

BUILD A LABOR TEMPLE - A UNION RADIO STATION

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

University of Wisconsin
Madison, Wis.

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. 13

MINNEAPOLIS, MINNESOTA, THURSDAY, JULY 15, 1937

PRICE 5 CENTS



NCDDC Progress Shown at Duluth

LABOR CALLED TO AID TOM MOONEY

"Out of the conflict in the steel districts has come one clear fact: The governor of Pennsylvania, if not the government of the United States, has taken sides with the strikers. That seems to be an intolerable situation."—Oswald Garrison Villard.

Rest assured, the strikers will regret the intervention of the national guard more than you, Mr. Villard. For you to assume that the national guard, an instrument of the capitalist state, would intercede in a capital-labor struggle on behalf of the workers, demonstrates a lamentable ignorance of the history of class struggle.

It is sad but true that in practically every major strike, labor is obliged to submit to clubbings and bullets to learn this very important lesson.

When Governor Earle of Pennsylvania showed his hand and used the guards to protect scabs and to break up picket lines, Mr. Villard, America's foremost liberal, must have felt as though he simply does not understand these modern times.

"Johnstown Citizens Committee, an Outgrowth of the 27-day Steel Strike, Charters Today the Course of a National Chain of Committees to Defend the Right of Local Self-Government—Francis Martin, chairman of the local group, said that an organizational meeting would be held July 15 to expand the drive to protect 'the right of every worker to pursue his occupation peacefully and within the law. More than 5,000 invitations were mailed tonight.'"—N. Y. Times.

Every thug and ruffian in the country will rally to the banners of this "chain of Committees" in order to help Bethlehem Steel break the strike and reduce the workers to a sub-standard living. The workers must recognize that great sacrifices must be made in the future if they are not to be driven down by brute fascism. Martin's campaign for the "right to scab" means the right of the boss to exploit, and that issue must and will be settled by force.

"During the past four years we have lead the groundwork for a system of economic justice in America. There remains the greater task of its growth and fulfillment. All these things can and will be done because they must be done. For me, the question is, how long must we wait?"—Summit County Labor News.

Palmquist Endorsed For Welfare Board

Friday evening at the regular monthly membership meeting of the Federal Workers' Section of Local 544 several items of importance were acted upon. A motion from the floor that the body go on record to endorse and recommend to Mayor Leach the appointment of Ed Palmquist to the City Welfare Board was passed unanimously. It is felt that Palmquist's experience in the handling of relief problems should greatly enhance the efficiency of the board. Probably no one person in the city, by reason of his vast experience is more qualified to fill this position than Palmquist. The Federal Workers' Section is certain that the present members of the City Welfare Board will indeed welcome this added talent to their ranks in the administering of relief in the city of Minneapolis.

San Francisco, Calif.—In a press release sent throughout the nation, the Tom Mooney Molder's Defense Committee is sounding the alarm this week for American labor to mobilize to stop the monstrous treatment that Mooney has been receiving since June 17, when he was returned to San Quentin prison after 21 months in the county jail, where he had been confined while waiting for a decision on his petition for a writ of habeas corpus from the California Supreme Court.

On re-entering San Quentin, Mooney was thrown into the receiving tank reserved only for new prisoners. His old job in the mess hall has been taken from him, as have all his privileges, earned through 20 years of exemplary behavior.

Mooney has been denied the diet ordered by his doctor, and has been forced to work in the blistering sun. He has been transferred from job to job and from cell to cell, and in prison language, "the heat is on Tom Mooney." The new warden, Smith, at the prompting of the boss interests that originally framed this lion-hearted working class martyr, is exercising the most vindictive cruelty upon Mooney.

Twice Mooney has passed out in a dead faint from the heat and lack of food. At present he is being kept in a cell occupied before him by a man who died of syphilis.

Apparently the bosses on the West Coast are kicking Mooney around to test how far they can go without arousing a flareback on the part of American labor. Every union in the Northwest owes it to Tom Mooney to send immediately telegraph protests to Warden Court Smith, San Quentin; Governor Frank Merriam, Sacramento, and to T. N. Harvey, Sacramento, president of the California Prison Board.

Retail Clerks Keep Western Auto Shut

Though the strike of the Retail Clerks Local 1086 against the Western Auto stores of the Twin Cities is now going into its seventh week, this new organization is continuing to enroll new members in many other establishments throughout Minneapolis. Local 1086 has signed an agreement with the Chase-McLean company at 80 South 9th Street, and at present is working on an agreement with the Home Trade shoe stores, the majority of the clerks here having joined up with the union.

One hundred new members have paid up during the past few weeks, and another 100 are partially paid up. Organizational meetings are held every other Tuesday night at 18 North 8th Street.

Present officers of Local 1086 are W. A. Cyrus, president; Peterson, vice president; Albert Svoboda, secretary-treasurer, and Marjorie Chapman, recording secretary.

20,000 Honor Labor Martyrs in Frisco

San Francisco, Calif.—Approximately 20,000 union workers marched here on Monday, July 5, to honor the memory of two workers, Howard Sperry and Nick Bordoise, murdered by the police in the 1934 maritime strike. Over 3,000 striking hotel workers joined the parade. Speakers at the Civic Center paid homage to the fallen martyrs, urging that the labor movement press onward under the slogan, "An Injury to One is an Injury to All." From the Civic Center, truckloads of flowers were taken to the graves of Sperry and Bordoise.

NCDDC Pledges 2 - Day Strike Pending Verdict in Brown Case

Reactionaries Seek to Convict Brown as Warning to Labor Activity

The North Central District Drivers Council, at its quarterly meeting Sunday in Duluth, voted to call a 48-hour protest strike of its 20,000 members in four states in the event that Bill Brown is convicted of the charge of "highway robbery" resulting from his picketing activities in the St. Paul truck strike.

There is some indication that the reactionary employers of this state are seeking the conviction of Brown on this criminal charge (of which he is entirely innocent) as a warning against all militant labor activity in the Northwest. The charge of highway robbery, if proven, carries with it a prison sentence of from five to 40 years. It is considered significant that Brown was chosen as the one to be charged with committing damage to a truck which went off the highway during the Local 120 strike, and that such a monstrous charge was placed against him by St. Paul authorities, acting at the behest of the Associated Industries crowd. In case he is convicted of highway robbery, the two-day protest strike would be called immediately.

Brown, out on \$2,500 bail, appeared Tuesday in district court in St. Paul for hearings on his case. He was defended by Fred Ossanna, and the hearing was continued for 10 days during which time Ossanna will file a brief of the case.

On Monday afternoon all other charges growing out of the eight-day St. Paul truck strike were disposed of. Ben Green and Dan Doyle of Minneapolis, and Harold Medlicott of St. Paul, were fined from \$25 to \$50 each on charges of disorderly conduct. The same charges against Henry Kelly, Francis Bruneau, and Mike Tisch, all of Minneapolis, were dismissed because of insufficient evidence.

Workers' Alliance Convention Shows Up CP Tricksters

The Federal Workers Section of Local 544, which has made a study of the proceedings of the Workers Alliance of America convention recently held in Milwaukee, reports that the Communist Party managed to do what they have always attempted: force-feed the entire convention with their political line.

Instead of tying the Workers Alliance with the trade union movement, as the Federal Workers Section has done, the Communist Party has attempted (and to a large degree succeeded) in keeping the Workers Alliance more or less divorced from the progressive labor movement. If these political tricksters persist in their factional maneuvers, they will succeed in strangling the Workers Alliance of America, just as they did the old Unemployed Councils. It is too bad that a potentially great national unemployed organization like the Workers Alliance must be sabotaged and corrupted into a "People's Front" bandwagon for the Communist Party.

The Federal Workers Section of Local 544 owes its success to its allegiance to the trade union movement. This is where the economic interests of the unemployed lie, and not in furthering the political aspirations of the Communist Party faction within the Workers Alliance.

Famous last words: "Suppose you take the Chicago cops with you, Mr. Girdler, when you explain to the people that the union isn't responsible enough to deal with you."

Final Plans Made For Ness - Belor Services Sunday

The committee in charge of the Ness-Belor memorial services and parade, to be held this Sunday afternoon beginning at 2 o'clock, announces that all arrangements have been completed to make this the largest and most impressive gathering of its kind ever held in this section of the country. Twenty thousand workers marched in Frisco this year to commemorate those who fell in the 1934 maritime strike, and Minneapolis labor is determined not to make a less inspiring display of devotion to its fallen martyrs.

The following speakers have been invited to speak at the Knoll on the Parade Grounds: Governor Elmer A. Benson, Al Urtubees, Bob Cramer, Farrell Dobbs, T. E. Cunningham, William Brown, Stanley Anderson, Judge Joseph Poirier, Miles Dunne and others. The speaking program will begin promptly at 2 p. m.

At four o'clock the march will start from the parade grounds and proceed north on Harmon Place to 10th Street and Nicollet; north on Nicollet to Washington; north on Washington to 7th Avenue; thence to 3rd Street, where a brief memorial service will be held.

All unions are asked to parade with their banners.

New Contracts Almost Ready for 544 Drivers

During the past few days, negotiations between committees from Local 544 and the various sections of employers in Minneapolis have been in full swing. Arrangements are almost completed for a new working agreement with the package delivery houses. Good headway is reported being made with the spring water employers, the market, and the building material houses.

However, the heavy hardware employers are taking an entirely unreasonable attitude, and the union anticipates serious difficulties with these bosses.

LUND HEARING REVEALS BLACK PAST OF BOSS

Testimony Shows 'Loyal Workers' to Be Paid Stoges; Union Solid

After a week spent in taking testimony from union members and from Mr. Lund and his family and company officials, the Labor Board finally ended its hearing on Saturday, and several weeks will probably elapse before any decision is rendered.

On Saturday much evidence was brought forward to show the double-dealing of Lund. It was also brought out that the "loyal workers" that Lund brought up from Hastings to testify, were being paid for their time. Many workers became highly indignant as the scope of Lund's whole past labor policy was finally brought to light.

The group of strikers that have remained solid with the union during the long struggle have shown a courage and perseverance that has won for them the admiration of the entire Northwest labor movement. Lund can find so few workers that will return to the Hastings factory that operations in the ski plant there have again practically ceased. Should the Labor Board call for an election, there is little question but that the Woodmen Workers Union would win a decisive victory over the alleged "independent" union.

Labor School to Hold Week-End Institutes

Plans were considered and discussed by the directing committee of the Minneapolis Labor School and the Students' Association at a recent meeting with the aim of holding a series of week-end institutes during July and August, for the purpose of acquainting labor organizations and auxiliaries with workers' education and what the program offers in the way of help to the worker.

83 Delegates Attend Second Quarterly Meet of NCDDC

Seventeen Unions Gather in Duluth; Growth in Membership; Activity, Signed Contracts Reported

The quarterly meeting of the North Central District Drivers Council held in Duluth last weekend marked a tremendous stride forward in the history of this young and vigorous union-building organization. Reports of growth in membership, in activity, in signed contracts, marked the progress made by the Council since its last gathering.

Eighty-three delegates representing 17 unions gathered on Sunday in the new headquarters maintained by the General Drivers and the Milk Drivers of Duluth. Among the towns represented were Austin, Albert Lea, Duluth, Eau Claire, Fargo, Grand Forks, Mankato, Minneapolis, Minot, St. Cloud, St. Paul, Superior and Minot. Delegates from the new Local 778 of Austin were enthusiastically seated. An impressive delegation from St. Paul was in attendance, and welcomed heartily as it proceeded to take an active part in the conference. John Baloc, vice president of the Minnesota State Federation of Labor was in attendance, represented President T. E. Cunningham who found it impossible to attend.

Early in the meeting, the business agent of the Trades & Labor Assembly in Cloquet was heard in an appeal for organizational help, and discussion took place on the formation of a drivers' local in this town. William Carroll, research investigator for the State Highway Department, explained the method of procedure that the department proposed to follow when dealing with the various drivers' unions on state work. The report of the council's field committee showed the tremendous growth in membership, in activity, and in signed contracts that has been achieved during the past three months. A report was also presented on the many contracts now under the process of negotiation by various sections of the council. The following locals reported success in signing new working agreements: Locals 32, 221, 288, 289, 346 471, 487, 120, 544, 662, and 329.

An interim committee was set up to devise plans for improving the financing of Council work.

The new Duluth Drivers headquarters at 122 East Superior street, which housed the meeting, is a remarkably fine workers hall. The second floor of this large building has been taken over by the drivers of Duluth and is nicely furnished. Besides the two large meeting halls, there are two offices, a commissary and three committee rooms.

Before adjournment, the Council voted to hold the next conference in Hibbing on September 18 and 19, just prior to the State Federation of Labor convention which will meet in that town. It was interesting to note that, due to the growth and development of the Council, it was found impossible to take care of all the business which should have come before the conference. It was obvious to all that henceforth more time must be allotted for the quarterly gatherings. For this reason, a decision to make the next Council session a two-day affair was approved unanimously by the attending delegates. Every delegate left the meeting Sunday night with the feeling that the heartening response given to the Council's work shows the almost unlimited possibilities opening up before this progressive organization.

At Three Rivers, Quebec, a strike was called by two unions, against Consolidated Paper Corporation, (major industry in the Maurice River Valley.) Three small towns are affected. The International Brotherhood of Papermakers and the International Brotherhood of Pulp, Sulphite and Paper Mills called the strike after the company granted recognition to the National Catholic Union of Paper Workers. The striking unions claim a "vast majority" of the workers as their members. There are 1,300 men affected.

A strike involving 35,000 workers in 1,500 tailor shops in New York, was called on July 8, by the Joint

(Continued on page 2)

Workers! All out on the Knoll Sunday!

Remember Ness and Belor!

Make Minneapolis a Union Town

Spick and Span Notes Local 131

Members will not be permitted to attend meetings if they are not in good standing. Be sure and carry your card with you.

If you have not been initiated you will not be eligible for sick, accident or death benefits.

The work of the North Central District Drivers Council which met in Duluth last Sunday is very vital to the welfare of the entire labor movement in the Northwest. The indirect results are innumerable.

Any member who is summoned before the Executive Board and fails to appear at that time is subject to a fine of \$10.

Your business agent made a trip to Mankato on Tuesday night in behalf of the North Central District Drivers Council.

The temperature in Duluth last Sunday did not rise above 60°.

Sick benefits go only to paid-up members.

See you at the next regular meeting.

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

THE LAKE SHORE MUTUAL INSURANCE COMPANY, Principal Office: Chicago, Ill. Organized in 1931. Geo. A. Egan, President; M. Shapiro, Secretary. Attorney to accept service in Minnesota: Commissioner of Insurance.

INCOME IN 1936 Total net premiums received—\$437,128.61 From all other sources 6,620.69 Total income \$443,749.30

LEDGER ASSETS DEC. 31, 1936 Sum DISBURSEMENTS IN 1936 Claims paid (net) \$385,156.46 All other disbursements 71,762.52 Total disbursements \$456,918.98

LIABILITIES DEC. 31, 1936 Net unpaid claims except liability and workmen's compensation claims \$11,926.50 Reserve for liability claims 196,427.90 All other liabilities 32,905.97 Total liabilities \$241,260.37

Surplus as regards policyholders \$19,669.65 BUSINESS IN MINNESOTA IN 1936 Premiums Received \$13,920.06 Losses Paid \$17,349.25

Auto liability 1,856.05 Automobile property damage 2,643.19 Totals \$16,776.11 \$19,992.48

STATE OF MINNESOTA DEPARTMENT OF INSURANCE I HEREBY CERTIFY THAT THE Annual Statement of the Lake Shore Mutual Insurance Company for the year ended December 31, 1936, which the above is an abstract, has been received and filed in this department and duly approved by me.

FRANK YETKA Commissioner of Insurance. July 1, 8, 15.

More Pure Coal Per Ton Howard Lumber Co. Hyland 0192 Robbinsdale, Minnesota

WE ARE CO-OPERATING FOR SAFETY We Are Factory Representatives for B. K. BOOSTER BRAKES

Budd Wheels - Brakes, Brake Springs and Brake Material 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

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Over 44 Years of Satisfactory Service We Cooperate With Union Members

FOR REAL COMFORT HEAT WITH GAS MINNEAPOLIS GAS LIGHT COMPANY TELEPHONE MAIN 5133

Youngstown Renegs; More Republic Steel Pickets Killed

(Continued from page 1)

Board of Cloakmakers Union. Since the women of America have been wearing mannish tailored suits the manufacturers have been farming this type of work out to the lesser needle trades where working conditions and standards are lower than in the tailoring section of the industry.

The union has been fighting this practice for a long time, and after all efforts at negotiating the trouble had come to naught, a strike was called. A settlement, eradicating the evil practice around which the fight centered, was reached on July 12.

The workers also gained a 10 per cent increase in wages. The contract is to run for three years. In June, 1939, the thirty-two and one half hour week is to become effective.

On May 18, at Alcoa, Tenn., a strike against the Aluminum Company of America was called by the Aluminum Workers' Union, an A. F. of L. affiliate, to establish a parity of wages between the Alco, Tennessee plant, and the company's plant at New Kensington, Pa.

After weeks of inactivity the company decided to open its plants. On July 7 an attempt was made. A bloody battle resulted in which two strikers were killed and twenty-one seriously injured.

Since that time Francis Dillon has recommended to the strikers that the strike be called off. Radio flashes indicate that this has been done.

Nearer Home On July 13, 400 men returned to work in the mines of the International Harvester Company's four mines at Hibbing, Minn.

Settlement of the six-day old strike was announced as the NLRB ruled that the workers does not have them. He also tells Germans to marry and have large families; he is a bachelor.

Jews Are a Culture; Not a Race It is hardly correct to refer to Jews as a race. Insofar as you think of Jews as a distinct group because they have certain customs, religion, language, and traditions, they are a civilization or cultural group.

And if you think of them as having certain traits of physical appearance, you will find that they look like many Mediterraneans, Alpines, and Armenoids who are non-Jews, and in a few cases, like Nordics.

The Gypsies, like the Jews, are a distinct group because of certain customs and traditions. They originated in India, and racially, they are like other people of that country, except that they have often mixed with the people in whose midst they lived during their wanderings.

A person is not born a Jew, but is trained to be one. Of course, knowledge of this fact will not eliminate prejudice against the Jews where it exists. However, such prejudice plays into the hands of reactionaries and labor-haters just as much as racial prejudice.

While workers may split on such an issue, the big boys, whether Jew or non-Jew, stick together—this is true even in Germany.

Race is not so important; it is not much more than skin-deep. The important differences between groups of people—the differences in civilization and ways of living—are not matters of race. Those who try to make out that they are seek to hide the real issues.

Next week, an article in this series will expose the propaganda claiming that some races are superior to others.

The Nazis are crazy as bats to refer to the Germans as an "Aryan race"; this is about as sensible as talking about an electric tomato. The Germans are a nationality; racially, they are mainly Nordic and Alpine.

The traits which they call Aryan are those of Nordics, and Hitler, himself.

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

S. J. Reader Co. Road Contractors 325 KASOTA BUILDING Atlantic 4667 Minneapolis

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GILL BROTHERS Funeral Chapel

Bill Brown Says—



Every day you open a newspaper, you read about the slaughter of more strikers by the National Guard and the vigilantes. If the steel bosses continue their butchery of workers, I figure that in three years the point will be reached where "loyal workers" will no longer have to be taken through the picket lines—because by then there won't be any pickets.

Race and the Worker

By Tex Norris

Mankind can be divided into different races according to color, height, shape of head, and other physical traits. But these divisions are not definite. Furthermore, as will be shown, racial differences are not important; they concern little more than looks or appearance.

Differences in Civilization Very Important Of course, there are differences between groups of men which are very important. There are differences in social customs, in political and economic organization and activities, in language, in religion, and so on.

Some groups build skyscrapers; others live in straw huts. Some use machine guns, while others use bows and arrows. Some worship Buddha, some Mohammed, and some Hitler.

But it is important to understand that these are not racial differences; they are differences in civilization or culture. The word culture will be used here, rather than civilization, because it is a broader term. Culture includes the beliefs, customs, and social habits of any group, whether that group is a savage tribe or a modern nation.

Civilization and Race Are Entirely Separate Matters If race were responsible for differences in culture, then race would be a very important matter. Therefore, it has often been claimed that this is so; in fact, race and culture have often been lumped together as the same thing.

This is the greatest fake idea which has ever been put across by those who use race as a cover for their reactionary political ambitions. Therefore, it is important to make clear that race is one thing, while culture or civilization is an entirely different matter.

Notice that race is settled at the moment of birth. At that time, there are present within the body all of the factors which decide the color of the skin, and other racial traits. If a person gets his hair straightened at a beauty parlor, or gets tanned by the sun, these changes in appearance are never considered to be racial traits. Race is an inborn matter; no one can change his race.

But culture is quite different. It is not present at birth, but depends upon what is learned. If a baby is taught Chinese, he speaks Chinese; if he is taught English, he speaks English—and his race has nothing to do with the matter.

Whether a person learns to make and use steel, medicine, or violins depends upon what he learns from the people around him. Thus the birthday marks a difference between race and culture; race is all settled on that day, while culture is just beginning then and will keep developing and changing throughout life.

The difference between race and culture is also shown by looking for the factors affecting each. We find them operating in entirely different places. Those affecting culture are found in schools, books, speeches, in the relations which people have with

each other—in short, in society. Or we may also look into geography, climate, and resources; for example, we do not expect that people living in deserts will eat very much fish.

But a search for the factors influencing race, requires a look into the body with a high-powered microscope. Here we find, inside each one of the billions of cells which make up the body, 48 little hair-like particles, called chromosomes. Half of these are from the mother, half from the father.

And within these chromosomes there are thousands of tiny particles, known as genes. Each one of these has a particular effect upon the body, depending upon its nature and the nature of the others with which it is combined. One body trait, such as height, is affected by dozens of these genes working together.

Racial traits come to the individual directly from his parents; his ideas and customs can come from any person with whom he is in contact or communication. Sir Walter Raleigh learned to smoke from the Indians, but he could not become an Indian. Smoking, then, is a matter of culture, not of race.

Nationalities Are Not Races A nationality is marked off from others because its government, language, religion, customs, and traditions are more or less distinct. These are not racial matters. A nationality may happen to be pretty much of the same race, as the Swedes; or it may be made up of many races as are the Americans.

A person can change his nationality, by becoming naturalized in another country; he can not change his race. Similarly, language-speaking groups are not races. Latin, Aryan, and Semitic all refer to language only, if used correctly.

Languages derived from Latin are spoken by Caucasians in Europe, Negroes in Haiti, and by many Indians in Latin America. Semitic languages include Hebrew, Arabic, Amharic, and others. Most of the languages of modern Europe grew out of the Aryan languages which were spoken originally in northern India.

The Nazis are crazy as bats to refer to the Germans as an "Aryan race"; this is about as sensible as talking about an electric tomato. The Germans are a nationality; racially, they are mainly Nordic and Alpine.

The traits which they call Aryan are those of Nordics, and Hitler, himself.

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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

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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

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

Operating cost and 10% profit equals \$1,017.65 Operating cost per day equals \$ 13.56

Mechanics Best Friend Those Hug trucks have lasted Magee a long time, but Muncy broke down the rig assigned to him before he even hauled his first load. Reos must be different.

They've Not Recovered Yet Nick put the run on non-union men delivering phone books, so a few of our trucks that thought they had fit feet for fast footwork, pounded the scorching sidewalks until they got enough of "hot dogs" for one year.

What Kind of Luck! A surprising though commendable restraint was shown in the Nolan affair. Doubt if the incident could be repeated with the same results.

Splash! Here Comes Charley During this hot weather Quick is helping Karlen by hauling water to half of the Belt Line crew. Charley started out with good intentions and gave water to every person or crew he saw on the horizon, but after making too many trips for water he got wise and supplied only WPA crews.

Try Pinocle The former representative of our section, (President) Rainbolt, has a passion for that game called "handies." And now a horse stepped on his right hand again.

Don't We All Like to Travel? The expenditures of various governmental agencies sometimes furnish interesting matter for speculation, especially with millions of people looking for work or trying to live on starvation budgets. According to one congressman the Resettlement Administration spent \$10,600,000 in 1936 and 1937 for traveling expenses.

This is enough to buy 20,000 tours around the world, or enough to buy the 12,000 Resettlement employees a first class round trip ticket to the Orient.

Zander is looking for some kind hearted person to buy his truck who will promise not to haul more than three yards, and care for it in the manner to which it has become accustomed.

Be Prepared to Show Due Card Any driver that is stopped and asked to show a union card should do so freely to any other union man, whether the inquirer is a steward or not. Pains will be taken to correct any streak of stubbornness along this line.

Highway Law. There has been much needless alarm among dump truckers about the new law barring commercial trucks from the highways on Sundays and holidays from 9 a. m. to 12 midnight from May 30 to the second Sunday in September.

Following are some of the exemptions from the law: All trucks used exclusively in highway construction; trucks with "T" licenses; 1-ton trucks or less; livestock trucks loaded or empty; vehicles transporting newspapers or perishable products, etc.

News: "Yes" Men Say No! No! In a reply to demands made by the ITO section, WPA authorities decided to answer contrary to every suggestion made. In one statement they say that union principles shall prevail on the projects; in the next paragraphs it is declared that union seniority and other vital union issues can't possibly be put into operation.

What Are Your Figures? State Highway engineers have computed the cost of operations for a 14-ton, 8 cubic yard truck as based on 75 10-hour days, 170 miles per day or 12,750 miles per year. Following is given the scale as received except for a slight change of insurance costs:

1. Cost of 1937 V8 Ford or Chevrolet cab and chassis \$780.00 Cost of 3-yard hydraulic dump body 320.00 Total \$1,100.00

2. Depreciation annually 25% \$ 275.00

3. License 70.00

4. Tire replacement 115.00

5. Insurance 90.00

6. Battery replacement 7.15

7. Overhaul of truck plus parts and garage 80.00

8. Gas, oil and grease 255.00

9. Annual charge of 6% of 1/2 item (1) \$515.74 33.00 \$ 952.15

Operating cost per day equals \$925.15 divided by 75 or \$ 12.33

Operating cost and 10% profit equals \$1,017.65 Operating cost per day equals \$ 13.56

Operating cost per day equals \$925.15 divided by 75 or \$ 12.33

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Independent Truck Chatter

To the Knoll

The foundation stones of this union are cemented with the blood of the victims of "Bloody Friday." Remember that, every one of you, whether you were a member of the old important locals of the former days or a new member now belonging to any of the Twin City or Northwest unions.

With the influx of thousands of people into many different sections of the drivers local, there is possibly a tendency of many new members to think of the Ness-Belor incident as ancient history, and as having little relation to the present and future.

This memorial service is a real thing, the memory of the past actions will never fade, it is as the tide that sweeps on, never ending or faltering, forever alive in the hearts of those that understand past events. Next Sunday as the procession goes to the very spot our members fell we can truly feel that we are blood brothers as by the ritual of older days when bleeding forearm was pressed to bleeding forearm to pledge undying allegiance and brotherhood.

The old red flag with numerals "574" that once dignified the drivers hall was symbolic of the sacrifice, suffering and the bloodshed encountered to overcome conditions that once prevailed, and give the benefits now enjoyed by all the Northwest Unions.

Events move with incredible rapidity. Even tomorrow the blood of massacre might again redden our streets, but bullet-ridden men gave their lives in 1934 in such a way that fair assurance is given that it will be unnecessary for you—who are living a better and fuller life—to lay down your lives in an attempt to provide decently for yourself and family.

Don't forget this, all you new and all the old members that have benefited by the power and prestige of our organization. All unionists come to the Knoll at the Parade Grounds on Sunday for a more complete understanding of yourself, your brother members and your union.

Be Prepared to Show Due Card Any driver that is stopped and asked to show a union card should do so freely to any other union man, whether the inquirer is a steward or not. Pains will be taken to correct any streak of stubbornness along this line.

Highway Law. There has been much needless alarm among dump truckers about the new law barring commercial trucks from the highways on Sundays and holidays from 9 a. m. to 12 midnight from May 30 to the second Sunday in September.

Following are some of the exemptions from the law: All trucks used exclusively in highway construction; trucks with "T" licenses; 1-ton trucks or less; livestock trucks loaded or empty; vehicles transporting newspapers or perishable products, etc.

News: "Yes" Men Say No! No! In a reply to demands made by the ITO section, WPA authorities decided to answer contrary to every suggestion made. In one statement they say that union principles shall prevail on the projects; in the next paragraphs it is declared that union seniority and other vital union issues can't possibly be put into operation.

What Are Your Figures? State Highway engineers have computed the cost of operations for a 14-ton, 8 cubic yard truck as based on 75 10-hour days, 170 miles per day or 12,750 miles per year. Following is given the scale as received except for a slight change of insurance costs:

1. Cost of 1937 V8 Ford or Chevrolet cab and chassis \$780.00 Cost of 3-yard hydraulic dump body 320.00 Total \$1,100.00

2. Depreciation annually 25% \$ 275.00

3. License 70.00

4. Tire replacement 115.00

5. Insurance 90.00

6. Battery replacement 7.15

7. Overhaul of truck plus parts and garage 80.00

8. Gas, oil and grease 255.00

9. Annual charge of 6% of 1/2 item (1) \$515.74 33.00 \$ 952.15

Operating cost per day equals \$925.15 divided by 75 or \$ 12.33

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Auto Mechanics Impelled by 1934 Strikes, Aided by 574

Present Needs of Machinists Are Internal Democracy and Capable Union Leadership

Continuing our history of Minneapolis trade unions, we shall deal in this issue with the story of the development of the locals affiliated with the International Association of Machinists, Auto Mechanics Local No. 382, Iron Workers Local No. 1313, and Local 1037 of Hopkins.

The Auto Mechanics Local 382 received its charter in 1927, when the trade union movement in Minneapolis as well as throughout the United States was at its nadir. For the next six years, up to 1933, this unit remained almost inactive, never having more than 60 members. Like many another local union, it received a powerful stimulus from the smashing victories of the General Drivers Local in 1934. Its membership grew with amazing speed.

On November 15, 1934, an election was held to determine the right of Local 382 of Minneapolis, and of Mechanics Union Local 459 in St. Paul, to represent the auto workers of these two cities. In the face of an attempted frameup on Herman Husman, business agent of Local 382 by the Citizens Alliance, the garage employees voted to have the bona-fide unions represent them. The employers, however, continued to stall off any collective bargaining negotiations, with the result that a joint Twin Cities strike of auto mechanics was called on midnight, January 3, 1935. The strikers fought for the following demands: union recognition; a minimum of 30 hours a week; a minimum of 90c hourly for mechanics and 65c hourly for greasers and washers; seniority; no discrimination for union activity.

The officials of the Minneapolis General Drivers Union placed themselves at the disposal of the strikers, and functioned actively on the picket lines and in the strike headquarters of both Minneapolis and St. Paul.

During the progress of the strike, the bosses unleashed a campaign of police and thug terror against the pickets. On January 9 in Minneapolis three strikers were shot in cold blood by a company guard at the McDonald-Gillfillan garage. All suffered bullet wounds. The gunman, Jay Perkins, was not arrested; instead, a union member was arrested and charged with unlawful entry. On January 11 guns belched again, when the officers of the Tri-Motor garage shot a group of pickets seeking to interview employees of that firm. Three more pickets were wounded in this fray. The police arrested 13 pickets and charged them with dis-

orderly conduct while they were peacefully picketing the Anderson Chevrolet company. A striker was also shot in St. Paul.

Nevertheless the ranks of the unions held together, and with strong support from the rest of the labor movement, a victory was forthcoming. On January 16 the Auto Mechanics Local 459 of St. Paul accepted a settlement which granted many of the strikers' demands, and on January 19, the Minneapolis strikers accepted approximately the same settlement. During the strike hundreds of new members joined the unions, and both organizations came out of the struggle with firm footholds in their industry. The day following the settlement a victory meeting was held at the General Drivers hall in Minneapolis, at which a broad committee was set up to check on the bosses to see that no chiseling on the new agreement took place.

Ornamental Iron Strike
In 1934 the Machinists International had also chartered Local No. 1313 in Minneapolis, with jurisdiction over the ornamental iron industry. By the summer of 1935 this local had organized the majority of workers in seven or eight shops, but failing to gain recognition from the bosses (who were actively backed in their union hostility by the Citizens Alliance), a strike was called in the early part of July. Local 1313 was demanding for its 250 members the following: wage minimums of 45-67 1/2c hourly; the 40-hour week; time and one-half for overtime; union recognition and shop committees. A delegation from the iron workers appeared before the General Drivers Union and asked that two men sit in on the strike committee; the request was of course granted. The two largest shops affected were the Olson company and the Flour City Ornamental Iron Works. After a month of struggle, the Olson shop signed up with the union. The Flour City plant followed a much more hostile policy and refused to settle.

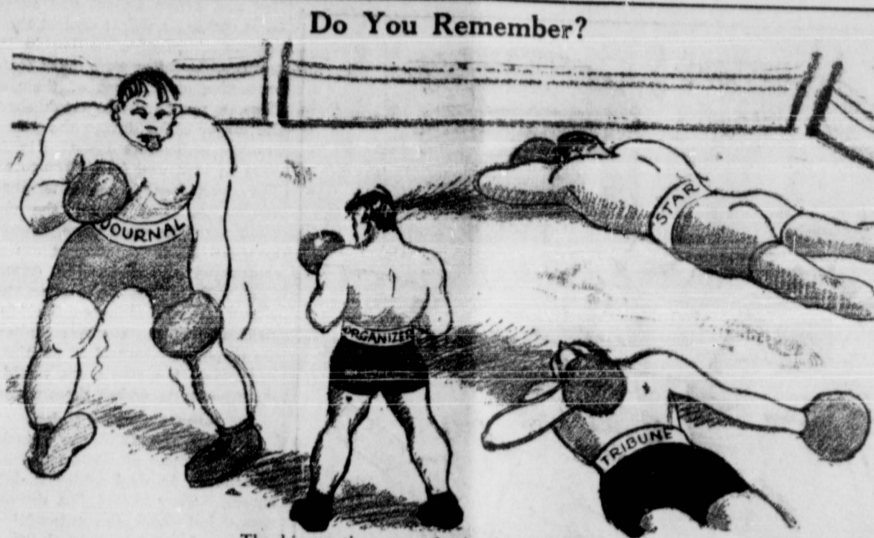
On the morning of July 26, Farmer-Labor Mayor Latimer appeared at the Flour City plant with a squad of 68 police and proceeded to escort 30 strikebreakers into the plant through a small and surprised picket line. By noon that day the general feeling among the workers was that the strike was broken. Officials of the General Drivers Union, however, sent a half-dozen messengers around town to various factories and relief projects, and at 4:30 a group of 250 pickets gathered outside the Flour City plants as the cops prepared to

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.

Diamond Sign Service
Truck Lettering
11 S. Third St., Geneva 4212
UNION SHOP
Ed Maki - Peter Bove



The bigger they are, the harder they fall. The lightweight champion, he meets them all.

The men who own the great daily newspapers are bosses like any other bosses. By every trick of subtle hint and outright slander, by the lies in their news columns and the provocations in their editorials, by what they publish and what they refrain from publishing, the Cramer press always strives to confuse strikers and to alienate public sympathy. That what Bob Cramer calls "The Three Daily Shakes" were not able to succeed in their attempt to smash survived one attack after another, and went in to every nook and cranny of working-class Minneapolis to spread truthful news and cement the ranks. The Minneapolis boss press continues its work today—for the bosses. And the Northwest Organizer carries on — for the workers.

escort automobiles carrying scabs from the plant. The picket line gave a stormy reception to the scab cars and the cops' cars, and the strike was revived with a bang, the Flour City plant closing down after this militant demonstration.

The strike dragged on for another month or so, with the Citizens Alliance calling for the blood of the workers in newspaper advertisements. In the first week of September, the Flour City plant again attempted to reopen. On Wednesday night, September 11, over 5,000 workers and sympathizers gathered outside the plant. A double shift of police and six armored cars were on hand to greet the crowd. Within the plant were over a dozen imported Pinkertons protecting a few scabs. At 11 p. m. the cops opened fire on the crowd, and shot innumerable volleys of tear gas into the masses of on-lookers. Two innocent bystanders were killed instantly by the police, a dozen were injured by police gunfire, and scores more brutally maulled by the clubs and blackjacks of the cops. The cops continued to parole the vicinity of the factory until 2 a. m., pouring tear gas into small groups wherever they gathered. The whole murderous attack of the police was later exposed at a public trial of the Farmer-Labor administration held under the auspices of the Non-Partisan Labor Defense League (since affiliated with the Workers Defense League) in the General Drivers Hall. The reaction to the wanton police savagery was so great that the next morning the mayor was forced to clear out all scabs and gunmen from the plant. The grand jury immediately whitewashed the murderers and their inspirers.

The strike was settled soon afterward, with the union winning most of its demands. A firm basis was

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.

LOCAL 1859 MEETING SCHEDULE
General Membership—July 7
Casket Industry—July 13
Box Industry—July 20
J. R. Clark Co.—July 21
Puffer Hubbard—July 23
Wagon Industry—July 26

CAMERON
Transfer and Storage Co.
Established 1880
Reliable Moving Service
STORAGE

laid further consolidation of the organization.

Unions Forge Ahead
It is almost a law of the labor movement that before a trade union really amounts to much, it must go through its fire of baptism in a strike struggle. After having come through the strikes of 1935 intact, the Minneapolis locals of the Machinists International continued to forge ahead. In the spring of 1935 Local 392 began to organize the workers at the Moline plants in Minneapolis and Hopkins. Today, both shops are completely organized. Local 392 has 1,300 members in the Moline plant in Minneapolis. In 1936 a charter was issued to the Hopkins workers (Local 1037), and this union now has about 600 Moline workers.

The Minneapolis organized machinists have also been the spearhead in a program which has as its aim the bringing of all eligible mechanics in Minnesota into the ranks of organized labor. New locals have been started, and old ones revived, in Brainerd, Bemidji, Detroit Lakes, Willmar, and St. Cloud, and Mankato is now organized and demands have been presented to the employers there. Altogether, about 11 locals are now functioning in Minnesota. The Machinists have also organized the 16 state highway shops outside of the central shop in St. Paul, and will use these as nuclei to continue organizational work throughout the state.

The machinists' locals in Minneapolis, like all new organizations, are faced with the many problems caused by the crisis of growth. The greatest curse of these unions is that some of their officials have continually sought to use what influence they possess, not to better the conditions of the members, but to further their own personal political fortunes. Such people as Hilliard Smith, Steve Adams and Mossett, have given much more effort to playing at reform politics than to strengthening union organization or to settling workers' grievances. What is particularly needed in the machinists' unions is a democratic internal regime; this is the best guarantee that a responsible, aggressive and capable union leadership will arise to take full advantage of the great possibilities for constructive work opening up before this section of organized labor, and

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100% UNION

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

to work together with other progressive forces in the union movement.

Present officers of Local 382 include Steve Adams, president; Herman Gilliam, vice president; Robert Wishart, recording secretary; Barney Eckes, financial secretary; George Peterson, Tracy Bardwell, and Ernest Roemer, trustees.

Three business agents are being elected by the machinists in this district, in elections held from June 15 to July 15. Joe Pease, Herman Husman, Fred Lutz and Steve Adams are the candidates. Results of the election are not yet known as we go to press.

At the present time, Local 382 has about 4,000 members; Local 1313, about 1,000 members; Local 1037 in Hopkins, 700 members, and Local 459 of St. Paul, 1,000 members.

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
2310 CENTRAL AVE.
Granville 4412
3040 SOUTH LYNDALE AVE.
Regent 7421

Local 221 was picketing the ice house at East 38th Street and Bloomington Avenue. Neil Middleton, who served so well in the kitchen during the Local 292 strike, whisked out ice cold (Kelvinator made) nectar to the pickets while that ol' devil Sun was beating down so hard.

The banner is out at 41st and Cedar Avenue by Local 221. All union men of Local 292 should stay away from this place until the present difficulties are ironed out satisfactorily.

Overtime work has been paid for at straight time rates to some members of the meter department. The contract reads "time and a half." Again we say, "How about it, meter department?"

When every single member proves he is strong for, and firmly behind, the union, it'll be so much easier to get what is justly ours.

Local 292 firmly believes in Bill Brown's saying: "Since when was it unlawful to ask a man to join a union?"

The utility section is glad to be back at 257 Plymouth.

After the last general meeting one of our brothers who is entitled to do so generously donated his services to help Al out during the rush.

Overtime pay at time and one-half and double time for all the extra hours put in on the Sioux Falls, S. D., job will be on the next checks, according to the report obtained from the company this week.

The oilswitch crew and Bro. Orton of the meter department will be paid the time and one-half or double time on the grievances the brothers have put in.

The order for paying the claims in the Overhead and Municipal Lighting departments did not reach the paymaster until July 2, according to the report by Mr. Bunn. The Union was assured the next pay checks will have the EXTRAS.

The boys at St. Croix finally received the increases and back pay. July 3 proved to be the day. This should end the tension at least temporarily on the question of who does the "buying" on pay days.

Monday, July 12, saw a splendid stewards' meeting. The only drawback was some ten or twelve names on the roll call not answering. Cop-

HENNEPIN CLEANING & DYEING CO., Inc.
First Class Work Only - Good Service
Fair Prices
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All Kinds of INSURANCE
Attractive Rates to Union Truck Drivers
1136 Plymouth Bldg.
OFFICE, AT. 4770 RES. WA. 2388

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

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

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

Producers of QUALITY PRINTING Since 1890
ARGUS PUBLISHING CO.
Printers - Publishers - Stationers
EMMETT L. DUENKE, Prop.
2335 CENTRAL AVE., MINNEAPOLIS GR. 3531-3532
"One of the Oldest Union Printing Plants in the Northwest"

ies of the agreement were distributed to the stewards.

T. E. Cunningham, president of the State Federation of Labor, whose name was submitted by the Union, has been accepted by the company as arbitrator for John Williams' case.

After the Monday night stewards' meeting an enthusiastic meeting with a group of operators lasted until 1:15 a. m.

Headline in Minneapolis Star: CAPITAL, LABOR URGED TO SHAKE HANDS, TEAM UP.

Labor can continue to play the part of the horse and capital the part of the buggy.

News item from Asia Minor: More than 5,000 Kurdish tribesmen who rebelled against compulsory education were slain recently by 25,000 Turkish troops.

Countries with fascist dictators have their own peculiar ideas about education.

Martin Pretorius, dietitian: "Millions of people are overeating today."

Not in this world.

Father Coughlin describes his new "union": The Workers Council will have only four members—president, vice-president, secretary, treasurer; all others will be supporters.

It's a bit strange how all these leaders of "popular movements" will go to any limits to avoid the least bit of democracy in their organizations.

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

USE YOUR Credit
TIRES • BATTERIES
RADIOS • ON EASY TERMS
NO RED TAPE OR DELAY..

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Main 1524

For FINER FLAVOR In the Gay Red Wrapper
HOLSUM BREAD
HOLSUM RYE
HOLSUM HONEY WHEAT
Fresh! AT YOUR GROCER'S today

LET US BUILD YOUR HOME
The Farmers Home Mutual Ins. Co.
Refinancing and New Construction Loans
Arranged under F. H. A. Plan
Fire and Windstorm Insurance at 25% Discount
BR. 2167 402 HODGSON BLDG. "Since 1898" MINNEAPOLIS, MINN.

RYDELL CLOTHING HOUSE
Corner Hennepin and Washington Aves.
Thirty-five Years in the Same Location
SERVING QUALITY UNION MADE MERCHANDISE
WHAT A RECORD!

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

IT'S HEALTHFUL
GRAIN BELL BEER
THE FRIENDLY BEER

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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 Bolshevik
I'm Labor.

We Will Keep Faith

On the crucial day of the strike, when the police announced they would move a scab truck and shoot to kill any strikers who tried to stop it, Henry Ness was among the first to run to the scene of action. He leaped into the fight with a vigor and determination that belied his forty years of age and toil. And he was cut down in the prime of his life; killed, not facing the enemy, but shot in the back by cowards. Realizing that his life was ebbing fast, his last words were those of a fighter. His words were a command to his brothers in the struggle. "Tell the boys not to fail me now." And we who are alive and on the battlefield, solemnly receive the testament of Henry Ness and pledge ourselves by all we hold sacred that we shall not fail the martyr who was ready to give his life so that we might live like men. By the side of his earl ygrave we lower our battle-banners and bow our heads in grief-stricken tribute to the modest hero who goes to join those thousands of martyrs who gave their lives for the working class and its cause. As the tears roll down the cheeks of men unaccustomed to weeping, they will place their hands in his and take an oath: To avenge Henry Ness—by holding the ranks of the Union as firm as iron against every attack of its enemies. To avenge Henry Ness—by an unrelenting struggle for the cause of labor in which he fell. To avenge Henry Ness—by fighting to the bitter end to gain those ends for which he was so ready to give his whole life. Farewell, Henry Ness, our brother-in-arms! Farewell, immortal warrior, brave comrade, man among men! Hail, shining, unforgettable memory of a hero! We swear we shall not fail you!" —From The Organizer, July 23, 1934.

And thus the blood of our heroes—Henry Ness and John Belor and the other 48 pickets who offered their full measure of devotion so that unionism could advance—nourished the roots of the labor movement and made it grow into a mighty oak.

Today the greatest monument to Ness and Belor is the status of the union movement, not only in Minneapolis but throughout the country. Workers all over America were inspired by the militancy and the victories of the Minneapolis toilers. They joined the ranks of labor and wheeled into battle against the iron front of the employers and their allies in control of the capitalist state. So inspiring were the Minneapolis strikes of 1934, that in quick succession there followed the street car strike in Milwaukee, the Autolite strike in Toledo, the shipping strike in San Francisco, and a score of other magnificent working class struggles and victories throughout the industrial kingdoms of America. The impetus given to the American labor movement by the blood-stirring Minneapolis victories in 1934 cannot be over-estimated.

The forward drive of labor towards its goal of emancipation from the terrorism and the misery of decaying capitalism has not halted to the present day. It wasn't by conciliation and inertia that the movement in Minneapolis has reached the point where the United States Department of Labor now reports this the best unionized city in the country. Nevertheless, the cause of labor in which fell Ness and Belor is far from complete realization. Indeed, despite the hard-won progress of the past three years, the fight is yet in its initial stages. Hundreds of thousands of workers are yet to be enlisted in the battalions of labor. Compared with the enemy, we are still far too weak to match weapons with them in the fields covered by the press and the radio. There are a dozen other places on our battle front that must needs be strengthened. The bosses and their political stooges both outside and inside the ranks of labor are ever vigilant in organizing new threats, preparing new dangers, to resist our pressure. In the struggle that never ends between the exploited and the exploiters, we gather again on Sunday, July 18th, to pledge again, in the memory of Henry Ness, "to fight to the bitter end to gain those ends for which he was so ready to give his whole life." Every single Minneapolis worker owes such a tremendous debt to Henry Ness and John Belor that it would be an act of blind ingratitude to fail, for any reason, to attend next Sunday's Memorial Meeting.

"The Right to Work"

It is almost an unknown thing these days for an employer to defend the rights of the working class. Far from defending such rights, it is the bosses, with their police, their militia and their private thugs, who continually violate from Maine to California such fundamental rights as those of free speech, freedom of the press and of assembly, freedom to organize into unions and to participate in collective bargaining. So when we read in the daily press that the steel bosses are suddenly leaping to defend "labor's right to work," we are naturally somewhat suspicious and wonder just what the bosses can be up to this time.

The briefest study of this situation will reveal to any worker that when the boss and his political stooges defend this "right to work," what they are really defending is the "right to scab." That is the sum and substance of the whole matter. And what the unions are defending in their bitter struggle with the Girdlers is "the right to work at union wages and under decent conditions." Will any honest, intelligent worker hesitate a moment when deciding which right should take precedence over the other? Surely, the common good will be better served if every worker gains the right to work at union wages and under decent working conditions.

The workers of America haven't forgotten that for the past eight years the bosses have taken a runaway powder when we reminded them we had "a right to work." Just where is the employer who, in 1932, defended our "right to work" when 20,000,000 of us walked the streets begging for jobs? When we asked for work then, we were given such cold and harrowing receptions that many of us will never forget the experience. As far as that goes, today there are still 10,000,000 unemployed. If the bosses really mean to defend our "right to work," why don't they make a fight to give jobs to these millions?

The answer is obvious. The bosses cannot defend this particular "right to work" for the simple reason that American capitalism is bankrupt and CANNOT EVER EMPLOY THESE MILLIONS. It is time to speak out and tell the truth: While the various governmental alphabets relieved much mass suffering, THEY HAVE FAILED TO SOLVE THE PROBLEM OF MASS UNEMPLOYMENT. The only chance that millions and millions of workers, young and old, will ever have to work will be when a system of a planned economy of abundance is introduced into this country. And only a workers' government can tackle this problem, because no other government has the guts to touch the great privately owned industrial empires of this country.



Weather Forecast: Tornadoes Throughout N. W.

That any boss today should pose as a defender of "the right to work" is a piece of bitter irony. The workers of America reply: "Every single one of us wants the right to work at trade union conditions—what are you going to do about that?"

Keeping Step With 544

Old lady Fanny Farmer has been bringing in candy to her retail stores at midnight in scab trucks. The pickets say it's no soap from now on.

It was so cool in Duluth.

They like Walt Hagstrom in Minot.

A lot of phony stuff came out on the last day of the Lund hearing.

The dental workers are no longer baring their fangs.

The St. Paul authorities may feel the weight of the North Central Council.

That's a messy thing over at Monky-Ward's.

The newly decorated meeting halls on the second floor at 257 are fit for workers.

Nate Osborne calls what union column a "police blotter".

Some fine speakers are lined up for the Ness-Belor meeting.

The heavy hardware bosses are being a Bit Backward.

The package delivery agreement is in the bag.

It looks like Frogis got married.

There'll be a new drivers' union in Cloquet soon.

What ever happened to the Workers' Alliance in Minnesota?

St. Paul made a good showing at the Duluth conference.

It Means They Dance

The Fanny Farmerettes, when off picket duty, exercise their Terpsichorean ability at strike headquarters.

The Council is moving into Iowa.

Employers' Associations in America

When Hitler and Mussolini instituted fascist rule in their countries, they made the large employers associations in Germany and Italy part of the governmental apparatus. And indeed, if you want to visualize what fascism would be like here, imagine the Associated Industries (Citizens Alliance) with its fundamental hatred of organized labor, in control of the entire government—without troubling to continue a pretense in "democracy," giving the whip and the bullet and the concentration camp to any worker who made the slightest protest against fascism's savagery and barbarism.

In the industrial battles of the past few years, the attention of the workers has been focused as never before on the various employers associations. Usually silent during times of peace, these associations bring forward their faces during strike struggles and display themselves in their full power. The longshoremen of the West Coast find themselves confronted with the Waterfront Employers Association; workers in Minnesota face the venomous hatred of the Associated Industries; the C. I. O. campaign in steel runs up against the Iron & Steel Industry. Not so many months ago, the National Industrial Council (a subsidiary of the National Association of Manufacturers) began its campaign of full-page ads in newspapers from coast to coast, proclaiming "There is no way like the American (open-shop) Way."

Yet, very little is actually known by the public of these employer-groups. The whole truth will probably never be learned until the workers of America some day realize their own strength and usher in a working class government which will bring justice to all. An extremely significant thing about these organizations of employers is that they are singularly reticent about characterizing themselves, whereas the trade union movement functions in the spotlight, publishing its membership, finances and expenditures so that all may see. To all but the member-employers (and even to many of these), the real strength and functions of an employers association remain a deep secret.

Early History
Employers associations are no more confined to recent times than are unions. Both are living proofs, if any

are needed, of the eternal war between the exploiters and the exploited, between those who produce nothing and consume everything and those who produce everything and consume but little. Employers associations exist, as Professor Clarence Bonnett (the leading American authority) tells us, "because of the institution of private property in the means of production," which necessitates under modern conditions the relation of employer and employee, of owner and worker of the tools of production.

According to the Social Science Encyclopedia, Vol. 5, "In general, the aim of all employers' associations is to preserve the institution of private property and to maintain conditions least likely to diminish the profits of the employer and his control over his business."

If employers' associations are called into being by the existence of private property, we should expect them to have existed as long as private property has existed, and when we look back in history we find that this is indeed the case. Engraven on stone tablets is evidence that employers associations existed in the days of ancient Sardinia. In the middle ages, the craft guilds were an approximation of the modern employers' associations. The early conspiracy cases against American labor organizations were all instituted by associations of master cordwainers, master carpenters, etc. Just as the social and economic interests of the workers head up in trade union organizations, so the interests of the employers find organizational expression in employers' associations.

Whenever in the early decades of American history the wage-earners banded together for mutual protec-

tion and group action, and succeeded in making a threat against the employers' freedom of action in labor matters, the latter were quick to form protective associations of their own. Thus, a number were established in the larger cities during the years of greatest union activity—that is, from 1827 to 1837 and from 1860 to 1873. They were local in scope, as was the market, as was, indeed, the union. Their activities were largely confined to those fields in which the unions challenged them: on the economic field with strikes for higher wages, closed shops and apprenticeship restrictions. If the workers challenged the employers' control of politics and legislation, the employers would use their power to defeat them there.

Always Fought Unions

As early as 1832 the merchants and shipowners of Boston formed an association to deal with "their" laborers. They voted "to discountenance and check the unlawful combination formed to control the freedom of individuals as to the hours of labor and to thwart and embarrass those by whom they are employed and liberally paid." They "deplored the pernicious and demoralizing tendency of those combinations and the unreasonableness of the attempt (to build a union), in particular where mechanics are held in so high estimation and their skill in labor so liberally rewarded." They finally resolved: "We will neither employ any journeyman who at the time belongs to such combinations, nor will we give work to any master mechanic who shall employ them while they continue thus pledged to each other and refuse to work the hours it has been and now is customary for mechanics to work."

In 1864 was formed the Iron Founders' Association of Chicago. "When employees seek," said this association, "to enter the sphere of employers and to dictate to them in the management of their business, it becomes not only the right but the duty of employers to check and suppress such movements by any lawful means." In 1875 came the National Pottery Association; in 1880, the employers organized the National Labor League to build up workers' organizations "to put an end to strikes." In other words, to build company unions. In 1899 the National Metal Trades Association was formed; in 1895, the National Association of Manufacturers; in 1903, a federation was formed (the Citizens Industrial Association) representing a combination of 60 national organizations, 66 district and state organizations and 335 local groups; a further federation took place in 1907 with the formation of the National Council for Industrial Defense (today the National Industrial Council).

Nationwide in Scope

When industry began to take on a nationwide character after the Civil war, national employers' associations began to be established. The widening of the commodity and labor markets gradually led to the establishment of an increasing number of national craft unions. In 1886, the American Federation of Labor came into being. In 1886, the executives of 24 railroads centering in Chicago created the General Managers Association to fight the railroad unions. Local employers' associations in the years 1884-1886 ordered over 75 per cent of all lockouts. In 1886, the stove manufacturers formed the Stove Founders' National Defense Association to combat the Iron Molders' Union. In 1887, in order to cope with the power of the International Typographical Union, the master printers organized the United Typothetae, and the newspaper owners formed the American Newspaper Publishers' Association.

After helping to crush the Knights of Labor most of the associations declined until the middle of the nineties when widespread strikes once more rejuvenated them. It was the General Managers' Association that whipped the Debs-led American Railway Union. However, some of the unions were strong enough to force the employers associations in their fields to turn from a belligerent to a negotiatory frame of mind. Thus in 1891 the first national trade agreement was worked out between the Iron Molders' Union and the Stove Founders' Association. The year after the railway strike in Chicago, the National Association of Manufacturers was founded, in 1895.

Growth of Imperialism

With the Spanish War, America entered on its imperialist phase of development. Its factory owners and financiers entered the competition for foreign markets. In 1870, the United States was poorer than Great Britain, Germany or France; by 1912, the United States was richer than England and Germany combined. Up to 1900, American surplus wealth had been used to build railroads, factories and stores inside the United States. By 1900 the point was reached where the economic surplus of the United States was sufficiently great to provide for domestic needs and to leave a surplus for export. Since that time, the capital export of the United States has steadily increased, making tremendous strides during the World War, until today our country is exporting more capital than all the rest

of the countries combined. Every important country in Europe and Asia, South America and parts of Africa is now a debtor to United States imperialism.

But to return to 1900—to compete successfully in foreign markets, the American owners of industry had to keep down labor costs at home. This called for a more intensely belligerent attitude toward the union movement.

Yet another factor entered in. By the beginning of the present century, the flood of western-flowing settlers had reached the Pacific. There was no more free land to be had. No longer could the dissatisfied worker flee from the factory to stake out a farm. He had to turn and fight to better the conditions he deemed oppressive. To fight, he had to have a union. To counter-act the union, the employer required his association.

Finally, the anthracite coal strike of 1902 brought forcibly home to the employer: the great strength of national unions. The employers' response was immediate. Most of the associations were strong enough (that is, the union movement was weak enough) to free themselves from labor, and to adopt a militant anti-union policy. In 1902 was formed the American Anti-Boycott Association (since changed to the League for Industrial Rights); in 1903, the Citizens' Industrial Association of America, the National Erectors' Association, etc., came into being.

In next week's article, the methods of militant employers' associations will be exposed. Every trade unionist should read this second installment.

LABOR... Looks at the Press

Henry Ford says: "Whenever an industrial worker strives to better his conditions, he joins the fight for industrial justice which Henry Ford has been leading for more than 30 years."

That is, he joins the Ford company police.

If Ford is a leader in the fight for industrial justice, then Hitler is a militant labor chief. Ford's idea of industrial justice is to key his assembly line to a man-killing speed, and then use his company guards to club down any worker who protests.

Dr. James Shelby Thomas, Chrysler spokesman: "There is no such thing as technological unemployment. Persons with narrow vision see a machine doing work with one man that a dozen men formerly did without it and rush to a faulty conclusion.

Pardon my narrow vision.

Budapest news item: "The Hungarian government here, as in Roumania, is endeavoring to check growing anti-Semitism by adopting anti-Semitic policies."

That's as sensible as the nations arming themselves to the teeth to avert war.

Mayor Wilson of Philadelphia, commenting on the general truck strike, is at it again: "The strike is a showdown between orderly democratic government and unlawful, illegal and improper methods. . . I'll swear in 10,000 additional police if necessary."

When capitalism recruits 10,000 strikebreakers, it is Law and Order, but when the working class strikes, it is illegal and anarchistic.

David Lawrence says: "The wives of workers have been the most ardent champions of the right to work."

That is a rotten slander on American womanhood. Wives of unionists have played a splendid and militant role in all recent strikes.

Dr. Elton Shaw, president of the American Sun Bathing Association: "There are now 300,000 nudists in the United States."

You can jack that figure up any day now, with the WPA cuts coming the way they are.

Harry Colmery, national commander of the American Legion: "I note a constant slipping away from the things that have made America great."

Thinks like open-shop industry, for instance.

Elsie Robinson, fink columnist: "Last night in a news reel I saw America marching in masses thousands . . . marching in angry protest against withdrawing the dole. Amusement and disgust swept the faces of the older spectators."

Sure. If these people were real Americans, they would hide away in the woods and slowly starve to death, instead of demonstrating their dissatisfaction with being given no chance to work.

Washington news item: "WPA

CANTON WOMAN IS BEATEN UP BY NATIONAL GUARD

The Northwest Organizer reprints the testimony of Mrs. Fred King, union sympathizer, in Canton, Ohio.

Canton, Ohio—I am all banged up and it's very difficult to write but will do the best I can.

National Guards came into Canton to break the steel strike. They already cut up with bayonets many little children who played on the street and school lawn. They beat a picket—he died—funeral today.

They run people in their houses with bayonets. They pick up people on the street or go into their homes and get them and throw them into concentration camps in school basements. Already got many hundreds—some come back and some don't.

Attack

Friday, July 2, I was driving my car home from the market and two friends were with me—the National Guard truck ran me down, wrecked the car with their bayonets, then tied a rope to it and pulled it away. They stole \$62 from me and twisted the leaders off my arm, beat me over the head till the hospital said it could cause me concussion of the brain.

They pulled me off the seat by my feet—beat me till my whole body is black and blue and mashed my mouth and broke my teeth—knocked my teeth clear out in the street. They wanted to take me to concentration camp but I changed their mind—I put up a good fight.

CIO Secrets

Then went to the hospital. On-lookers were held back by bayonets. They told me if I'd give them some CIO secrets they'd let me go. I do some typing for the CIO. Then when I said I'd die fighting for democracy rather than turn traitor. Then they said if I ever go to CIO headquarters again they'll kill me. One National Guard tore my watch from me and put it in his pocket. They still refuse to give us our car and \$62. Shall I sue them? Please help me find Civil Liberty Lawyers. I think it's a case for them.

spokesmen discounted the importance of complaints from workers' groups over the layoff of several hundred thousand workers, and said such complaints came mostly from the small but highly articulate employes on arts projects."

There's nothing like being articulate—which is another name for being organized.

Smart one from the American Guardian: "We anxiously await the next sit-down strike, and the roar that employers will put up then at the postoffice refusing packages mailed to the sit-downers."

General Hugh Johnson: "The World War draft was a modified form of community volunteering."

Modified by terrorism and the threat of ten-year jail sentences.

Secretary of State Roper: "The American public, by and large, is in a mood for good times."

Yah. Up to now, we were all against it. That's why American business never gave good times to us.

Boake Carter, radio commentator: "My job's tough on the throat and I have to be careful to keep my voice clear."

His job must be a little hard on the stomach, too.

George Higgins, Chicago cop, testifies before the La Follette committee on the Chicago massacre: "And then I met a woman. I didn't strike her. Like a gentleman, I shoved her."

Darned good—for a Chicago cop.

Headline in Minneapolis paper: TEACH TOTS TO RESPECT POLICEMEN.

That shouldn't be hard. It's after a person is over ten years old that the task becomes insurmountable.

Mrs. Ella Boole, world temperance leader: "The future of our children and of America is being endangered by misleading advertisements of beer and liquor producers."

The future of America is sometimes tied up with the \$7&4! things.

London news item: "Heartfelt relief is displayed here that the occupation of Bilbao was devoid of the savagery which has been characteristic of the Spanish war."

New York Times headline: 40,000 SHELLS USED IN A DAY AT BILBAO.