

# THE NORTHWEST ORGANIZER

Official Organ of the Minneapolis Teamsters Joint Council

MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.

MINNEAPOLIS, MINNESOTA, THURSDAY, JUNE 2, 1938

VOL. 4, NO. 7

PRICE 5 CENTS

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

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

# Ten Thousand Attend Bill Brown's Funeral

## On the National Picket Line

A general strike in the Detroit area has been threatened by labor leaders, in retaliation for police brutality in a clash between pickets and police at the American Brass Company on May 25. The Mine, Mill and Smelter Workers Union, a CIO affiliate is striking the plant. On Wednesday last a fight broke out when pickets and strike sympathizers attempted to stop strikebreakers from being taken into the plant.

About 600 union men and women and 175 police were involved in the fight, which lasted for about one-half hour. Police finally resorted to tear gas to disperse the unionists. Fifty-five persons, fourteen of them police, were injured, three seriously.

During the fight Homer Martin, president of the United Auto Workers issued a call to workers in the auto plants to assist the strikers. Hundreds responded. Martin later stated that his union would support a general strike in protest to the brutality by the police displayed in the Wednesday clash.

Mayor Reading of Detroit conferred with Police Commissioner H. A. Rickert. Following the conference he issued a statement to the effect that "action taken by the police was for preservation of law and order" and that he intends to "continue to take such action as is necessary to follow out the policy of this administration set up when it came into office." In other words Mayor Reading intends to continue the present policy of using police as strikebreakers and scab herders.

The International Brotherhood of Teamsters won a victory last week when the Appellate Division of the New York Court reversed a decision of the lower court which would have compelled the IBT to submit its demand for union men on all highway trucks pulling into New York City to arbitration.

The suit to force the IBT to submit this issue to arbitration was brought by the Highway Transport Ass'n. Inc. This Association is composed of Motor Freight companies, employing collectively about 10,000 drivers and helpers and engaged mostly in hauling foodstuffs into the city.

The Highway Transport Association, Inc. and the IBT are under contract, which expires in September of this year. The (Continued on page 6)



Who Killed Him?

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

## Unions Send Scores of Wreaths

A partial list of the floral offerings sent to Bill Brown's funeral is published below. Besides the scores of unions sending wreaths and blooms, hundreds of individuals and organizations also paid their respects with flowers.

According to the undertaker in charge of arrangements, the funeral received more flowers than any other in the history of Minnesota. This too is a tribute to the great fighter who was president of the General Drivers Union. Mrs. Brown and Local 544 give thanks to all who sent flowers.

- The list of unions follows:
- Teamsters Joint Council No. 32
  - Union Board of Business Agents & Railway Organizations
  - Scamfilers Local No. 32
  - Robbinside Sewing Project No. 4541
  - Paint Workers Union Local 1083
  - Milk Drivers & Dairy Union, Local 471
  - Hotel & Restaurant Employees Local 458
  - Yellow Cab Benefit Assn. Local 29498
  - Mpls. Hatters Local 152
  - Local 544
  - Bldg. Ls. Union Local 563
  - Laundry Dry Cleaning Drivers Local 13
  - United Garment Workers Local 27
  - Upholsterers Union Local 61
  - Flumbers 121
  - Drivers 555, Omaha
  - Third Ward F.E. Club
  - Warehouse & Inside Workers 26216
  - Electrical Workers 292
  - Furniture Workers 1829
  - Truck Drivers 383
  - Bakery Drivers 409, St. Paul
  - Gen. Drivers 120, St. Paul
  - Teamsters Jt. Council 54, St. Paul
  - Milk Drivers 546
  - City Sanitary 664
  - Food & Candy Workers 20120
  - Officers of 544
  - Milk Drivers & Dairy Employees 22
  - Local 988
  - Twin Cities Carpenters Distr. Council
  - Cabinetmakers 1245
  - Carpenters Local 7
  - Dic. 1150 Amalgamated Croyland Bus Employees
  - Employees of Armstrong Transfer Co. F. W. 544, Unity House
  - Painters 386
  - Amalg. Assn. Str. Ry. & M. Coach Employees 1002
  - Mpls. Bldg. Tr. Cl.
  - Int. Union of Operating Engineers 34
  - Int. Union of Operating Engineers 49
  - Warehouse Employees Union 20297, St. Paul
  - Mpls. Labor Review
  - Marble & Shupmens 91
  - Gas Workers Union
  - Independent Truck Owners Section 544
  - Franklin Creamery
  - Business Agents of Machinists Union
  - Mpls. Star Drivers
  - Bakers Union 222
  - C. L. U.
  - General Truck Drivers 546, Duluth
  - Circular Distributors Union BB-10
  - Employees of Geo. Data Transfer Co.
  - Mpls. Bill Posters No. 10
  - Private Chauffeurs 912
  - Members National Tea Local 544
  - FWS 544
  - Stenographers 17661
  - Auto Salesmen 1420
  - Plasterers 65
  - Lathers 199
  - Tenders 111
  - Finishers 557
  - Employees of Morris Fruit Co.
  - St. Cloud General Drivers 329
  - Minn. Highway Employees State District Council
  - Minn. Milk Haulers Assn.
  - Am. Fed. Hosiery Workers 38

## Business Agents to Honor Bill Brown

The Minneapolis Board of Union Business Agents, at its meeting Thursday noon, June 2, will hold a special memorial for Bill Brown. The decision was taken at the last meeting of the Board.

Miles Dunne will preside as chairman. Farrell Dobbs and other union leaders will speak. The Musicians Union will furnish a vocal-ist and a string quartet.

## 292 Boards Adopt By-law For Election

Final details of the proposed election procedure for Local 292 were ironed out at a joint meeting of the Inside and Utility advisory boards Tuesday night.

The election proposals agreed to by the advisory boards had been previously elaborated with the cooperation of International Vice President M. J. Boyle. They follow the proposals previously recommended by the General Executive Board and adopted at the May 19th general membership meeting, except for a provision dividing certain officers between the Inside and Utility branches.

membership meeting, except for a provision dividing certain officers between the Inside and Utility branches.

Tonight's utility branch meeting will determine the date for nominations and elections for that branch including time and place for St. Cloud and St. Croix participation. The Inside branch is holding both nominations and elections next week.

Holding up of the proposals adopted by the May 19th general membership meeting was necessitated by the fact that the I. B. E. W. constitution does not fully provide a procedure for local unions such as 292, with branch officers.

Full text of the proposed by-law to govern the elections appears elsewhere in this issue.

- Flour, Cereal & Elev. Workers 19152
- Chapter 6, Local 9 AFSCME, Oak Terrace, Minn.
- Embalmers Union 20868
- Machinists 382
- Stenographers in Local 544 office
- Local 292, etc., etc.

## The Last Time Bill Left the Hall



A few of the workers who thronged the Drivers Hall and the surrounding streets Saturday to pay their last respects to the fallen president of the General Drivers Union. Members of the union executive board bore their friend to the hearse.

## Halls and Streets Filled by Workers

File Through Main Hall All Day Saturday to Pay Final Respects to Fallen Leader—Miles and Vincent Dunne Deliver Funeral Speeches—Two-Mile Procession Follows Body to Last Resting Place

Ten thousand union workers silently wound their way to the Teamsters Headquarters on Saturday to pay their last respects to the fallen President of the General Drivers Union: as brave a man as ever wore a union button and led his men into battle.

All day Saturday, working men and women climbed the three flights of stairs to the big third-floor auditorium where the body lay, banked by three hundred great wreaths sent from unions throughout the Northwest.

Squads of union stewards with white arm-bands acted as ushers, directing the flow of mourning men and women past the body, which lay in state from 10 a. m.

When the last rites got under way at three p. m., all the halls in the great building were filled, and thousands stood bareheaded in the streets nearby. A dozen loud-speakers carried the proceedings to the halls and the streets.

Miles, Vincent Dunne Speak Carrying out Bill Brown's oft-expressed wish, Miles and Vincent Dunne spoke at the last meeting Bill was ever to attend in the union building.

There was silence in the union headquarters and the streets as Miles Dunne, secretary-treasurer of the Teamsters Joint Council, began:

"Of all the difficult assignments I have received in the union movement, this is the most difficult of all. I am almost at a loss to convey the sense of personal loss. Men of the calibre of Bill Brown come but seldom.

Son of the Workingclass "Bill was born in the direct poverty. As a child, he knew nothing but want and hard knocks. At the age of thirteen he went out in the world and took on the burden of supporting his widowed mother and the younger members of the family. He started driving a team of horses, at six dollars a week. From then on, Bill Brown knew no rest.

"Bill was not a saint. He was a very human and a very kindly person. His virtues transcended whatever faults he had. Once you knew him, you saw in him the real man he was underneath.

Bill's Task "In this life there are people who walk through it and see the hard life of the workers. Some there are who see the truth and are resentful; but they take out their resentment in muttering in darkened rooms. A minority of those who see have courage and a divine spark and principles. Instead of shedding tears, they deem it their task to go out in the arena of struggle and right the wrongs they see about them. There is a tiny minority of men like this, and Bill Brown was such a man. He saw the terrible inequalities of life and felt it was his task to help change things.

"The bosses hated Bill Brown. The workers loved him. Bill Brown fought the best kind of a fight he knew how. The General Drivers Union and the whole trade union movement took great strides forward because of Bill's work. He did the things he wanted to do. He brought a measure of comfort and security to thousands of workers. Were there a Valhalla, where the great champions of the working class gathered, there Bill would occupy one of the highest seats among those who have fought for the cause.

After a muted song by a quartet (Continued on page 6)

## U. S. Labor Mourns For Bill Brown

The untimely death of the president of General Drivers Union Local 544 saddened labor throughout the United States, and hundreds of wires and letters from unions everywhere continue to flow into Local 544's headquarters, expressing the deep sympathy and sorrow of unionists at our loss. A few of the wires are reproduced below:

From Omaha We extend our deepest sympathy to our brothers. Fraternally, Drivers Union Local 554, Omaha.

Building Trades Council We extend our deep sympathy and we share your sorrow at the loss of our friend and brother, Bill Brown.—Mpls. Building Trades Council.

From Fargo Our deepest sympathy. Please let us know time and place of funeral.—Fargo Drivers Union Local 116.

From Austin We feel the shadow of your bereavement and extend our heartfelt sympathy.—Mr. and Mrs. Clarence Mathews.

From Rockford, Ill. We feel that your loss is our loss. Our hearts go out to you in mutual grief.—Local 325, Rockford.

From St. Paul The St. Paul Local 264 of the Pulp, Sulphite & Paper Mill Workers Union extends its sympathies to your organization at the loss of your sincere president, William Brown. Those of us who knew him realize the blow his death has dealt the entire labor movement. The movement has lost a real leader and faithful friend.—Elmer Meinz, president, Local 264.

From South Dakota Please convey to the family of Bill Brown my heartfelt sympathy in their loss.—Roy Phillips, organizer, South Dakota Federation of Labor.

From Texas My deepest sympathy to Mrs. Brown and the family, and also to Local 544. I am still yours if you need me.—Bob Hawn, San Antonio, Texas.

We are deeply shocked to hear of Brother Brown's death. Deepest regrets to Local 544 and to our brother's family.—Drivers & Helpers Local 779, Lexington, Ky.

From Des Moines We are all very shocked and grieved to learn of the death of Bill Brown. As much as we would like to be in Minneapolis Saturday, it will be impossible. All our sympathy to the family of Bill and to 544 in the loss of their loved one.—Leo Quinn, Drivers Union Local 90, Des Moines, Iowa.

From Paint Makers We extend our heartfelt sympathy in the loss of our militant leader, William S. Brown. His advice and assistance to this organization was greatly appreciated and will long be remembered.—Paint Makers Local No. 1083, Twin Cities.

From Negro Workers Negro workers admired Mr. William S. Brown for his impartial co-operation and true friendship. We, also, mourn his loss.—Wilmoth E. Bowen, Local 1083.

From Detroit The Brown tragedy was an awful blow to us.—G. C., Auto Workers Union.

From Akron We were very much shocked and grieved to hear about Bill Brown's death. It's a tough blow to the labor movement.—B. J. W., Akron.

From Sioux City The members of Local 383 deeply regret the loss of the brother William Brown, and sympathize wholeheartedly with his immediate family and Local 544.—Ralph Johnson, Local 383, Sioux City.

From Steel Workers Hope the strength of your movement will not be impaired.—SWOC, South Beach, Connecticut.

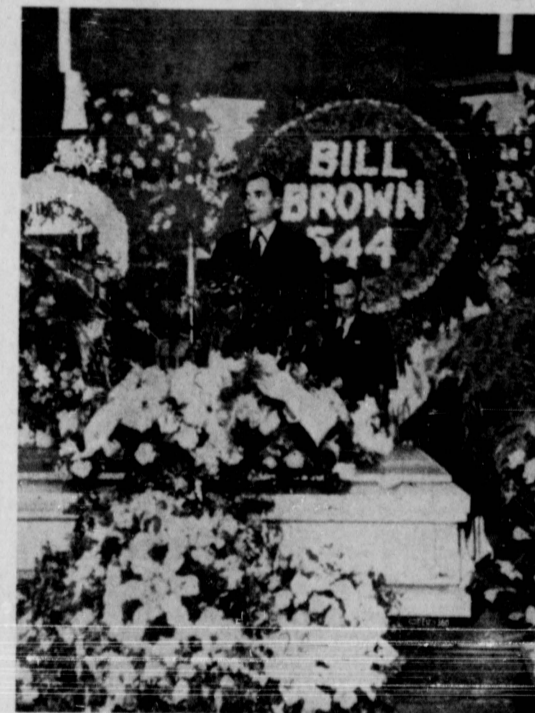
From Billings We have just learned of the tragic death of Bill Brown and wish to extend our sincere sympathy and let you know we mourn with you the loss of one who has contributed so much to the cause of labor. We pledge ourselves to

carry on the principles for which Bill Brown stood, to make a better world to live in.—Holiday Association of Montana, Rodney Culberty, president.

From Clothing Workers Sincere sympathy for you and his family relative to the tragic death of Bill Brown. May the Minneapolis labor movement consider and judge this present mournful event in the proper common-sense manner and by so doing protect the best interest of the movement.—G. A. Hoehn, Amalgamated Clothing Workers, St. Louis.

From Mrs. Henry Ness I am sorry to hear about Mr. Brown. My sympathy to the union. My heart goes out to his family. May God give them strength and comfort to bear their great sorrow.—Mrs. Henry Ness.

## Fulfilling Bill's Wishes



Bill often expressed the hope that Miles and Vincent Dunne, should they survive him, would speak at his funeral. Miles Dunne, speaking Saturday afternoon in the third-floor auditorium, with Vincent Dunne sitting on the platform. A section of the beautiful floral offerings are shown.



# The Story of Bill Brown's Life and Work

## A Humble Son of the Working Class, He Served it Nobly and Loyally

The story of Bill Brown's life parallels the development of truck transportation in Minneapolis and the Northwest; it is the story of the development of that militant, honest and hard-hitting unionism which has become famed throughout America.

Bill Brown was still a young man when he died. He was only forty-one. Bill was born May 4, 1897. By the time he was thirteen years old, his life was already the hard lot of so many millions of American workers. He had to quit school and go to work as a bread-winner for his family.

All his working life he spent in Minneapolis. In the early years, up to the time he was twenty-two, he worked for several of the old established transfer firms of this city—at Igoc, Metropolitan, and later at Landry and then Skellet.

A "Working Stiff"  
At first the young man, slight and wiry, guided a team of horses around the then-unpaved streets of

Bill, 7 Years Old



### Fifteen Years Ago



Fifteen years ago, Bill borrowed the boss's truck and took his family and all the relatives on an outing into the country. Bill is seen in the middle, with cap on head.

which swept America following the war did not tend to make any easier the job of organizing the workers. Then came the disastrous shopmen's strike of 1921, also lost.

In 1924 the American Federation of Labor, as a national policy, cleaned out the "reds," actually ousting the progressives from many union locals and central labor bodies, and thereby still further weakened the Minneapolis movement. That year Bill Brown and a man named Gray represented Local 574 in the Minneapolis Central Labor Union.

#### The Depression

In 1929 the Minneapolis teaming crafts laid out a program to strengthen unionism in the driving industry. But along came the depression and knocked the plans in a coked hat. In a period of depression, it is hard to organize new workers. It is in times of upturn, generally, that workers become aggressive, take new heart, gain confidence, and become ripe for unionism.

The teaming crafts in Minneapolis, working against the current, gradually built up their strength. In June, 1932, the then organizer of the Minneapolis Teamsters Joint Council, Leo Melaney, left the post. Bill Brown was chosen for the post, and resigned his job at Swiller's.

#### Unemployment

Capitalism in America was reaching the lowest point of the post-1929 depression. More millions of workers were unemployed than anyone would have thought possible in the richest country in the world. These teeming millions were living in the direst need, were laying up tinder for the tremendous social explosions that were to break out during the next few years.

July, 1934



Bill Brown, seven years old, a typical kid with a head full of fun and mischief.

the city. Like other teamsters intensely interested in the growing use of mechanical transport, Bill managed by hook and crook to learn how to drive a truck.

Driver for Swiller's  
In April, 1919, Bill went to work for the Swiller Transfer company, a job he held for thirteen years, until the day he took over the duties of organizer of the Teamsters Joint Council.

"Most of his time with us he spent as a driver," remembers Michael Swiller. "Sometimes I would ask him to help in the office. He was a good worker, willing and capable."

"I never had an argument with Bill Brown," recalls the son, Morris Swiller. "He was a fine man. After he took over the job of organizer for the union, he still came in to see us. He always came in here like an old friend."

#### Saw Life Clear

As a child in his teens, Bill Brown saw quite clearly that the world of our day has the cards stacked against the workers, and that the only hope for those who toil for wages is to organize for struggle. He early joined the union of his craft—the General Drivers Union Local 574. Old timers say that young Bill took his union with dead seriousness. The men must have respected him even then, for at the age of 23 he was chosen overwhelmingly to the post of union president, the job he held until his death.

That was back in 1920. Bill continued to drive a truck for Swiller's. Three years later, in 1923, he married.

#### A Tough Job

Under Bill's leadership several early attempts were made to organize the growing number of truck drivers in the city, but to no avail. The 1916 drivers strike, smashed by the bosses, had left the union in a much weakened position. There weren't more than 75 dues-paying members during the long hard years following that strike.

The vicious wave of union-smashing and pseudo-patriotism

Bill hadn't been in his new post for long before he was instrumental in putting through a decision whereby the constituent unions of the Teamsters Joint Council increased the per capita to that body, thus building up a fund for organization.

Then, late in 1933 and early 1934, the economic upturn started—and the upsurge of labor that, before the end of 1937, was to double the size of the organized union movement in the United States.

Bill was active in these years, speaking almost nightly, seeking to arouse unions and union leaders to the organizational possibilities of the times.

#### Big Plans

Working in the coal yards of Minneapolis were the Dunne brothers and Carl Skoglund. The Dunnes had known Bill for some years. In the fall of 1933, this small group got together, planned an organization drive in the coal yards, and got the approval of the Teamsters Joint Council.

#### The Coal Strike

The drive was climaxed by the successful coal strike of February, 1934, the anniversary story of which recently appeared in the Northwest Organizer.

Bill has told the story of the campaign among the coal drivers:

"For some reason or other the Teamsters' Council gave me the job of organizer, so I decided to work with a few men in the union who knew how to organize. They were the Dunne boys, who were working in the coal yards at the time, and Carl Skoglund. Conditions were lousy, and there was plenty of sentiment for the union. When the bosses threw our demands into the waste basket, we went to the Teamsters' Council for permission to strike. I said, 'Hell, if we lose, we're no worse off than we were. This is no union we've got now anyway, but if we win it will be like a red flag to a bull. The workers will come to us and we can organize the whole damn industry. So they gave us permission . . .' (Quoted by Charles Walker, "American City.")

The success of the coal strike did send the workers flocking into Local 574. Two months later there were 3,000 of them organized. Many organization meetings were held throughout the city. One, at the old Shubert theater, was addressed by Bill Brown and Governor Floyd B. Olson. The temper of the audience was unmistakable. They were sick to their bones of the "lousy" conditions in their industry, and were spoiling for a fight to better their mode of life.

#### The May Strike

The story of the May, 1934, strike has also been retold in these pages on the fourth anniversary.

Walker, in his book, quotes Bill Brown on the Battle of Deputy Run:

"I went down there with a couple of truck drivers who were supposed to be my bodyguards, but they kept seeing fights they wanted to get mixed up in, so that bodyguard stuff didn't work very long. You know the market—well, imagine sixty thousand people in there . . . People upon the roofs, a radio announcer, guys with cameras. Everybody waiting for the kick-off. I happened to be quite near where it started. Somebody brought a crate of eggs or tomatoes or something out of a little store. And a little blond feller, I don't know who he was, yelled, 'Hey, there's a fink here, starting to move goods!'"

"That was enough. They busted everything in the place. Somebody took the crate and crowned him with it. I can see him now, standing there with the crate around his neck like a collar. Then the blond feller yelled: 'Come on, let's get 'em,' and the crowd swept forward against the deputies."

"A picket captain yelled, 'Some of you guys get over on this side.' So they completely surrounded 'em. The harness bulls fell back but the crowd went after them. In

### Bill's Sons, Raymond and Richard



Bill had two young sons—Raymond, age thirteen, and Richard, age seven. Bill was very proud of his boys.

an hour there wasn't a cop to be seen on the streets of Minneapolis. About six o'clock I rode down Hennepin Avenue—about fifteen blocks from the market—there were no cops; our fellers were directing traffic."

One can just see Bill tell this story with his usual zest—he loved to reminisce about those great days.

Two months after the settlement of the May battle, the General Drivers Union was involved in another strike, due to the fact

that the Citizens Alliance was chiseling on the May settlement. Thousands of workers will never forget the preparations for that big strike—the third strike of the year for Local 574.

#### The July Strike

The General Drivers Union proceeded to mobilize the entire local labor movement. Early in July a great parade of workers was held, which marched up Nicollet Avenue to the municipal auditorium, where union leaders addressed a crowd of 15,000.

Bill, ever an inspiring speaker, a tribune of the people, was particularly effective that night. It fell to Bill's lot, as president, to read the resolution of the evening which concluded: ". . . that as a united body the unions accept the challenge of the Citizens Alliance—prepare for decisive action—and proceed to a common victory."

Bill knew how to present that resolution dramatically. With unparalleled enthusiasm, the crowd went for it. When he called for a rising vote, setting Wednesday as the deadline, every last worker in the building sprang up.

This is not the place to retell

the story of the long July-August strike, nor of the smashing union victory.

Suffice it to say that Bill Brown was a tower of strength in those stirring times that tried men's souls. In jail or out—he was arrested and flung in the stockade with other leaders and pickets—Bill never swerved from his purpose.

#### At Last—Real Unionism

Who that attended those great gatherings can ever forget the mass meetings following the shooting in the market, or the nightly meetings at the Parade Grounds, where from ten to thirty thousand workers gathered under the trees to hear strike leaders explain the day's events and prepare for the morrow's struggle? Bill was present at every meeting. His appearance at the microphone was always the signal for enthusiastic applause.

Those must have been the happiest days of his life: to see the sort of union movement he had

always wanted now blooming all about him.

#### Working for the Movement

The strike won, the General Drivers Union consolidated, Bill continued on as president of the Local. With the upsurge in organization throughout the Northwest, his services as speaker and organizer were always available to the movement. Since his death literally scores of unions have written in telling of the assistance Bill gave them in building their organizations and winning contracts.

As much and probably more than any other leader of the drivers' movement, Bill Brown had the "common touch" that is the mark of the outstanding labor leader—the instinct of a Gene Debs or Bill Haywood. He was a worker first, last and all the time, talked like a worker, understood the worker, shared in the worker's sorrows and his triumphs.

(Continued on page 6)

### Bill Speaking



Many tens of thousands of workers throughout the Northwest heard Bill Brown speak. He was one of the most popular orators of the present-day labor movement. Above he is seen in a typical speaking pose.

### Bill With Floyd Olson



Bill, negotiating with Governor Floyd Olson following the terrific "Battle of Deputies Run," when the union's pickets swept from the Minneapolis market district an army of special deputies and police.

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# Northwest Organizer

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

OFFICE OF PUBLICATION, 257 PLYMOUTH AVE.

### SUBSCRIPTION RATES

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

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

### EDITORIAL BOARD

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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.

## A Monument for Bill Brown

It is part of human nature to desire that death shall not remove the last visible evidence that one has lived. In response to this desire, men leave behind them, in their wills or in requests to their loved ones, how they wish to perpetuate their memory. Great mausoleums or marble monuments thus record some lives. Some rich men endow institutions of various kinds in their name. Poorer men are remembered through a namesake.

None of these methods would have satisfied Bill Brown. In life the trappings of personal prestige never interested him. The only thing that he lived for was the workingclass movement. Cold marble would not appropriately perpetuate his memory, nor would any other individualistic device. The monument for Bill Brown has to be as big, as selfless, as broad in social vision as he was.

Build the workingclass movement, comrades of Bill Brown! Build it clean and strong and radiant for the future of the humanity that Bill so loved. Make ever stronger the mighty arm of the working class of whose flesh and blood Bill was and remains a precious part.

Keep your unions pure in heart and militant in spirit, you workers whom Bill was honored to serve and fight beside. Carry your banners stainless and hold them high in the coming storms. Nail your flags to the mast and defend them to the last breath!

Give to your fellow workers the courage and the undying loyalty that Bill gave unstintingly to his comrades-in-arms. Give ungrudgingly, as Bill did, of your time and energy and thought. Organize the unorganized, hold firm the shield of labor before the organized.

Ponder over the glorious pages of the story of the labor movement, learn the lessons of defeat and victory, instill in every house of labor the spirit of a broader understanding and a broader outlook.

Restlessly go on from achievement to further achievement, never accept smugly what has already been done. No summit is too high, but labor can scale it. Let us accept no lowlier goal than the freedom of the human race! That was how Bill Brown felt.

That is the monument he would want: that his comrades dedicate themselves to carrying on his life work.

## Keeping Step With 544

By Micky Dunne

It is not in me to attempt to be flip or clever as I write these lines . . . The best friend I ever had in this world, a loyal, brave fighter for the cause of the working class, is only a memory now . . . To think that Bill will not be around any more seems incredible . . . I go about with my work and forget, for a while, only to remember with a start that Bill will never laugh or kid with me again and each time this happens the blow is just as hard and bitter as it was when I first heard that he was dead . . . I don't believe that there ever lived a human being who loved his fellowmen more than Bill Brown . . . Underneath his bluff, rollicking exterior there was a heart as big as a house; a heart that beat with sorrow over the exploitation and misery of the workers and a heart that swelled with joy over workers' victories . . . Bill was no saint; he was one of the most human persons I ever knew . . . To know him was to love him and loving him you forgot at once all his petty faults . . . My best memory of Bill Brown is that of a fishing trip of about a year ago . . . On this occasion several of us were seated around the fire in a cottage in the evening. The talk was of this and that until the usual inevitable question arose: "What would you wish for if you knew that your one wish would be granted?" Some spoke of life on a South Sea Island; others would wish for a fortune and a life of ease and leisure. When it came Bill's turn, he said, "I would want every single worker in this country organized into unions just to see what would happen" . . . That was Bill Brown.

## Bill's Life

(Continued from page 3)  
It was as a speaker that Bill was probably of greatest value to the movement. A crowd of workers could always inspire him. He had a personal way of talking which never failed to leave an audience hanging on his lips. He never used notes, never prepared a speech, never studied the technique of speaking, and despite these handicaps managed to be a great orator.  
It was always his way to talk to the worker in the worker's own language, using the everyday language of the streets. Driving direct to the heart of the question, he would often ask himself questions before the audience, laying

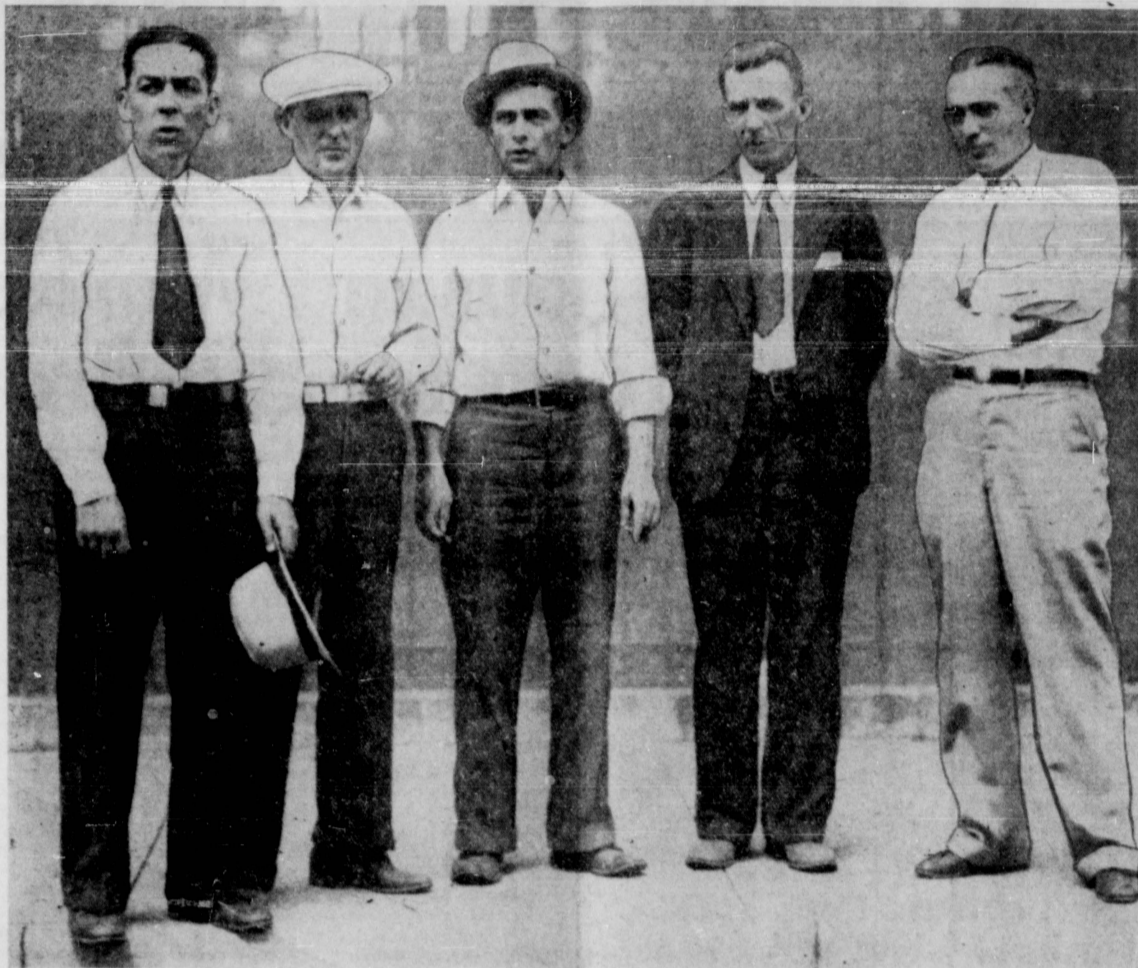
out the issues clear and simple, and then answer them.

### Bill As a Wit

Bill chose his friends only from persons active in the labor movement, as is usual with those who devote their lives to the cause. He was the best of company, as many will agree. He always had a quip on his lips, and his salty wisecracking is a legend of the movement.

His personal bravery was unquestioned, and many stories are told of the times he disregarded the cops in a strike situation and brushed aside their guns.

One story about Bill and the cops is the following: He was strolling down the street with a fellow unionist and they walked



In the July-August strike of 1934, Bill Brown and other leaders of the General Drivers Union were arrested by national guardsmen and thrown in the military stockade. This picture was taken just after the release of Bill, Miles and Vincent. Grant Dunne, Bill Brown, Miles Dunne, Vincent Dunne, and Albert Goldman of Chicago, attorney for the strikers, appear from left to right. Bill liked this picture best, showing him with his comrades-in-arms.

by a cop. Slapping the cop sharply on the shoulder, Bill said to the surprised policeman: "Look alive, there. You want to click your heels when I go by." The cop was furious as Bill, laughing, walked off.

Bill never had any time for dilettantes in the movement, nor for those who sought to gain personal advantage from their positions in the unions. Particularly did he hate shams, pretenders, those who said one thing and did the opposite. His experiences in trade union situations with the Communist Party made him hate the frauds and tricksters who led that organization. The Monday before his death he had handed in his copy for the little box, "Bill Brown Says," which for several years was a feature of the Northwest Organizer. His last crack was as follows: "A detailed list of the progressive working-class achievements of the Communist Party in Minnesota will be found on page 9." Our paper, of course, has no page 9.

### Bill As a Rebel

Bill, it must be emphasized, opposed the trickery and class-collaboration policy of the Communist Party, not only from the standpoint of an honest, class-conscious trade unionist, but also from the standpoint of one who publicly declared himself a Socialist. He was convinced of the historic mission of the working class, as the instrument for the social liberation of all humanity. He was convinced that the road of liberation required, not only a powerful trade union movement, but equally the building of a great socialist workers' party, which would gather in its ranks the most advanced workers. No mere voting of politicians into office, said Bill, would solve the world's economic problems. Only a revolutionary transformation of society under the leadership of the workingclass process which he firmly believed

## John Geary Represents International

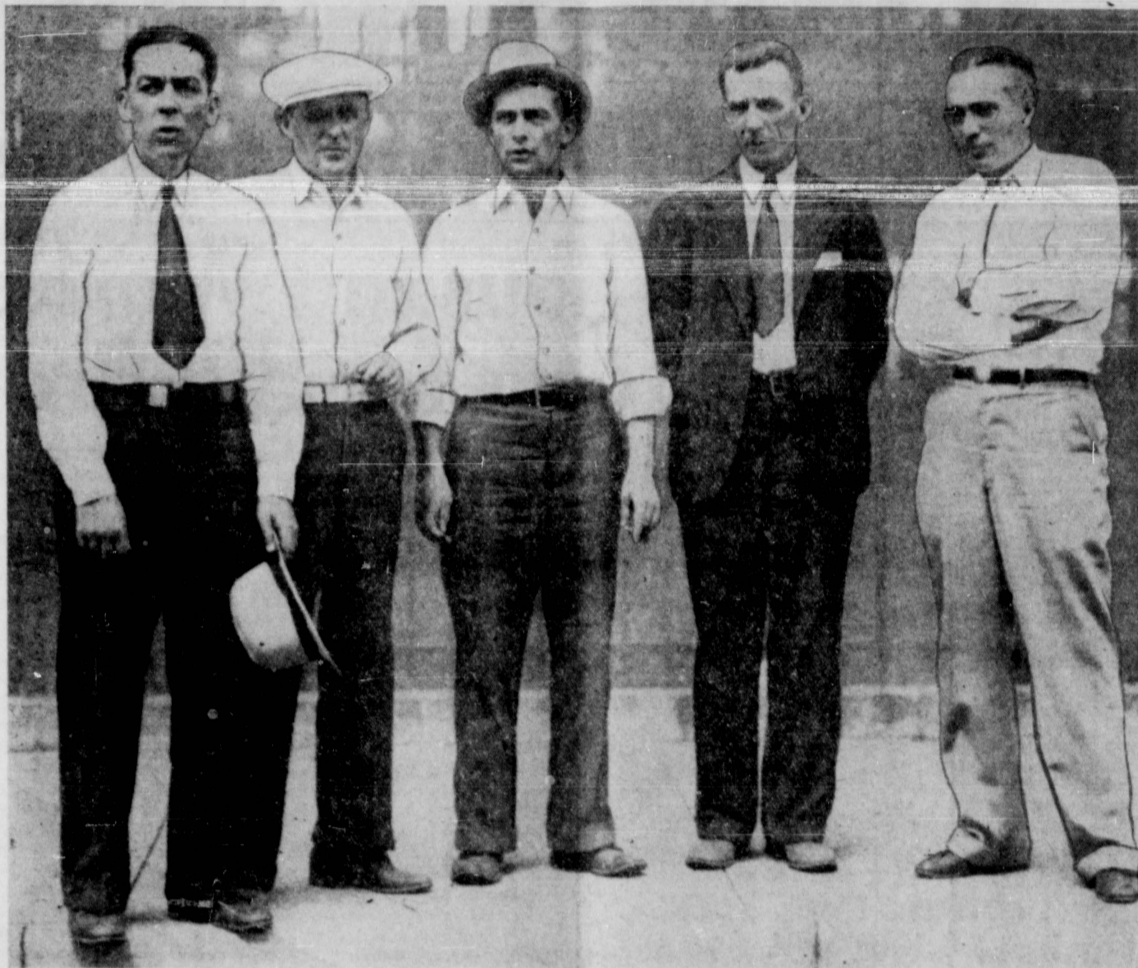
John Geary, "grand old man of the Northwest teaming crafts," attended Bill Brown's funeral as the representative of the Teamsters International.

The venerable white-haired vice-president of the International has known Bill Brown since 1916.

## Local 664 Special Notice!

A very important membership meeting of City & Sanitary Drivers Union Local 664 will be held Friday evening, June 3, at 8 p. m. All members are expected to be present.  
The special order of business will be a consideration of the contemplated change in the meeting schedule, to affect all members.

## Bill's Favorite Picture



In the July-August strike of 1934, Bill Brown and other leaders of the General Drivers Union were arrested by national guardsmen and thrown in the military stockade. This picture was taken just after the release of Bill, Miles and Vincent. Grant Dunne, Bill Brown, Miles Dunne, Vincent Dunne, and Albert Goldman of Chicago, attorney for the strikers, appear from left to right. Bill liked this picture best, showing him with his comrades-in-arms.

was soon to come, would create a world of plenty and peace.

### The Lean Years

Like every leader sincerely devoted to the cause of the working-class, Bill had to make many sacrifices. Not the least of his sacrifices were those which lean years and long hours of labor imposed on his family. There were years, after he turned to devoting his full time to the movement, when there were no funds in the union treasury, when, added to all the other hardships of uphill organization work, was the hard fact that he had no money to provide for his family. His wife, Agnes, uncomplainingly accepted this grim necessity of the class struggle,

and shouldered the burden. Perhaps she never knew it, but he was proud of her for standing by him in those critical years, and often he told his friends that fact.

The interminable grind which involves the trade union leader cut deeply into the time he could spend with his growing boys, Raymond, now 13, and Richard, 7. But occasionally he would steal away with his family for a breath of vacation. He had promised Agnes and the boys such a vacation for Memorial Day week-end. The boys were particularly excited, because Bill was going to take them fishing . . .

Farwell, Brother Bill

We had to say the last goodbye to him. A cruel stroke of fate tore him from our midst. But we shall always remember him, not as he looked in his casket. No, for quiet and repose ill became him. He was too alive for that in life. We shall always remember him in more characteristic attitudes and surroundings: in that white cap he wore in the 1934 strikes, laughing in the midst of stress and strain; or hanging away at the microphone, steeling workers for the coming struggle; or, with work temporarily over, sitting as he loved to sit among his closest co-workers, making quips about the day's work or telling well-remembered stories of great days. That was Bill Brown.

## Bill's Last Picture



The last picture of Bill Brown, taken shortly before his death. From left to right: Raymond Brown; Mrs. Agnes Brown; Bill Brown; Richard Brown with his pup.

## On the NATIONAL PICKET LINE

(Continued from page 1)  
Union recently made a demand that all trucks pulling into New York from outside the corporate limits be driven by members of the Union. The Association attempted to force the union to live up to a clause in the existing contract which says that all controversial matters relating to the contract must be submitted to arbitration.

The lower court ruled in favor of the Highway Transport Ass'n. The Appellate Division reversed this decision, ruling that in view of the fact that this issue had not been considered as part of the existing contract it need not be submitted to the usual channels.

Interest in the Harlan County coal operators trial for conspiracy shifted this week from London, Ky., to Harlan itself. Over the weekend two of the police-officer defendants were arrested, charged with assault and battery and flourishing deadly weapons. The two former sheriffs were named by a miner for a recent attack upon him. United States federal attorneys are investigating the new factors in the case. The trial is now in its third week.

Meanwhile, members of the United Mine Workers held a demonstration on Tuesday, May 31, in celebration of a newly enacted state law which makes it illegal for coal companies to pay directly the salaries of sheriff-appointed deputies to be used as guards in coal mines.

From Baton Rouge comes news that on May 29 the sheriff announced that he had arrested thirty-six union members for allegedly participating in a mass attack on the Sulphuric Acid plant of the Consolidated Chemicals Corporation. The men are accused of forcibly entering the plant and removing seventeen strike-breakers.

This strike was called by the Chemical Workers Union, an AFL affiliate, to effect a closed shop and force the employer to reinstate a union member. In the fight wherein the finks were removed from

the plant, operations were stopped for the first time in thirteen years. Immediately the unionists had effected the removal of the strikebreakers they themselves re-entered the plant and set the machinery in operation. The men arrested will be charged with trespassing.

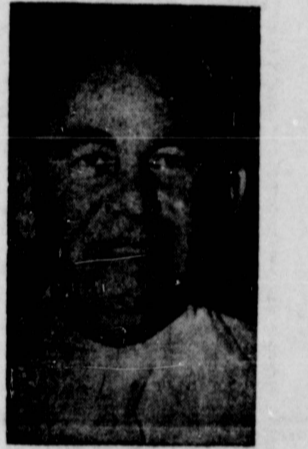
The National Maritime Union, a CIO affiliate, has announced that it will initiate an organization drive in direct competition with the AFL Longshoremen's Association. The workers in harbors and officers on ships will be the object of the organization drive.

The initiation of such an organization drive, in a field already strongly controlled by the AFL union, presages another bloody, bitter jurisdictional battle.

The Relief situation in Cleveland rapidly approaches another crisis. Emergency relief appropriations recently granted by the state are being speedily exhausted.

Well did an impoverished, starving woman express the situation when she cried out at a City Council meeting: "Shame on the richest Country in the world."

## Today Makes 8,080 Days . . .



## UNION MEETING SCHEDULE

- LOCAL 471**  
The Milk Wagon Drivers and Dairy Employees Union Local 471 meets the first and third Tuesdays of each month at 7 p. m.
- LOCAL 131**  
During June, July and August the Laundry and Dry Cleaning Drivers Local 131 meets only on the third Wednesdays of each month.
- LOCAL 664**  
The City and Sanitary Drivers Local 664 will meet the first and third Fridays of each month.
- LOCAL 1086**  
The Retail Clerks Local 1086 will meet on the first and third Tuesdays of each month.
- PETROLEUM DRIVERS**  
Regular Membership Meeting—First Wednesday each month.
- FEDERAL WORKERS**  
Regular Membership Meeting—Second Friday each month. Stewards' Meeting—Every Wednesday, 8 p. m.
- LOCAL 289**  
Retail Drivers—First Thursday. Wholesale Drivers—Second Thursday. Yeast Drivers—Third Tuesday. Cake and Pie—Third Thursday. General Membership—Fourth Thursday.
- LOCALS 1859, 20481**  
Membership meeting L. U. 1859—June 1  
Casket Section L. U. 1859—June 14, 1938  
J. R. Clark Section 1859—June 15, 1938  
Puffer Hubbard Section 1859—June 16, 1938  
Box Industry Section 1859—June 21, 1938  
Twin City Stewards—June 13 and 27  
Executive Board 1859—Every Friday night.  
Membership meeting L. U. 1859—July 6, 1938  
Membership meeting L. U. 20481—June 17, 1938  
Executive Board L. U. 20481—June 6 and 20
- LOCAL 20316**  
Stewards—First and third Tuesday  
Regular Membership Meeting—Fourth Tuesday  
Executive Board—Regularly every Monday
- LOCAL 292**  
Inside Section—First Tuesday Radio Section—Second Tuesday Shopmen's Section—Second Wednesday  
Utility Section—First Thursday General Membership—Third Thursday  
Seniority Board—Every Monday  
Utility Advisory Board—Every Tuesday  
General Executive Board—Mondays preceding first and third Thursdays  
Inside Advisory Board—Alternate Mondays from G. E. B. Examining Board—Second Wednesday  
Utility Stewards—Wednesdays preceding first and third Thursdays
- LOCAL 103**  
Regular Membership Meeting—2nd Tuesdays.  
Executive Committee Meeting—On call.
- PRIVATE CHAUFFEURS**  
The Private Chauffeurs and Helpers Local 912 meets the first and third Tuesdays of each month.
- LOCAL 221**  
Regular membership—2nd and 4th Tuesdays  
Executive Board—Every Tuesday, 7 p. m.  
Grievance Board—Every Thursday, 7 p. m.
- LOCAL 346**  
Day Workers—May 9, 8:30 p. m.  
Night Workers—May 23, 1:30 p. m.
- LOCAL NO. 544 MEETING SCHEDULE MAY, 1938**  
Friday, May 6—Job Stewards Sunday, May 8—Wholesale Grocery, 10 a. m.  
Monday, May 9—General Membership  
Wednesday, May 11—Market; Wholesale Liquor  
Sunday, May 15—Over-the-Road, 10 a. m.  
Monday, May 16—Building Material; Furniture Stores  
Thursday, May 19—Tent and Awning; Printing; Newspaper  
Friday, May 20—Job Stewards  
Monday, May 23—Spring Water; Excavating and Sand and Gravel.  
Tuesday, May 24—Taxi Drivers—Night drivers, 1 p. m., Day drivers, 7 p. m.  
Thursday, May 26—Transfer and Warehouse; Wholesale Drug.  
Seniority Committee meets each Tuesday at 7 p. m. in Hall No. 1.  
Grievance Committee meets each Tuesday and Friday at 7 p. m. in Hall No. 2.  
Executive Board meets each Wednesday at 9 a. m. in Staff Room.