

# BUILD A LABOR TEMPLE - A UNION RADIO STATION

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

# THE NORTHWEST ORGANIZER

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

Official Organ of the Minneapolis Teamsters Joint Council  
MINNEAPOLIS OFFICE: 257 PLYMOUTH AVENUE NORTH

VOL. 3, NO. 12

MINNEAPOLIS, MINNESOTA, THURSDAY, JULY 8, 1937

PRICE 5 CENTS



## St. Paul Drivers Win Great Victory

### Michigan Labor Act Places Severe Restrictions on Unions

#### Picketing Declared Illegal in New Labor Law Signed by Gov. Murphy

One of the boldest efforts yet attempted by the employers to stem the tide of unionization in the basic industries was the enactment of the Michigan Labor Relations Act, passed by the legislature and signed by Governor Murphy last week.

The act establishes a mediation board of three members with power to investigate labor difficulties and suggest mediation and arbitration. Each member of the board is appointed by the governor for a term of three years, subject to confirmation by the legislature. A member must have been a voter in the state for five years, must not ever have been a member of organized labor, or have employed labor. (This provision is lip-service to so-called neutrality.)

The mediators are required to keep a list of all bona-fide labor unions, the names and addresses of their secretaries-treasurers, and are required to remove any union from the list upon proof that it is or has become a company union. The board is empowered to conduct investigations and elections to prove membership in organizations seeking recognition as collective bargaining agencies, and can, at its own discretion, name whether that representation shall be by employer (individual plant groups), craft, industry, or otherwise.

Under the new law, picketing which hinders ingress from or egress to (keeping the scabs out) a struck plant, or which interferes with "free passage" on highways is declared illegal. Also no person not employed at a struck plant, no one not directly concerned in the strike can in any way assist with picketing. Only those normally employed, those directly concerned, or labor officials of the union involved may picket. Punishment for violation of these sections is a fine of \$1,000 or a year in jail, or both.

**Bans Picketing**  
The "anti-injunction" clauses of the new law are hailed by Governor Murphy and others as a great "boon" to labor. In part this section reads: "No court in this state shall issue any restraining order or temporary or permanent injunction in any case growing out of a labor dispute from doing whether singly or in concert any of the following acts: (a) Ceasing or refusing to perform any work or to remain in any relation of employment. (e) Assembling peaceably to act or organize to act in promotion of their interests in a labor dispute."

### Waseca, Austin to Affiliate to NCCDC

The North Central District Drivers Council, concerned with the strike of Local 120 of St. Paul which ended last Thursday, has yet managed to forge ahead on several fronts during the past week. Word has been received that the new drivers' local in Waseca has applied for an International charter and will shortly be within the fold of the Council, thus adding one more base of support in southern Minnesota to the drivers' movement.

On Friday, June 25, the strong and capable General Drivers unit in Austin, Minnesota, hitherto a section of the Independent Union of All Workers, voted to affiliate with the International Teamsters. This local, which hitherto has had only an observer at meetings of the NCCDC, will henceforth be represented by regular delegates. The strong spirit of cooperation that has always existed between the Austin drivers and other sections of the Council is thus translated organizationally into ties of a more permanent and binding nature. Word has come in of continued progress in Council work in the Dakotas.

### SALE OF NESS-BELOR BUTTONS PASSES 10,000

Ten Thousand More Memorial Buttons Ordered by Committee

Buttons Available at All Union Headquarters; Meetings Every Thursday

The inspiring memory of Henry Ness and John Belor, early 544 martyrs in the conquering march of Minneapolis workers toward militant unionization, again stirs the blood of trade unionists as the middle of July approaches. Ness' dying words, "Don't fail me now, boys," will ring down the years, an ever-increasing reminder of the uncompromising fight against the fraternal enemies of the workers, who do not hesitate to pump full charges of lead into the backs of unarmed workers, who have no compunctions against making widows and fatherless children and spreading despair and suffering in order to maintain profits for a handful of bosses.

A joint trade union Ness-Belor committee is in charge of this year's Ness-Belor Memorial Service to be held at 2 p. m. Sunday, July 18, on the Knoll at the Minneapolis Parade Grounds and ending in a parade to the spot where Ness and Belor were killed (Third St. and 7th Ave. N.)

Ten thousand Ness-Belor Memorial buttons received by the committee two weeks ago were exhausted by the following Monday and 10,000 more were ordered. These are being sold at five cents each to defray costs of bands and loudspeaking equipment for the parade and speaking program, and the remainder to make up a fund for the Ness family which 544 has been providing for.

Nearly every union in Minneapolis and many in St. Paul have supplies of Ness-Belor Memorial buttons at their headquarters and in the hands of their job stewards. Workers who cannot obtain them from their unions are asked to phone Local 544 and ask for E. Scott, whom the joint committee has placed in charge of button sales. Each union has been asked to set up its own Ness-Belor committee to meet with the Joint Committee at 7:30 p. m. each Thursday at 257 Plymouth Ave. until the Memorial has been held.

### Bill Brown Gives Self Up; Detained in Jail One Night

Last Thursday afternoon Bill Brown, president of General Drivers Local No. 544, voluntarily gave himself up to the authorities in St. Paul. His peaceful picketing activities on behalf of the Local 120 strike had earlier drawn down upon himself the ridiculous charge of "highway robbery."

### Coordinating Group Outlines Union Policy

At the July 26 afternoon meeting of the provisional coordinating committee, reported on in last week's Northwest Organizer, the delegates representing the seven unions in attendance adopted the permanent name, Trade Union Coordinating Committee. General trade union policies were discussed, and the group made the recommendation that the executive boards of the various unions participating follow the policies outlined by the Committee. The Committee, consisting of the so-called miscellaneous unions having headquarters at 257 Plymouth Avenue, and the corresponding St. Paul locals, will meet every Saturday afternoon at 2 p. m. until further notice.

Dramatically descending from the skies in a surprise move last Monday, Governor Earle appeared at a mass meeting of strikers and sympathizers at Johnstown. He informed a CIO official in a telephone conversation late Monday morning that he wanted to address the meeting, and "talk things over with the fellows." His appearance came after many of the people had deserted the meeting because of a driving rain storm, but a goodly mass of strikers and their friends remained to hear the Governor tell them that the State of Pennsylvania was "with them to the last." (On Tuesday, June 22, Governor Earle sent his militia into Johnstown to "preserve the status quo," that is, keep the Cambria plant of the Bethlehem Steel Corporation closed. Less than a week later these same militia stood guard as strikebreakers entered the mill and started operations. They still stand at the gates.)

Despite all of the governor's assurances of support, his militia continue to guard the Cambria plant at Johnstown and elsewhere. The back-

### Hearing on Lund Case Opens; No Early Decision Expected

#### Attempt to Open Plant During Holidays Fails; Furniture Workers Local Asks for Funds to Defend Union

On Monday morning at 9:30 hearings before the Labor Board finally got under way in the case of Mr. Christian Lund, owner of ski plants in Hastings and St. Paul, against the A. F. of L. woodworking unions. Mr. Smoot is the attorney defending the interests of the bona fide unions. In court were officers of the unions, Mr. Lund, his sons, Chester and Ambrose, and superintendents of the two plants, as well as several witnesses.

The hearings are being held in the Federal Court building at 3rd and Marquette, Minneapolis.

It is likely that the hearings will have ended by now, and some days will elapse before a decision is handed down.

In an attempt to discourage his workers, Lund sought to reopen his Hastings plant over the holidays. After weeks of house-to-house visits, Lund finally induced about 20 "loyal workers" to enter the ski plant in Hastings on Friday, where they remained until Monday. Lund knew that most of the pickets would be away for the holidays, and therefore chose this time. He announces periodically that he will open his plant any time the men want to come back. But apparently the men do not want to come back—unless they come back under union conditions.

Letters have gone out to many local unions in the Twin Cities and throughout the state from Wood Workers Local 1859, asking for contributions to aid in fighting Lund before the Labor Board, and to defend the union against Lund in the case he is appealing to the Circuit Court of Appeals, challenging the Wagner Act. All contributions to this important labor case should be mailed immediately to John Janasco, Secretary, Local 1859, at 257 Plymouth Avenue North, Minneapolis.

Negotiations between Local 1859 and the Puffer Hubbard Company, 2601 32nd Ave. S., began last Thursday. About 150 workers are involved. The union is asking for a new working agreement, with wage increases and so on. Negotiations are still on and a settlement is expected before the end of the week. The management has agreed to everything but the point at which the hourly minimum wage is to be set.

### Bethlehem Still Guarded; Ohio Mills Open; Ford Prepares to Combat Auto Workers

will begin distribution of literature before the gates of the Ford plant at the River Rouge. Nine of Ford's employees and all of the officials of the plant have been cited for violence by the one-man grand jury which investigated the trouble outside the Rouge plant May 22, when several CIO organizers and bystanders were beaten by company guards posing as "indignant workers."

**Guards Break Strike**  
Radio flashes on July 6 stated that all steel mills in Ohio are now operating, with 1,500 national guardsmen assuring the strikebreakers' safety. A mobile unit of the guard has been moved into Youngstown, ready for action in any section of the strike.

**Ford Raising Army**  
A New York Times reporter, making a survey of a reported "Vigilante Army" being recruited in Michigan to circumvent the threatened organization of Ford's 150,000 employees, found that "With the American Legion and the Veterans of Foreign Wars as the nucleus, a great army of volunteer 'strikebreakers' (his quotes, not mine) is being recruited and organized in Michigan as Henry Ford and John L. Lewis prepare for a struggle which may mark a turning point in American labor history." The article goes on to relate that many small groups, organized much the same as the old

(Continued on page 3)

### LOCAL 120 WINS DEMANDS IN 8 DAYS OF STRIKE

All St. Paul Employers Sign Direct Union Contracts With Drivers

Seventy-Cent Minimum Wage, 48-Hour Week Provided for in Agreement

The strike of the St. Paul General Drivers Union Local 120 ended at midnight, July 1, when all pickets and members were called in to a general membership meeting at strike headquarters, which voted unanimously to accept the settlement proposals reached a few hours earlier by the union negotiating committee and the employers.

The eight-day struggle of the St. Paul drivers succeeded in gaining almost every objective laid down for it. For the first time, Local 120 has direct union contracts with the employers. The union is named sole collective bargaining agency, and provisions for the strictest seniority rights are contained in the new working agreement.

Drivers will receive a minimum hourly wage of 70c, helpers will get 65c, and platform and sidewalk men, 60c; workers in the heavy steel and hardware houses receive a scale 2 1/4c higher than the above.

The 48-hour week is stipulated, with time and one-half for all overtime and holiday work. The agreement took effect July 1, and will run until May 31, 1938. The complete text of the new working agreement is printed elsewhere in this issue.

The hard-won triumph of the St. Paul drivers was not without its many interesting lessons and incidents. The backbone of employer-resistance was actually broken on Sunday, June 27, when all members of the Regulated Motor Transportation Association broke away from the St. Paul Employers Compliance Committee, and signed up with Local 120. From that moment on, the St. Paul bosses walked the road to defeat. Each day saw more and more employers signing direct union contracts—75 on Monday, 48 more on Tuesday, 28 more (Continued on page 2)

### Business Agents Elect Committee To Assist Brown

The regular Tuesday luncheon meeting of Minneapolis union business agents on July 6, elected a committee of six with instructions to interview Governor Benson, County Attorney Kincaid and his assistant, Mr. Lynch, as to the pending trial of Bill Brown, president of Local 544, charged with "highway robbery."

The committee was headed by Joseph Poirier, and included Grant Dunne, Leo Malaney, James Bartlett, Al Hanson, and Bill Sinnott. It went immediately to St. Paul and called first upon Governor Benson, who received the union representatives very cordially and indicated he would do everything possible to help Brown. He phoned the county attorney while the committee was in his office, but Mr. Kincaid sternly announced he intended to proceed to prosecute Brown.

The six representatives then called on Kincaid and Lynch personally and received the same answer. It was intimated that Minneapolis trade unionists had no business being in St. Paul during the strike, and that the employers and authorities in St. Paul were in no mood to drop the charges against Brown, preposterous though they are.

### Warehouse Workers To Picnic August 15

A date has been set for the summer picnic of Warehouse Workers Union Local 20316. The all-day outing will be held Sunday, August 15, at Hamm's Lake, and all members and friends of the union are cordially asked to attend.

# Make Minneapolis a Union Town

# LOCAL 120 WINS DEMANDS IN 8 DAYS OF STRIKE

(Continued from page 1)  
on Wednesday, six more on Thursday, and then the victory.

During the last few days of the strike an attempt was made by St. Paul reactionaries to organize a vigilante movement against the strikers. This movement paraded under the name of the "American Consumers Union." An innocent person might think an organization with such a name existed primarily to protect consumers from the shoddy merchandise and poisonous foods and drugs merchandised by American business, but such was far from the case. From the paid ads supported by editorials in the St. Paul press, it was apparent that the bosses were seeking to work up a lynch spirit against the striking drivers.

A dozen or so pickets were arrested during the course of the struggle, several of them as a result of a battle with the cops which occurred on Tuesday evening, June 29. Bill Brown gave himself up to the authorities on July 1, when he learned a warrant had been issued for his arrest on the charge of "highway robbery." He was released on bond the following morning. The charge against Brown grew out of an incident which occurred during the early hours of the strike, when a scab truck was discovered in a somewhat damaged condition.

Speaking before the final membership meeting which voted to end the strike were Governor Benson, Art Hudson, president of Local 120, Farrell Dobbs and Miles Dunne of Minneapolis General Drivers Local 544, Fleming, Casper and Mickey Johnson of Local 120. Local 544 gave generous support to the struggle of their brothers across the river. The Teamsters Joint Council of Minneapolis brought out four editions of a special strike bulletin (5,000 copies each day) on behalf of the Local 120 strike, which was widely distributed in St. Paul and throughout the state. Many Minneapolis workers joined the St. Paul picket lines, and aided the struggle in other ways.

A feature of the strike was the selfless devotion of the Ladies Auxiliary of Local 120, which was responsible for the smooth-running commissary maintained day and night at strike headquarters. These brave women, devoted to the cause of unionism, received a heart-warming ovation at the final mass meeting.

The winning of the St. Paul strike marks the greatest stride forward that the Twin Cities union movement has made since the 1914 victories of the Minneapolis drivers. With drivers' wages now on the road to being equalized in this area, the groundwork is laid for further victories of the driving crafts throughout the Northwest states.

## Spick and Span Notes Local 131

For July and August we have only one meeting per month, which comes on the first Wednesday.

Our by-laws provide for a fine of \$10 if a member fails to appear before the Executive Board when ordered to do so.

Members who think that fines after being levied cannot be collected are apt to find another man on their route.

The by-laws of this organization have been adopted by the membership, approved by the International and are now in effect; they will be enforced.

The Executive Board has been meeting weekly for the past month and will continue to do so.

The Beneficiary Cards are in the hands of the secretary-treasurer. It will be necessary for every member to fill out one and receive a receipt for same from the secretary-treasurer bearing the seal of Local 131.

The article in this column two weeks ago regarding fines for delinquent dues was wrong. Our by-laws provide a fine of 50 cents if current dues are not paid by the 15th of the month; if dues are over 30 days delinquent, \$5, and over 90 days, \$10.

**Christman Sausage Co.**  
GOOD SAUSAGE  
Minneapolis

**FREE!**  
Car Wash or Grease Job  
With Each Oil Change  
GOOD ON WEEK DAYS ONLY  
9 MINUTE CAR WASH  
COMPANY  
1023 MARQUETTE

## On WPA Projects

One hundred new members were chalked up for the stewards at Fort Snelling last week.

The Federal Workers Section is moving into St. Paul and the 544 button will soon be a familiar sight there.

We have heard rumors that the men who lost time while being switched to the Fort Snelling project will be allowed to make up the 15 hours lost. We hope the rumor is correct.

Some of the organizers visited the state relief office Tuesday morning relative to relief difficulties in Wright County.

There will be a county-wide mass meeting at Buffalo on Sunday, August 11. All WPA workers and direct relief clients of that county are urged to attend. Ed Palmquist, organizer for the FWS, will speak.

Don't forget the full membership meeting this Friday.

The callousness of the Welfare Board of Wright County toward WPA workers and relief clients is almost unbelievable. It has been necessary to bring in the state investigators on many cases to get consideration on the needs of the people. Such is the present situation in Wright County. The FWS of Local 544 will bend every effort to see that conditions are improved in this county.

Local 544 means business, and the sooner the Wright County welfare board awakens and responds to the needs of its destitute people, the sooner Wright County will be taken off the list of those communities that at present disgrace the entire state.

Ole Pearson replied, "I have absolutely nothing to say," when asked Tuesday at the Welfare Board meeting for a statement regarding the fate of the 300 WPA workers on the Fort Snelling project who had been short-changed in their checks. Ole favored each member of the Board with a nice fresh copy of last week's Organizer, containing his political obituary. The Board then went into secret session, and it is not yet known what transpired.

## 544 Resumes Work On Contract Renewals

Because of all the forces of Local 544 were thrown behind the eight-day strike of Local 120, which resulted in a brilliant victory for the latter organization, the work of signing up the various sections of employers in Minneapolis has lagged for the past ten days.

Local 544's negotiating committee has reached an agreement with the transfer and furniture employers, and, except for a few details, these contracts are all set. Negotiations with other sections are now going forward rapidly, and it is anticipated that settlements will be forthcoming shortly with the building materials, the spring water, and other groups still to sign new contracts with the General Drivers Union.

James Allman, Chicago police commissioner, when questioned about the death of steel strikers: "They might have been shot in the back by other strikers."

Words fail us on this one.

General Hugh Johnson says: "You can't know Tom Girdler and not like him."

I can hate that guy so easy, that knowing him couldn't change things.

Henry Ford says: "Ford voluntarily has paid his employees the highest industrial wages in the world, and this is the one and only thing that keeps wages up all over the country."

Two lies. Ford does not pay his workers the highest wages. And the one thing that keeps wages up in this world is UNION ORGANIZATION.

**Samar**  
"FLORSHEIM & RACINE"  
Union Made Shoes  
Factory Shoe Repairing  
2330 Central Est. 1924

ESTAB. 1857  
Our service is available to all regardless of financial condition.  
Donald R. McReavy  
Complete Funeral Services  
as low as \$110.00  
WASHBURN-McREAVY  
MORTUARY  
412 Central Ave. BR. 3421

## Bill Brown Says—

The Ness-Belov memorial services will be held at the Knoll at 2 o'clock on Sunday, July 18. Have you bought a button? What are you doing to make this event a fitting memorial to those workers who nourished the roots of the union movement with their blood? Everyone out on that day.



BILL BROWN  
President of 544

## Race and the Worker

By Tex Norris

### II (The Pure Race Fallacy)

It has been pointed out that racial prejudice plays into the hands of bosses and labor-hating politicians, and that it has been supported by fakery and not by science.

First of all, races are not clear-cut, distinct groups; they do not have "purity," and never did have. But much racial propaganda tries to leave the impression that very distinct racial differences do exist. Notice, for example, the use of the word "blood" as in "Negro blood" or "Indian blood." But there simply are no racial differences in blood. The race of a person can not be determined by any analysis of his blood.

There are, to be sure, four different serum types of blood. These are considered in blood transfusions. They are useful—but only to a limited extent—in helping to determine disputes about parentage of children. But in all races, each of these blood types are usually present, so they are no test of race. Certainly no one would expect his racial traits to be affected after a blood transfusion. Also, racial traits are not carried from parents to children "in the blood stream," but rather in the male and female reproductive cells which unite and develop into a child.

Incidentally, blood is mixed still more in such terms as "royal blood" and "blue blood." Kings and aristocrats result from social and political conditions, not from differences in blood, lungs, kidneys or other bodily organs.

Color is also used to give a false impression that races are clear-cut groups. To say, as some have, that there are five races—white, red, yellow, brown, and black—makes racial divisions sound very simple, definite, and distinct. However, there are no skins which are actually white, red, yellow, or black, as you would think of these colors if you were buying a can of paint at the hardware store. Everyone is a colored person in reality as any "white" man can see by comparing his skin with some white object. There are not five, but dozens of skin colors such as ruddy, freckled, sallow, swarthy, light tan, dark tan, copper-colored, tobacco-colored, chocolate colored, and so on. No two persons seem to have quite the same color of skin.

**Color No Test**  
People vary, also, in respect to the amount of melanin, or color pigment, which their bodies can manufacture as a result of the action of the sun's rays. Depending upon the amount of this melanin in the skin, color varies from pale tan to very dark brown. The differences in shade are also affected by the manner in which the melanin is distributed in the different layers of the skin, and also by the red of the arterial blood and blue of venous blood which shows through the skin. Freckling results if the pigment is not evenly spread in the skin.

Thus we find that skin colors are not divisible into five neat groups. Furthermore, races are not distinguished by skin color alone. Many other traits are to be considered such as hair-form (straight, wavy, or kinky), amount of hair on the body, length of head, width of nose, height, and others. If color of skin alone were considered it would be found that

some Italians looked no different than some Chinese. Or some Negroes, such as the Hottentots of S. Africa, are lighter than some Arabs or Hindus who are usually considered to be "whites."

A combination of traits are considered in formulating a racial type. In a similar way, races or breeds of dogs are considered to be terriers, hounds, collies, and spaniels rather than simply black, brown, grey, white, or spotted dogs.

But consideration of a combination of traits makes racial classification very uncertain and vague. A perfect racial type is a combination of traits which exists more on paper than in reality. For example, the Nordic type is supposed to be fair-skinned, blond, tall, long-headed, thin-lipped, narrow-nosed, wavy hair, and with considerable hair on the body. People like the Swedes average very high in the possession of any one of these Nordic traits taken by itself, but it is very unusual to find one person who has all of these traits together in his own person.

A racial type is not so much an actuality as a theoretical idea. A dark-skinned man may have straight hair or woolly hair; he may have thin lips or thick lips. So we find that racial traits can be combined into all sorts of combinations, like cards being dealt in a bridge game. Different race experts prefer to assert these traits into different combinations forming different racial types, so they do not agree. Some of them have set up two main types, some three, some five, and some on up to as high as sixty-three.

**Three Main Groups**  
The most customary usage at present sets up three main groups: Caucasians, Negroes, and Mongoloids. Most of the world's population fits into these except for Polynesians (Hawaii), Ainu (northern Japan), and Australian natives. These main groups are sub-divided into smaller groups. Thus among Caucasians there may be the Nordics (northern Europe), Alpines (central Europe), Mediterranean (southern Europe and northern Africa), Armenoids (Near East), and Hindus (northern India).

However, you can take your choice of the different schemes of racial classification. The important thing to remember is that no matter what divisions you make, you will find that millions of people are hard to assign definitely to any particular group. They will be like one group in some respects, like other groups in other respects.

But if a type is not perfect reality, a stereotype is less so. This is a stand-

**YELLOW TAXI CO.**  
Main 7171

**CRESCENT LAUNDRY**  
DRY CLEANING  
Cherry 3677 Benson Bros. Prop.

**Moses Bar**  
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

## Michigan Labor Act Places Severe Restrictions on Unions

(Continued from page 1)

In the name of establishing the right of peaceful picketing this new law in reality, greatly curtails this right of organized labor which has long been legally recognized. By placing restrictions on picketing so great as to make mass picketing an impossibility, by limiting the persons who can legally picket, by making it a misdemeanor to in any way hinder a struck employer from operating, this new law is designed primarily to interfere in every possible way with organization of the basic industries.

Without so stating in express terms, this new law is designed principally as a foundation for declaring the sit-down strike illegal.

Posing as an anti-injunction law, the Michigan Labor Relations Act in reality gives state backing for the issuance of even more stringent injunctions than have been issued by the courts in the past. Written so carefully that at first glance it appears beneficial to labor the entire

ardized, hard and fast, pictorialization of any kind of group, a symbol which has been created by jokes, cartoons, and characterizations in novels and movies. Uncle Sam is a stereotype; he represents Americans, although no Americans look like him. In some movies, the villain is supposed to be tricky, suave, scheming and deceptive. The stereotyped character for such a part is a tall, well-dressed man, with slick black hair, small mustache, and foreign accent. The minute you see such a character introduced into the movie you say, "Aha, there is the villain." However, do not forget that in real life such a character can just as easily be short, fat, and bald.

**Species Defined**  
If races were clear-cut, pure groups they would not be races, but species. A species is a distinct form of animal life which remains "pure" because matings between individuals of different species are not ordinarily productive of any young. English sparrows make up one species. Any expert on birds knows for certain that a bird is an English sparrow or not an English sparrow. No bird is just part English sparrow. In the same way, mankind is a species, distinct from all other animals. But all living men are in the same species.

But any divisions within a species such as races, breeds, varieties, or stocks are only roughly defined groups. Mixture between races takes place easily, the young show a mixture of racial traits, and there are no biological restrictions which keep a race distinct.

There were no races among the first men. Races arose under conditions where inbreeding took place between members of small, isolated tribes. These were practically enlarged families, all more or less related to each other. Notice that among many other species of animals, as among dogs, there are greater differences than among men, and new breeds are being developed. Whenever breeding on a wide scale is not restricted, racial distinctions break down again. This is the increasing tendency among men under modern conditions of wide travel.

All mankind is, so to speak, one kind of animal and the differences between races are neither clear nor important. Another article next week will go on to show this in other respects.

**Canfield's Jack Sprat Store**  
Complete Line of Groceries, Fruits and Vegetables  
2706 JOHNSON ST. N. E.  
GR. 6785 We Deliver Free  
BUY FROM A UNION GROCER

Remember to Stop at  
**NICK'S CAFE**  
1501 South Sixth Street  
CROICE LIQUORS  
Where Good Friends Meet...

**MINNEHAHA GREENHOUSE**  
4258 40th Ave. S.  
Flowers, Plants, Floral Designs  
Members of The Setters and Truck Drivers Union  
DRexel 4402 DRexel 0974

**GEDNEY'S**  
Pickles, Vinegar and Condiments  
Manufactured in Minneapolis Since 1881

**L. E. STREATER LUMBER CO.**  
1111 GLENWOOD AVE.  
Minneapolis, Minn.

**GILL BROTHERS**  
Funeral Chapel

act is calculated to place severe restrictions on the union movement, and represents a desperate attempt to prevent the repetition of an inspired wave of direct union action such as that which swept triumphantly through the Auto plants of Michigan last winter.

## Warehouse Union Signs Nott Belting Company

The organization campaign of Warehouse and Inside Workers Local 20316 at the William S. Nott belting company, 201 North 3, reached a successful climax on Tuesday morning when a union contract was signed covering the 25 men involved. The new working agreement brings to these workers wage increases ranging from \$2 to \$6 weekly; a minimum weekly wage of \$21; the 4 1/2-hour week; week's vacation with pay; seniority, etc. The agreement is retroactive to June 1, and will run for one year. James Bartlett conducted negotiations for the union with the Nott management.

## DeBoer, Corcoran Re-elected by 289

The Bakery, Cracker, Pie and Yeast Wagon Drivers Union, Local 289, has announced the results of the election held Thursday, June 24. Harry De Boer and Patrick Corcoran of the Teamsters Joint Council were re-elected president-chairman and secretary-treasurer, respectively, of the local. Joe O'Hare was chosen vice-president; A. M. Ogren, recording secretary. Trustees for the coming year will be Ed Skelly, Harold Simmons, and Loren Johnson.

## PATRONIZE OUR ADVERTISERS

ORDER FOR HEARING PETITION FOR PROOF OF WILL LIMITING TIME TO FILE CLAIMS AND FOR HEARING THEREON  
STATE OF MINNESOTA  
COUNTY OF HENNEPIN  
In Probate Court.  
In Re Estate of Margaret Lovell Porter, Decedent.  
Order for Hearing Petition to Prove Will  
IT IS ORDERED that all persons interested show cause, if any they have, before this Court on Monday, July 26, 1937, at 10 o'clock A. M. in the Court House in Minneapolis, Minnesota, why the petition of Joyce Porter Bivens, of Hennepin County, Minnesota, for the allowance of an instrument purporting to be the last Will and Testament of said Decedent and the probate thereof and for letters thereon, should not be granted.  
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. Proofs will be heard and claims examined and adjusted before this Court on Monday, November 1, 1937, at 10 o'clock A. M. in the Court House in Minneapolis, Minnesota.  
These orders shall be published in the Northwest Organizer.  
WITNESS THE HON. MANLEY L. FOSSEEN, Judge of Probate Court, this 26th day of June, 1937.  
(SEAL OF PROBATE COURT)  
ERNEST P. LORENZ  
Clerk of Probate Court.  
FRANK CLAGUE, Attorney  
Woodland Falls, Minn.  
July 1, 8, 15.

**OLD HOME**  
Loaf and Cottage Cheese  
Serve Twice a Week!

**WINES AND LIQUORS THE OFFICE INC.**  
707-9 3rd Ave. S.  
DINE AND DANCE  
Ronnie Clark, Mgr.

WE ARE CO-OPERATING FOR SAFETY  
We Are Factory Representatives for  
**B. K. BOOSTER BRAKES**  
Budd Wheels - Brakes, Brake Drums and Brake Material  
SPRINGS AND SPRING REPAIR  
**THE WHEEL SERVICE COMPANY**  
135 SOUTH 11TH STREET ATLANTIC 4478

**BOYD MOTORS**  
UNION SHOP  
EXCLUSIVE LAKE ST. PONTIAC DEALERS  
Our Used Cars will suit the most particular Truck Driver  
CO. 3166 Owned by Boyd Transfer & Storage Co. 420 E. LAKE ST.

WHEN YOU THINK OF PRINTING  
**ARGUS PUBLISHING COMPANY, INC.**  
Twin City Printers - Publishers - Stationers  
"ONE OF THE OLDEST UNION PRINTING PLANTS IN THE NORTHWEST"  
EMMETT L. DUEKKE, Prop.  
2335 Central Ave. MINNEAPOLIS GR. 3531-3532

Over 44 Years of Satisfactory Service  
We Cooperate With Union Members  
**CENTRAL FURNITURE & CARPET CO.**  
EASY TERMS  
312-314 West Broadway Cherry 3631

**Western Badge & Novelty Company**  
Bro. John A. Lathrop, Prop.  
57-PAGE, MINN.  
90% of all the Union Buttons used in Minnesota are made by us. Telephone Cedar 7035.

Clean  
**USE GAS HEAT**  
FOR HOME COMFORT

# Bethlehem Guarded, Ohio Mills Open; Ford Prepared

(Continued from page 1)  
Ku Klux Klan, meeting in old cellars and behind locked doors, are elaborating plans to fight the union's drive to organize Ford. A vast system of espionage is being built. Behind this movement is the American Legion.

Evidence is sufficient to support the contention that Ford is making vast preparations to protect his plant at the River Rouge. During the depression years Ford is supposed to have issued orders that no men were to be returned to their jobs "until the last veteran has been employed." Now Ford is preparing to capitalize on this maneuver. He has a large group of these veterans who form the nucleus for his "Loyal workers" and according to Harry Bennett, head of the Ford Service Squad (company police) it was the Legion who formed the spearhead for this movement. Bennett denied the rumor that the ventilating system within the plant had been so prepared that it could be hooked up to tanks of tear gas, to circumvent any attempt at a sit-down strike. He also denied the rumor that members of various veterans' organizations had received letters asking them "if they were ready to take up arms in defense of the company against the CIO." The reporter speaks in his article of seeing stores of ammunition in the form of baseball bats, clubs, billies, etc., in the meeting places of the vigilante groups. He also comments on the fact that Michigan is a deer hunting state, and it is a rare home which does not contain a hunting rifle.

During the latter part of July the Ford Rouge plant is scheduled to be shut down for retooling, preparatory to the production of a new model. During the next few months, only a skeleton crew will be maintained while adjustments are being made. Mr. Bennett admitted that then would be the ideal time for the company to force a strike, rather than have it come during the peak of production. Should the strike come late this summer or early in the fall the U. A. W. would be forced to rely on outside sympathizers to assist with the picketing, according to this reporter. Michigan's new Labor Law, which greatly curtails picketing and those allowed to picket in a strike situation, would make this a legal impossibility. Violation of the new law means a fine of \$1,000 or a year in jail or both. This would greatly impair mass picketing.

In New York a strike was called on July 1, against the Asteroid Manufacturing Company, by the Metal Novelty Union, for higher wages. Demands were for 40c per hour for both men and women. Former wages were as low as 24c per hour. The company immediately closed the plant. No violence has been reported, although there are nine police guarding the plant.

**WAREHOUSE AND INSIDE WORKERS LOCAL 20316**  
Meeting Change  
Stewards—First and third Tuesday.  
Regular Membership Meeting—fourth Tuesday  
Executive Board—Regularly every Monday.

**FEDERAL WORKERS SECTION MEETING SCHEDULE**  
Regular Membership Meetings—Second Friday in each month.  
Stewards' Meeting—Every Wednesday, 8 p. m.

**MEETING SCHEDULE LOCAL 544**  
Monday, July 12—General membership  
Wednesday, July 14—Market  
Thursday, July 15—Tent and Awning; Printing Drivers  
Friday, July 16—Job Stewards  
Tuesday, July 20—Wholesale Grocery  
Wednesday, July 21—Petroleum Drivers  
Thursday, July 22—Transfer; Wholesale Drug  
Tuesday, July 27—Taxi drivers: night drivers, 1 p. m.; day drivers, 7 p. m.  
Seniority Committee meets each Friday at 8 p. m. in Hall No. 1.  
Grievance Committee meets each Tuesday and Friday at 7 p. m. Hall No. 2.  
Executive Board meets each Wednesday at 9 a. m. in staff room.

## On the Route With the Milk Man



A word about the time clocks. These clocks were installed in the various milk plants at the request of our members, as a means of cutting down the many disputes and short checks resulting from the former haphazard method of keeping track of time worked. Lately, word has come in that many milk drivers are becoming a bit lax about punching these cards. Every member should take care that he punches his own time card regularly. If this is done, many useless disputes will be done away with.

The union's efforts to get the city council to appoint Brother Arne Flik-eid as city clerk were scotched Tuesday, when that body, by a vote of 16-11, reappointed Swanson to the job.

A ladies wrist watch was lost at the picnic at Webb's Place. Will the finder please turn in the watch at the union office, 257 Plymouth.

Brother Sinnott, who has been vacationing at Sioux Falls, South Dakota, reports that the drivers there are badly in need of organization, but that they are on the way. A General Drivers charter has just been secured.

The office has been enlarged.  
July buttons are red, white and blue.

## Independent Truck Chatter

**Be Careful**  
There is most likely something wrong when a trucker makes application for membership in the union at this late date. ITO stewards should use care when signing up new members. Accept nothing less than the full initiation fee of \$25. If there is any question about an applicant have him appear before the grievance board. All delinquents must first pay up the \$7 fine and

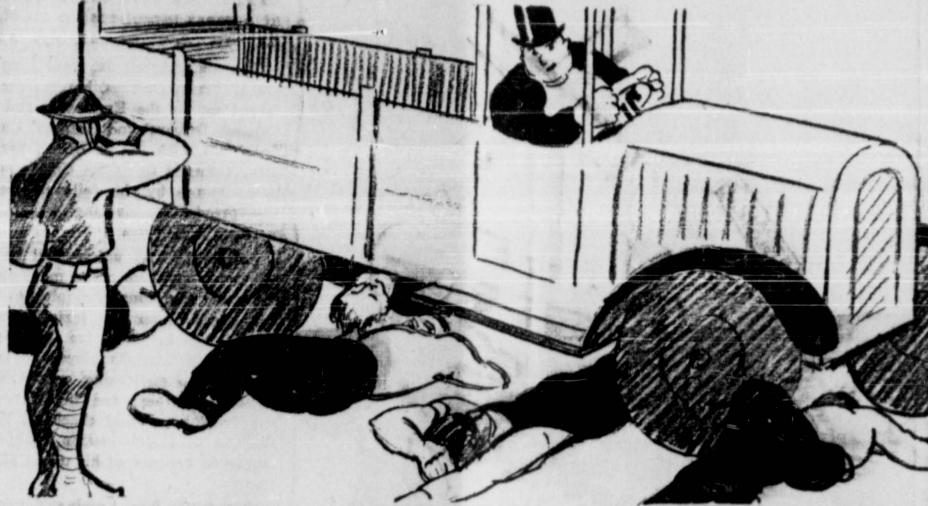
**PETROLEUM DRIVERS MEETING SCHEDULE**  
The Petroleum Drivers will meet the first and third Wednesdays of each month.

## Ice, Coal Drivers Meeting Schedule

Local 221, Ice and Coal Drivers Union, will hereafter hold all of its regular meetings at the new headquarters of the Teamsters Joint Council, 257 Plymouth Ave. N. Regular Union meetings will be held on the second and fourth Tuesdays. Executive Board meetings are subject to call. The Union office is now located at the above address.

"For the Car Owner Who Cares"  
**EXPERT LUBRICATION**  
SHILO-LOVETT SERVICE  
41 S. 11th St. G.E. 2937

## Do You Remember?



After the truck pickets showed that the police gunfire did not daunt them in the July-August strike of 1934, the national guardsmen were brought in, and despite any good intentions of Governor Olson, proceeded to play the strike-breaking role that such forces ALWAYS play under capitalism. Just as the guardsmen permitted thousands of trucks to run in 1934, so the guardsmen today under the liberal governors of the steel strike area are slowly crushing the life out of that struggle.

arrears before any money is accepted on current month's dues. So many old members are unemployed that chiselers shouldn't be permitted to secure a job by simply making a two dollar down payment.

**Are You Working?**  
All unemployed trucks should have their names entered in the file by Thursday night of each week.

**Avoid Delay**  
Everyone must have a social security number before he is permitted to go to work for a contractor as a driver or laborer. Even if you are driving your own truck now get your number anyway. Who knows when you'll be working for someone else?

**Whip!**  
Chris Moe is doing good work inspecting the sharp edges of cleavers and butcher knives in some of the fink meat markets. In fact, he had one cleaver so close to his nose he is just now getting his breath back.

**Nobody Knows Anything**  
A delegation visited WPA and made a few suggestions concerning the new program now in process.

**Sightseeing**  
Four of our Independents decided to go looking for St. Paul finks. They found St. Paul—some finks—some coppers—and also got a working knowledge of the city "canary cage."

**Woods Workers**  
At the last ITO meeting timber workers' representatives made a good talk on their difficulties in Wisconsin. Vigilante groups with beatings, starvation and terrorism are things

**LOCAL 292 MEETING SCHEDULE**  
Inside Section—First Tuesday  
Utility Section—First Thursday  
Full Membership—Third Thursday  
Utility Stewards—Monday, July 12  
General Executive Board—Mondays preceding first and third Thursdays  
Advisory Board—Every Tuesday

Since 1890  
Funeral Directors  
**BILLMAN'S**  
Furniture - Hardware

**SAM W. STOCK**  
Liquor and Grocery Store  
244 PLYMOUTH AVE. NORTH BRIDGEPORT 4674  
Opp. No. 544 Drivers Union Building  
Special Discount to Union Men Free Delivery

**GOTTLIEB GLUEK**  
1828 1880  
In 1857, Gottlieb Gluek brewed the first barrel of Gluek's Beer. It is still brewed, in the good old way, by the sons and grandsons of the founder. For eighty years, it has been good beer.

these boys eat up, but they need help.

**Sudden Thought**  
If the state had its vaults as full of money as C. Moody has his head full of rumors, everyone could be working the year around.

**Strategy**  
A contractor pulled a fast one on some equipment dealers when he requested them to demonstrate their machinery on his job. After a long series of tryouts, the job was finally completed, and the contractor decided not to buy any equipment.

**The Depression Is Over?**  
Production in private industry is nearly back to 1929 levels, but re-employment is lagging far behind.

The heavy goods industry (that affords huge profits to the corporations while using a minimum of man power) is operating at full capacity; on the other hand industries manufacturing necessities of life are operating at half speed. This is the basis on which they tell us that Federal relief work is being cut. A short time of this flow of profits to U. S. manufacturers and they will be financially prepared to put across a super drive for fascism, or what have you.

**Recovery De Luxe**  
From February 1936 to May of this year the Home Owners Loan Corporation foreclosed on 90,000 home owners. Twenty per cent of all the loans (which amounts to \$600,000,000) are expected to be foreclosed by the end of the fiscal year.

U. S. had 87 warships under construction in January 1937, so maybe Uncle Sam intends to move the homeless aboard these roomy government yachts.

Attention ITO members who are looking forward to hauling gravel for the state: The crusher is in Carver County crushing and crushing for the county.

Myron Anderson decided the dump business was not so hot, then tried the selling game and that was not much better, so now he is peddling milk—which looks like a good job for him.

C. B. is working. No rain—how come?  
What are you doing while your wife is in N. D., Gene?  
You all know E. G. Ambrose has a better job. Dump truck work doesn't interest him because the checks he is receiving at his new job makes trucking look like small potatoes.

**Acme Box Lunch**  
20 EAST HENNEPIN AVE.  
Eat Union Phone G.E. 6522  
The only 100% Union Box Lunch

**"Red" Golden's Cafe AND BAR**  
1301 WASHINGTON AVE. N.  
Main 9343  
100% UNION

**ADOLPH'S - BAR -**  
408 Cedar Ave.

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

**Mill City Launderers and Cleaners**  
918-22 PLYMOUTH AVE. N.  
Famous for Quality and Economy  
Free Pickup and Delivery  
100% UNION HY. 9591

**South Side Lumber Company**  
Lumber - Shingles - Insulation  
1100-1110 SOUTH 3RD STREET  
Telephone Main 8657

**Burr Funeral Service**  
"ECONOMY FUNERAL"  
\$95 Complete  
2319 CENTRAL AVE.  
GRANDVILLE 4412  
3640 SOUTH LYNDALE AVE.  
RECENT 7421

To General Drivers Union Local 544:  
Gratefully acknowledging and thanking you for your kind expression of sympathy.  
Sincerely,  
Mr. and Mrs. Earl Peters  
Mr. and Mrs. Ed Stenberg  
Glady's Peters  
Joe Peters

Dump truck owners for the county rejoined the union on their own initiative?  
Matt Kukan has an increase in his family. So far we have seen no cigars.  
218 is cooperating splendidly with ITO members.  
Tuesday, July 6, unemployed truckers had a large meeting in front of 257 Plymouth Ave.  
Victor Christgau: We hear the money has arrived. Where are the jobs?  
The ITO can look forward to a special meeting in the near future.

## Lumber Striker Tells Of Michigan Murders

Joe Liss, one of the leaders of the lumber strike now raging throughout the camps of northern Michigan, was in the editorial offices this week, and described the bloody attacks made by the state police, the deputies and the vigilantes on the lumberjacks of Newberry, Michigan, on June 4. The timber workers of the Michigan peninsula have been on strike since the middle of May, struggling to win the following demands: 55c hourly wage, the eight-hour day and the 40-hour week, single beds, shower baths, recognition of camp committees and of Saw Mill and Timber Workers Union Local 2530 as sole collective bargaining agency.

On Thursday, June 3, a dance was held in the strike headquarters at Newberry for the benefit of the strike. A rumor had spread during the day that company gun men planned

**Meeting Change**  
Bakery, Cracker, Pie and Yeast Drivers Union, Local 289, which has been meeting weekly during the past few months, will hereafter hold meetings only two nights a month. The regular meeting schedule will be membership meetings on the second and fourth Thursdays.

**Fidelity State Bank**  
Place your Federal Housing Loans and Auto Finance with us. The only bank controlled by Labor and business men. INDEPENDENT

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

**"THE UNION"**  
DRIVERS CLUB ROOM  
257 Plymouth Ave.  
MUSIC - REFRESHMENTS - DANCING  
Endorsed by Teamsters Joint Council

**UNITED WAREHOUSES INC.**  
STORAGE  
FIREPROOF WAREHOUSE—RUG AND DAVENPORT ROOM  
Local and Long Distance Moving—Packing and Crating, Shipping

For every-day errands, for friendly chats or for help in emergencies

**TURN TO YOUR TELEPHONE**  
... it makes life safer, fuller and happier

## Local 20316 Serves Wheeler-Barnes Pact

The Warehouse Workers Local gave out word July 6 that it was in the progress of negotiating a union contract with the Wheeler-Barnes company, 3290 Snelling Avenue, makers of syrups and preserves. About 100 workers are involved. They are asking for wage increases and improvement in their working conditions.

ned to raid the headquarters during the dance. The strikers sent for special reinforcements from Munising, and the dance was held without disturbance.

The following morning, however, when the strikers attempted to hold a meeting before one of the company entrances, a siren sounded and a group of vigilantes, led by gun men, rushed out and made a brutally savage attack on the unarmed lumberjacks. The state police was present with its forces and witnessed the entire affair, but made no move to stop the slaughter. Two strikers were killed on the spot, many were crippled and beaten up. The thugs ended with a raid on the union headquarters.

The strikers have made numerous requests to Governor Murphy of Michigan and to President Roosevelt for relief and an investigation of the conditions in that section, but so far have received no help. The terror has continued unabated down to the present, with the ranks of the strikers still holding firm, Liss stated. The union is attempting to raise funds to continue the struggle until a victory has been achieved, according to Mr. Liss, who planned to leave for the Pacific lumber camps where he hoped to raise a substantial sum for the Michigan strikers.

Don't forget—an ad in the ORGANIZER means that the advertiser is for us.

Have Us Install A New Goodyear Wings Auto Radio and enjoy it as you pay on our convenient CREDIT PLAN QUICK CREDIT NO DELAY The Friendliest Credit Service in Town... GOOD YEAR SERVICE STORES 11th and Harmon Place - Main 1524

**HOLSUM BREAD**  
Holsum Rye  
Holsum Honey Wheat  
Makes finer flavored SANDWICHES and TOAST  
Fresh AT YOUR GROCERS today!  
"IN THE GAY RED WRAPPER"

**GRAIN BELT BEER**  
THE FRIENDLY BEER

# Northwest Organizer

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

OFFICE OF PUBLICATION, 257 PLYMOUTH AVE.

### SUBSCRIPTION RATES

One year in advance	\$1.50
Six months in advance	.85
Bundie copies (10 copy minimum)	.02 1/2

Entered as second class matter May 1st, 1935, at the Post-office at Minneapolis, Minn., under Act of March 3, 1879

### EDITORIAL BOARD

PATRICK CORCORAN      FARRELL DOBBS      JACK SMITH  
 Business Manager DANIEL BURKE      Editor MILES R. DUNNE

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

## The Pretenses of Boss Publishers

One news item that not a single large daily newspaper failed to feature as front page news last week was the resolution passed by five hundred publishers, members of 11 newspaper associations meeting in Chicago, declaring themselves unalterably opposed to the closed shop in their news and editorial departments.

That of itself is nothing remarkable—almost any given group of employers will say the same thing any hour of the day or night. And all the while, of course, protest that this attitude is "by no means one of opposition to collective bargaining, better hours, pay or working conditions."

What is worthy of comment is the reason given by these publishers for their stand. Pointing to what is laughingly referred to as "freedom of the press," these gentlemen proclaim that "the responsibility for impartial news reporting cannot be discharged if some outside authority (presumably, the American Newspaper Guild) determines whom the publishers shall or shall not employ."

There is such a wealth of absurdity about this statement that one hardly knows where to begin.

What immediately strikes the eye is that not ONE of these self-styled impartial publishers deemed it worthwhile to print the Guild's side of the story alongside the publishers' statement. So much for their claims to impartiality, and unbiased presentation of the news.

The assumption by the publishers that it is the man who writes the news rather than the man who edits and selects it, or the advertiser who pays the bills, or the publisher who lays down the policies, that is responsible for the "impartial" character of the news columns, is equally ridiculous.

As a matter of fact every single newspaper man and woman in America could be progressively inclined (many of them are), and the daily press of the United States would still be as consistently reactionary as it now is. In the final analysis, it is not who writes the news that counts, it is who advertises in the press, and who owns the press, that determines what kind of news the American people are going to get. And this will be so right up to the day the workers of this country deliver the death blow to capitalism, and themselves take over the job of running the mines, mills, factories and newspapers, etc. Until that day comes, we can assure ourselves that the daily press will continue to pandor to all that is lowest in mankind, will continue painstakingly and subtly to select and edit the news in such a way that is best calculated to weigh down America with senseless prejudices, illusions and superstitions, and thus prolong the death grip of capitalism and the misery of the millions. And whether or not the American Newspaper Guild wins a closed shop will change this situation not one iota.

The one line of defense that the American working class has against the powerful capitalist press is the building of a daily labor press, to combat the daily papers of the employers. Only the labor press can afford to tell the truth and the whole truth about the world today, for of all classes it is only the working class who has everything to gain and nothing to lose from the truth.

The rapid and recent growth of unionism throughout America has created the situation where the labor movement in a number of cities is now strong enough to take up seriously the task of publishing local daily papers. Seattle, San Francisco, Minneapolis, Akron—there are any number of localities ripe for this new forward step.

"There has never been a time when uncolored presentation of news was as vitally important as today," say the capitalist publishers in their anti-closed shop resolution—and each one takes it for granted that all will continue to withhold and color the news as usual.

"There has never been a time when uncolored presentation of news was as vitally important as today," can say the labor movement. And plan immediately to make this a reality by Building the Labor Press.

## The Significance of Local 120's Victory

A more telling blow for unionism in the Northwest could hardly have been struck than that delivered by the members of Local 120 during their successful eight-day strike which ended July 1. As a result of the struggle, workers in the St. Paul driving crafts won real wage increases, and the job security that only direct union contracts can bring.

But the fruits of the victory will be enjoyed by many workers not directly involved in the strike. When St. Paul drivers succeeded in hiking wages up to the Minneapolis level, they set a splendid example to all St. Paul workers to go and do likewise. The gist of this lesson will not be lost to those thousands of workers across the river who up to now have, in many industries, accepted a wage scale definitely lower than that prevailing in Minneapolis.

By the strike, the grip of the Associated Industries and the big banks has been measurably loosened, and it will be just so much harder for the policies of these labor haters to prevail in other communities throughout the Northwest.

These Minneapolis unions and workers who gave their full support and sympathy to Local 120 will find that their interest will be repaid many times. By the St. Paul drivers' victory, the tendency of Minneapolis employers to move across the river into a "low pay" area will be stopped—by the very effective means of abolishing low pay in St. Paul.

And last, the comradeship that developed between the drivers of Minneapolis and St. Paul should go all the way to dissolve any differences the two unions had in the past, and should lay a basis for cooperation between the drivers of the Twin Cities which will assure that the North Central District Drivers Council will be speedily successful in unionizing the driving industry in this part of the country.

## Nice Going, Brother



## Keeping Step With 544

By Mickey Dunne

Symbolic of the recent joint victory of the Minneapolis and St. Paul driving unions, the writer saw an automobile in Brainerd last Sunday which bore the following license number, 120-544. And just in case you doubt it, the owner of the car is A. C. Peterson, who lives at 4253 Zenith Ave.

The District Drivers Council meets in Duluth Sunday, Minneapolis and St. Paul Drivers Unions will be represented.

A union funeral in Minneapolis? Why not? Both the grave diggers and the embalmers have formed unions.

The Organizer office got out a Victory edition of the St. Paul Strike Bulletin the day after the affair was over.

Bill Brown sat it out in the Ramsey County jail for 24 hours. He says that we are not so popular over there.

The ITO columnist says that he is on a Writers Holiday.

It's getting hard to find a worker who is not wearing a Ness-Belor button. The first 10,000 are gone and more have been ordered.

In his maiden speech to the City Council Tuesday, Mayor Leach said that he was going to enforce compliance with the Wagner Act. Very Good.

The Ness-Belor Committee still meets on Thursday night.

Miss Flanz, demon typist, leaves for a Yellowstone vacation soon.

There seems to be no let-down in organizational activity. The staff is busier than ever before.

## LABOR... Looks at the Press

Minneapolis news item: Thirty-six years after they took out a wedding license, John Woodruff, 67 and Alma Wilson, 63, were married today by a justice of the peace. The couple declined to discuss the cause of the delay.

Probably looking for a job.

Chicago item: Representatives of five railroad brotherhoods prepared today to take a poll of their membership on advisability of a strike.

That's a laugh. How can the railroad workers, split up into 21 different unions, led by inefficient skates, ever put up an effective strike?

Harry Bennett, Ford personnel director: "We don't tolerate rough stuff or thugs in the Ford organization."

Okay—thug.

Paris news item: It is estimated that the world's ten best dressed women each spend from \$20,000 to \$100,000 yearly for clothes and accessories.

Is it possible that this money could be better spent on the children of the poor?

More than a thousand new members in Local 120.

Fargo Drivers Union heads were in Minneapolis Tuesday.

Rainbolt says that he don't feel good unless someone has a gun in his ribs.

Plans for a union hiring hall are taking shape.

V. Dunne is in Chicago. On a vacation, believe it or not!

Last week the place was knee-deep in St. Paul police. Just looking around, they said.

The writer will soon make an organizational trip for the North Central District Drivers Council.

Painting is completed on the second floor of the headquarters.

When the St. Cloud Drivers Union gets on its feet, drivers of overland outfits which pull west out of Minneapolis, are going to get a surprise.

There are more than 1,000 non-union truck drivers operating on the streets of Minneapolis.

Every member of Local 544 as well as all Minneapolis trade unionists should put all other affairs aside Sunday, July 18, and attend the Ness-Belor Memorial at the Parade Grounds. These two heroes laid down their lives fighting to achieve justice for ALL Minneapolis workers. The event that brought them working class martyrdom touched off a spark which has not ceased burning. Today, in Minneapolis, thousands of workers owe the high wages and union conditions they enjoy to the sacrifices that were made by Henry Ness and John Belor. Part of that debt can be paid by joining the service that will be held for them Sunday, July 18.

Harry M. Daugherty, self-styled progressive conservative: "We perhaps have seen the last president of the United States. This country has reached the point where it should settle down."

Settle way, way down like Hitler's Germany, he hopes.

And the concern that all bosses have for what they call "the right of every worker to pursue his occupation peacefully" is really touching. That, and the right to privately own the means of production—these are the only rights out of the whole Bill of Rights that bosses any longer take seriously.

Frederick Stinchfield, head of the American Bar Assn., says: "American democracy is imperiled as never before by the dishonest attempt to pack the U. S. Supreme Court."

American democracy was imperiled the day the Supreme Court was formed.

Mrs. Lorena Hahn, national president of the American Legion auxiliary, says: "Let us have national preparedness so that our plea for peace may be listened to with respect... We yield to none in our hatred of war and love of peace."

That's the dizziest proposal I've heard yet to keep the peace. Almost as phony as banking on the League of Nations.

## New Working Agreement for General Drivers Local No. 120

Below is printed in full the union agreement which the strikers of Local 120 bagged for themselves as a result of their eight-day struggle. The agreement was ratified unanimously at a mass membership meeting held the night of July 1 at strike headquarters. The following day all St. Paul employers involved signed the contract.

The undersigned St. Paul Employers of Truck Drivers, hereinafter referred to as the Employer, and the General Drivers' and Helpers' Union, Local No. 120, A. F. of L., 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 representative of its members in those classifications of employees who now come under the jurisdiction of the Union in collective bargaining with the St. Paul Employers of truck drivers, and embracing only drivers, helpers, platform and sidewalk men and freight terminal checkers. There shall be no discrimination against an employee because of his union affiliation.

Article 2. The Employer recognizes the right of the Union to designate a Job Steward or Job Committee to handle such Union business as may from time to time be delegated to the Job Steward or Job Committee by the Union Executive Board pertaining to employment relations at that establishment.

Article 3. The Employer agrees to grant the necessary time without discrimination to any employee designated by the Union to attend a labor convention or to serve in any capacity on an 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, including vacations now granted 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 improvements are made elsewhere in this Agreement.

Article 6. In the event that the Employer violates the provisions of the foregoing article or violates any other of the provisions elsewhere in this agreement relating to seniority rights, wages, hours of work, overtime differentials and vacations, any back pay owed to the employee because of such violation shall be paid by the Employer at the rate of two times the standard straight time and overtime rates, if ordered by negotiations under Article 7. No complaint will be acted upon unless filed within thirty days of alleged violation.

Article 7. Any controversy arising over the interpretation of or the adherence to the terms and provisions of this agreement shall be submitted to the employer in writing in duplicate form by the union and shall be adjusted by negotiation between the union and the employer. Failing settlement on that basis, the controversy shall be referred to a committee chosen by the employer to represent him and this committee shall negotiate with the union to effect an adjustment. If the controversy cannot be settled, it shall be referred to a Board of Arbitration composed of two representatives of the union, two representatives of the employer and a fifth neutral party selected by majority vote of the first four. The majority decision of this Board of Arbitration shall be final and binding on both the union and the employer in any controversy so settled. Any employer shall have the right to designate the Executive Committee of the St. Paul Employers of Truck Drivers as his representative in this connection with any matter or question arising under this agreement, if the controversy cannot be settled directly between the Union and the Employer.

Article 8. The Union and the Employer agree that there shall be no strike or lockout without first using all possible means of peaceful settlement of any controversy which might arise.

Article 9. The term "individual truck owner" shall be construed to mean the owner-driver of a truck, motorcycle, passenger vehicle, two or four wheel trailer, taxicab, horse-drawn vehicle or any other vehicle used for merchandise transportation purposes.

Article 10. Unless otherwise indicated within the articles of this agreement, the rates of pay, hours of work, overtime differentials and general working conditions for individual truck owners shall conform to the schedules which shall from time to time be agreed to by the Union and the Employers to prevent violation of the Agreement.

Article 11. The individual truck owner shall have seniority standing only as a driver. The vehicle shall have no seniority standing.

Article 12. The Employer agrees that if any employee is required to wear any kind of uniform, it shall be furnished and maintained by the Employer free of charge. No employee shall be required to wear a uniform that does not bear the union label.

Article 13. The Employer shall

not arbitrarily charge employees for any loss or damage.

Article 14. Should the Employer require any employee to give bonds, the premium on the bonds shall be paid by the Employer.

Article 15. No driver shall be permitted to allow anyone on his truck unless so authorized by the Employer.

Article 16. The Employer agrees to assume responsibility for prompt payment of injury compensation claims by their compensation insurance carriers, as required by the Minnesota Workmen's Compensation Act.

Article 17. Seniority rights shall prevail. A list of the employees arranged in the order of their seniority shall be posted in a conspicuous place on the job.

Article 18. Any controversy over the seniority standing of an employee on this list shall be settled as provided under Article 7 of this agreement.

Article 19. The senior employees shall have first preference on the job provided, however, that the present assignment of employees in the various classifications of work shall not be disturbed in any manner other than set forth below:

(a) When a job becomes open for any reason in any classification of work covered by this agreement, it shall be bulletined by the Employer. All Employees in the order of their seniority standing are eligible to accept or reject this job without jeopardizing their present and future standing. Thirty days shall be allowed for the employees to qualify on the new job or return to his former job. Any controversy over the qualifications of an employee to handle a job during this 30-day period shall be settled as provided under Article 7 of this agreement.

(b) In reducing the personnel because of lack of work or other legitimate reason, the last employee hired shall be the first laid off, and in returning employees to work the last employee laid off shall be the first rehired. The necessary reassignment of employees to the various classifications of work shall be made accordingly.

(c) Where there is an obvious discrimination against a senior employee under the present assignments to the various classifications of work, the Employer shall make the necessary adjustments.

Article 20. Any employee desiring a leave of absence from the job shall secure written leave 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 loss of seniority rights.

Article 21. If an employee is notified to report for work and does not report within a reasonable length of time or give a satisfactory explanation for not reporting, he shall be considered as having voluntarily quit.

Article 22. Drunkenness, dishonesty, or major violation of company rules which do not conflict with this agreement shall be grounds for dismissal. Rules must be posted in a conspicuous place.

Article 23. New employees shall be placed on the seniority list after having worked a total of thirty (30) continuous work days, seniority to start from first day of employment, provided that intermittent employment shall not be deliberate.

Article 24. 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 employees of this company working on the trucks shall have first preference for employment in jobs thereby created with the company taking the contract, and will be placed at the bottom of the seniority list for that company's regular work. Such transfer of trucking shall not be made for the deliberate purpose of effecting the discharge of any employee.

(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 apply in accordance with their seniority rights at that company for transfer to the company receiving the contract and shall receive first consideration for employment at that company.

(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 25. Employees shall receive full pay for all time spent in the service of the Employer. There shall be no split shifts. When called to report for work, employees shall be guaranteed a minimum of four hours' pay, and if required to be available daily for service and not employed, the employee shall be guaranteed a forty (40) hour minimum weekly wage at the rate set forth herein.

Article 26. The senior employees shall be the first to work the full weekly regular hours except in cases of emergency or where it is clearly unavoidable. There shall be no favoritism shown to junior employees.

Article 27. Except in cases of emergency or where it is clearly unavoidable, no employee shall work overtime until all employees on the seniority list have worked the full quota of regular hours.

Article 28. 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 will be reopened for wage negotiations only.

Article 29. The term "driver" shall be construed to mean the operator of a truck, motorcycle, passenger, horse-drawn vehicle, or any other vehicle used for merchandise transportation purposes. It shall also include employees engaged in delivery on foot or bicycle or by similar methods if used to defeat the purpose of this Agreement.

Article 30. All employees shall be paid in full each week, except that existing semi-monthly pay periods may be retained where a majority of the employees are not involved in this agreement.

Article 31. Overtime at the rate of time and one-half shall be paid for all time worked in excess of forty-eight (48) hours in any one week, and for time worked on Sundays, on New Year's Day, Memorial Day, July Fourth, Labor Day, Thanksgiving Day and Christmas Day.

Article 32. Drivers called to report for work shall be allowed sufficient time to get to the garage.

Article 33. All speed laws and regulations must be strictly adhered to.

Article 34. No employee shall be compelled to take out equipment that is not mechanically sound and properly equipped to conform with all city, state, and federal regulations.

Article 35. Employees away from the home terminal over night shall be furnished meals and lodging.

Article 36. The following minimum rates of pay shall prevail for the following classifications during the life of this agreement:

Transfer	
Driver	\$.70
Driver-Helper	.70
Helper	.65
Platform and Sidewalk	
Men	.60
Foremen, heavy hauling	82 1/2%
Driver, Mach. and Winch trucks	.72 1/2%
Driver-Steel trucks	.72 1/2%
Checkers, Freight Terminal	.65
Helper, heavy hauling	.67 1/2%
Wholesale Grocers	
Drivers	\$.70
Driver-Helper	.70
Helper	.65
Steel and Heavy Hardware	
Driver	\$.72 1/2%
Driver-Helper	.72 1/2%
Helper	.67 1/2%
Platform and Sidewalk	
Men	.62 1/2%
Wholesale Meats	
Drivers	\$.70
Driver-Helper	.70
Helper	.65
Platform and Sidewalk	
Men	.60

Article 37. This agreement shall take effect July 1, 1937, and shall continue in effect until May 31, 1938, and unless written notice is given by either party sixty days prior to May 31, 1938, that changes or modifications herein, or termination hereof, is desired, the terms and provisions of this agreement shall continue in effect for an additional twelve months period.

Article 38. General Drivers' and Helpers' Union, Local No. 120, A. F. of L. and the undersigned Saint Paul Employers of Truck Drivers, acknowledging that this agreement is fair to all alike pledge support and cooperation only to those co-signers who observe the spirit of this mutual agreement. With this common understanding, and agreement on all the articles in this agreement, both parties hereto attach their signatures and seals.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be duly executed this 1st day of July, 1937.

ST. PAUL EMPLOYERS OF TRUCK DRIVERS BY ITS EXECUTIVE COMMITTEE  
GENERAL DRIVERS AND HELPERS UNION  
LOCAL 120