cars, and

WHEREAS, such one-man operation, if carried out, would force into unemployment and relief a great number of employees of the Minneapolis Street Railway Company who are now gainfully employed and who are customers of merchants in this and other vicinities, and

WHEREAS, by the issuance of such orders the Minneapolis Street Railway Company has shown an utter disregard for the expressed wishes of President Roosevelt that the highest rate of employment be maintained in all private industries in order that the unemployment problem may not be further complicated,

THEREFORE BE IT RESOLVED that this mass meeting of Tuesday, August 30, 1938, go on record as being unalterably opposed to any and all one-man car operation and particularly opposed at this time to any furtherance of this labor destroying practice, and

BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Minneapolis Street Railway Company, Minneapolis City Council, the Mayor of Minneapolis, and the Governor of Minnesota.

## Flint Auto Union Downs Lewis Plea

FLINT, Mich.—By a vote of 11 to 1, the Executive Board of Local 156 of the United Auto Workers, one of the largest units of the strife-torn International, notified John L. Lewis on Tuesday that they would not tolerate his interference in the affairs of the Auto Union.

The board's action followed closely the rebuke administered to Lewis by representatives of eleven UAW locals which met here Sunday and telegraphed the CIO leader, warning him not to interfere with President Martin and the International Executive Board's conduct of the union's affairs. The Sunday meeting represented nearly 75,000 members.

The first reactions in leading auto centers to John L. Lewis' proposal to make him the arbitrator in all controversies, indicates that the overwhelming majority of union members are determined to guard their autonomy against the Lewis-dominated top leadership of the CIO.

## Demand Union Clerks Buy Union Label Goods

Regular membership—2nd and 4th Tuesdays  
Executive Board—Every Tuesday, 7 p. m.  
Grievance Board — Every Thursday, 7 p. m.

## Gas Station Drive Makes Big Gains

(Continued from page 1) their disappearing business, as drivers in every company refused to touch Direct Service gas, and trucking companies transferred their business to other stations, the Direct Service bosses joined with the CIO to get District Judge Baldwin to issue an injunction against all the drivers unions, the Teamsters Joint Council and Robley Cramer, editor of the Minneapolis Labor Review, organ of the Central Labor Union.

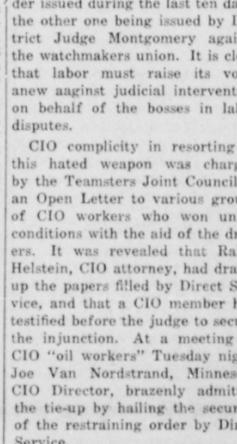
The judge obliged the Direct Service-CIO combination by immediately issuing, without a hearing, a "restraining order" to be in force while he would conduct a hearing, beginning this Friday, on the question of issuing a regular injunction. In sweeping terms, the judge attempts to restrain the drivers movement from continuing the fight against Direct Service.

Since the very beginning of the labor movement it has conducted a struggle against labor injunctions. Every time it has apparently won its way by securing new laws restricting judges from issuing injunctions, the courts find new loopholes. Ostensibly it is now the settled law of the land that no injunctions shall be issued "ex parte," that is, without a hearing. But by calling it a "restraining order" instead of an injunction, the judge gets around the law. This is the second such order issued during the last ten days, the other one being issued by District Judge Montgomery against the watchmakers union. It is clear that labor must raise its voice anew against judicial intervention on behalf of the bosses in labor disputes.

CIO complicity in resorting to this hated weapon was charged by the Teamsters Joint Council in an Open Letter to various groups of CIO workers who won union conditions with the aid of the drivers. It was revealed that Ralph Helstein, CIO attorney, had drawn up the papers filed by Direct Service, and that a CIO member had testified before the judge to secure the injunction. At a meeting of CIO "oil workers" Tuesday night, Joe Van Nordstrand, Minnesota CIO Director, brazenly admitted the tie-up by halting the securing of the restraining order by Direct Service.

Another news story tells of recent meetings between John L. Lewis and a committee, headed by Dave Dubinsky, from the International Ladies Garment Workers Union, in which it is supposed, Dubinsky made another bid for peace negotiations between the AFL and the CIO. Nothing came of the meetings, however. At the last CIO Executive meeting, last spring, the representative of the ILGWU refused to vote on the question of a national CIO convention to set up a rival federation against the AFL. Recent events in the ILGWU, the UAW and the Textile Workers Organizing Committee indicate a great deal of dissension within the ranks of the CIO.

Today Makes 8,710 Days . . .



## UNION MEETING SCHEDULE

<b>LOCAL 471</b> The Milk Wagon Drivers and Dairy Employees Union Local 471 meets the first and third Tuesdays of each month at 7 p. m.	<b>LOCAL 160</b> General Membership—First and third Thursday. Seniority Board — Every Monday. Executive Board — Every Tuesday. Stewards — Wednesdays preceding first and third Thursdays.
<b>LOCAL 131</b> During June, July and August the Laundry and Dry Cleaning Drivers Local 131 meets only on the third Wednesdays of each month.	<b>LOCAL 103</b> Regular Membership Meeting—2nd Tuesdays. Executive Committee Meeting — On call.
<b>LOCAL 664</b> The City and Sanitary Drivers will meet the second and fourth Thursday of each month.	<b>PRIVATE CHAUFFEURS</b> The Private Chauffeurs and Helpers Local 912 meets the first and third Tuesdays of each month.
<b>LOCAL 1086</b> The Retail Clerks Local 1086 will meet on the first and third Tuesdays of each month.	<b>LOCAL 958</b> First Thursday of each month, 7:30 p. m. Third Thursday of each month, 4 a. m.
<b>PETROLEUM DRIVERS</b> Regular Membership Meeting—First Wednesday each month.	<b>LOCAL NO. 544 MEETING SCHEDULE SEPTEMBER</b>
<b>LOCAL 977</b> Joint Meeting—with Local 544 Petroleum Section, First Wednesday each month, 8 p. m. Grievance and Seniority Board — Each Thursday, 8 p. m. General Membership—Second Wednesday each month, 9 p. m.	Thursday, September 1—Greenhouse, Independent Truck Owners Friday, September 2—Job Stewards Monday, September 5—Package Delivery; Department Store; Coal Wednesday, September 7—Sausage; Petroleum Sunday, September 11—Wholesale Grocery; 10 A. M. Monday, September 12—General Membership Wednesday, September 14—Market; Wholesale Liquor Thursday, September 15—Tent & Awning; Printing; Newspaper, 10 A. M. Friday, September 16—Job Stewards Sunday, September 18—Over-the-Road, 10 A. M. Monday, September 19—Building Material; Furniture Stores Thursday, September 22—Transfer & Warehouse; Wholesale Drug Monday, September 26—Spring Water; Excavating; Sand & Gravel Seniority Committee meets each Tuesday at 7 P. M. in Hall No. 1. Grievance Committee meets each Tuesday and Friday at 7 P. M. in Hall No. 1. The Executive Board meets each Wednesday at 9 A. M. in the large hall on the first floor. All regular meetings start at 8 P. M. unless otherwise indicated.
<b>LOCAL 289</b> Retail Drivers—First Thursday Wholesale Drivers — Second Thursday. Yeast Drivers—Third Tuesday. Cake and Pie—Third Thursday. General Membership — Fourth Thursday.	<b>LOCAL 346</b> Regular Membership Meeting 2nd Monday each month, 8:30 p. m. 4th Monday each month, 1:30 p. m.
<b>LOCAL 1859</b> General Membership — August 3, Sept. 7 Executive Board — Every Friday, 8 p. m. Twin City Stewards — August 8, 22 Grievance Board — August 8, 22, from 7:30-9 p. m.	<b>LOCAL 20431</b> General Membership — August 8, 22, from 7:30-9 p. m.
<b>LOCAL 221</b> Regular membership—2nd and 4th Tuesdays Executive Board—Every Tuesday, 7 p. m. Grievance Board — Every Thursday, 7 p. m.	<b>LOCAL 20316</b> Stewards—First and third Tuesday Regular Membership Meeting—Fourth Tuesday Executive Board — Regularly every Monday