

THE NORTHWEST ORGANIZER

As from this hour
You use your power,
The world must fol-
low you.

Official Organ of the Northwest Labor Unity Conference

MINNEAPOLIS OFFICE: 257 PLYMOUTH AVE. N.
GENERAL OFFICE: 286 E. 6TH ST.
St. Paul, Minn.

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

VOLUME 1, NO. 26

MINNEAPOLIS, MINNESOTA, WEDNESDAY, OCTOBER 16, 1935

PRICE 5 CENTS

NEW TRANSFER PACT SIGNED

TOBIN'S GANG PASSES BUCK AT PORTLAND

Convention Refers Question
of 574 Charter to
Board

Local Stogie Weeping Sadly
Over Sorry Plight of
Fake Union

The question of the reinstatement of Local 574 was referred to the general executive board by the Portland convention of the Drivers' International.

A lively battle over this subject took place in the meeting of the Teamsters' Joint Council last Friday. The City and Sanitary Drivers, Local 664, were criticized for their active support of Local 574, and they were told that if they did not take a clear-cut stand against 574 they too would have their charter revoked. Local 664 answered this challenge by voting solidly against a motion to issue a public statement naming 574 as a permanent "outlaw."

The Council finally decided to communicate with the general executive board before taking any action. The next meeting of this board is scheduled for February, 1936.

Reporting as organizer for the Joint Council, the hall almost broke out in tears as he related that it was impossible to get 574 members to join the dual "union," Local 500.

Trustees Make Finance Report

At the general membership meeting of October 14th, the chief topic of interest was the report delivered by Bill Brown on the new transfer agreement. Brown cited the difficulty encountered by the union in securing the new contract. Following this, Recording Secretary Grant Dunne read the transfer agreement and with it, the list of transfer firms that have signed up to the present time. He reported that 35 firms have signed with the union. Dunne also said that it was expected that more would sign.

Miles Dunne, editor of the Organizer, spoke and asked support for the union paper. Gale Plagman, former organizer for the Teamsters' Union in 1916, spoke to the union on the value of sticking together.

A financial report was made by Trustee V. R. Dunne. This report covered the finances of the union from September, 1934, until October 12, 1935. The report was adopted unanimously.

G. J. Dunne spoke on the situation in the coal yards. He reported that the coal men were coming into the union at a rapid pace. On a motion from the floor it was decided to close the club rooms from 7:45 until the end of meetings.

This meeting was one of the best attended in recent months.

UNION MEN ARE WELCOME



Full Text of Renewed Contract Between 574 and Truck Firms

The truck operators of Minneapolis represented by the Truck Owners Compliance Committee, agree to be bound by all of the provisions and requirements of this contract to the end that wages and working conditions in the trucking industry of Minneapolis can be stabilized on a fair and equitable basis. The General Drivers Union Local No. 574, as representing certain employees employed by said truck operators, also agrees to accept and be bound by the terms and conditions of this contract.

ARTICLE I

The wage scales and working conditions regulated by the terms of this agreement shall apply to all employees directly engaged in operating trucks garaged in Minneapolis, loading, unloading and platform work of said employers.

ARTICLE II

No agreement or contract shall be entered into by any of the parties to this agreement with individual employees or groups of employees which conflict with the terms and provisions of this agreement.

ARTICLE III

Any driver who shall allow anyone on truck without authority from employer shall be subject to immediate dismissal.

ARTICLE IV

The minimum rate of wages for employees in the various classifications covered by this agreement shall be:

- (a) Commercial drivers55c per hr.
- (b) Household goods drivers.....55c per hr.
- (c) Commercial helpers45c per hr.
- (d) Household goods helpers.....50c per hr.
- (e) Platform men45c per hr.
- (f) Furniture packers55c per hr.

Starting June 1, 1936, all above classifications will be increased five (5) cents per hour.

ARTICLE V

Drivers' time shall start at the garage and end when the truck is returned to the garage. Platform men and helpers' time shall start at office and continue until their return to the office. Employees are

(Continued on page 2)

Mayor Latimer's Industrial Love Nest Rudely Upset by Inconsiderate Union

The amorous tranquility of Mayor Latimer's industrial love nest, the Employer - Employee Board, has been invaded by the grim realities of the inescapable class struggle.

One of the board members is Robert F. Pack, president of the Northern States Power Company. Another member is Guy Alexander, an officer of Local 292 of the International Brotherhood of Electrical Workers.

There is also in Minneapolis Local 160 of the IBEW. Local 160 is chartered to organize the Northern States Power Co. and secure a union agreement. The recent efforts of the negotiating committee of Local 160 to obtain a meeting with Mr. Pack have been fruitless. So, recalling that Mr. Alexander was a brother electrician, and aware of his close association with Mr. Pack on the board, they hand-

ed him their proposed agreement so that he might present it for them.

Rumor has it that Mr. Alexander no longer finds Mr. Pack such a cordial and affable companion. In fact, those who know say that Mr. Alexander, since receiving the proposed agreement, has not even been able to place himself in the proximity of Mr. Pack.

Lathers Denied Seat

The Central Labor meeting of October 9th was made notable by the fact that that body again refused to seat the delegates from the Lathers' Union. This is the third time that these delegates have been refused seats in the Minneapolis Central Body. The reason given for non-seating on this occasion was that Local 190 had not paid its affiliation fee of one dollar.

Craft Unions Chisel On Metal Workers

Local 1313 is having the A. F. of L. "jurisdictional blues." No sooner had this union won a hard battle and, by winning it, drawn the attention of all metal workers to the local, than other local unions began claiming its members through jurisdictional disputes.

In the case of the Wm. Bros Boiler Company, although all of the employees of this concern wish to become members of 1313, the Boilermakers Union has stepped in and made a claim for the boiler-makers who work there. Several of the other crafts are following the boiler-makers' lead.

It is again the old story of impotent craft unionism attempting to feed upon the gains made by healthy unions organized on an industrial basis. Fresh from victory over the bosses, the metal workers must now fight within the movement for their preservation.

Tobin Lashes Out At St. Paul Union

Daniel Tobin, the Hitler of the Teamsters' International, has served another ultimatum here in the Northwest. The object of his loving attention this time is Local 120, the Teamsters' Union of St. Paul. A three-page letter last week informed the officials of that union that unless they severed all friendly relations with Local 574 he would—guess what?—Right! Johnny, go to the head of the class—revoke their charter.

Citizens Alliance Inciting to 'Riot'

In the last issue of the "Industrial News Service Bulletin," propaganda sheet of the Citizens Alliance, there is an article headed "Mobs can be dispersed and riotous demonstrations prevented." This Fascist tinted paragraph congratulates the police department on the efficient manner in which the September 27th relief demonstration was broken up.

The article plainly calls upon all of the reactionary elements in the city to back up the police and all of the forces of repression in their efforts to prevent what the Citizens Alliance is pleased to call "riotous demonstrations."

To them, picketing, even of the most peaceful nature, is a riot. A banner carrier is a revolutionist. A striker is a criminal. The workers will not be fooled by this Fascist propaganda.

Meeting Schedule Local 574

- Thursday, Oct. 17: Independent Truck Owners.
- Friday, Oct. 18: Federal Workers.
- Friday, Oct. 18: Coal Stewards.
- Monday, Oct. 21: Coal Workers.
- Friday, Oct. 25: All Stewards.
- Monday, Oct. 28: Full Membership.
- Tuesday, Oct. 29: Taxi drivers; night drivers, 1 p. m.; day drivers, 7 p. m.

35 COMPANIES HAVE RENEWED 574 CONTRACT

Several Firms Included Are
Signing for First
Time

Entire Industry Covered by
New Direct Union
Agreement

The transfer agreement which has been in the process of negotiation for a period of over a month was signed by the employers' committee and Local 574 Monday afternoon. The signing of this contract represents the greatest advance that has ever been made by a union in recent years in Minneapolis.

The full text of the agreement is printed elsewhere in this issue. Following is a partial list of the transfer firms that have signed with the union:

- Ferrin Transfer Co.
- Swiller Transfer Co.
- Wolk Transfer Co.
- Chicago Avenue Transfer Co.
- Hanson Brothers
- Bay and Bay Transfer Co.
- Sterling Cartage Co.
- Acme Transfer Co.
- W. E. Stanchfield Transfer Co.
- Cameron Transfer & Storage Company.
- Swain Farmer Co.
- Bach Transfer & Storage Co.
- Widholm Transfer & Storage Company.
- Holmes Minneapolis Transfer & Warehouse Co.
- Woodland Transfer Co.
- Pratt's Express Co.
- McReavy Brothers.
- LaBelle Safety Storage Co.
- Hempel Transfer Co.
- Kedney Warehouse Co.
- Colonial Warehouses, Inc.
- Boyd Transfer Co.
- Landry Transfer Co.
- Reliable Transfer Co.
- Commercial Transfer & Storage Company.
- Brugger Bros. Transfer Co.
- Triangle Transfer & Storage, Inc.
- Minneapolis Terminal Warehouse Co.
- N. W. Terminal Co.
- O. S. Parker Transfer Co.
- J. H. Basa Transfer Co.
- Lake Harriet Transfer Co.
- Pederson Fuel & Transfer Co.
- Casey-Hoban Transfer Co.
- Kelly Transfer Co.

Sage of Long Prairie Is Wrong Once More

Rudolph Lee of the Minneapolis Journal, who has been writing a series of articles on Industrial Unrest in various American cities, has up until this time always been considered an Agricultural Expert. After reading the articles mentioned above, we are of the opinion that he could better devote his time to solving farm problems.

MAKE MINNEAPOLIS A UNION TOWN

THE NORTHWEST ORGANIZER

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

Industry + Union = Progress

The first and most familiar cry of the employer faced for the first time with the unionization of his employees is: "The union is trying to run my business." Many people have seen this statement published in the press, but what only a few people realize is that once an employer has had actual dealings with a union, he never again makes this charge. Experience teaches him that unions are a healthy influence in industry.

The workers seek to control only those phases of industry which have a direct bearing on their welfare—wages, hours of work, the elimination of dangerous and unpleasant job conditions, and the introduction of improved methods which make it safer and more pleasant to work. To accomplish these ends they demand the recognition of their union, the only instrument which can effectively represent them, and to protect themselves from discrimination because of their union membership, they demand that the seniority rule be observed on the job.

In an open-shop industry there is always an ever-worsening, suicidal price competition in existence. Without exception the full brunt of the evil fruits of this policy falls upon the worker. As the competition heightens, his pay envelope grows smaller, his hours longer, and as the competing employer effects further "economies," the general job conditions grow steadily more deplorable. Among the principal exponents of this ruthless school we find the Tetzlaffs of the metal industry and the Strutwears of the hosiery industry.

For many long and torturous years this condition existed in the trucking industry in Minneapolis. With the coming of Local 574 and the signing of the blanket agreement after the May and July-August strikes of 1934, the brakes were vigorously applied and the employers had to cease their practice of gambling with the economic security of the workers.

The union asked only that the employers keep faith with the terms of the contract, and it descended like a ton of brick on any violator. Soon the employers who were best equipped to operate on a legitimate basis began to realize the value of this leveling influence of the union.

New agreements, separate and apart from the blanket agreement, have been successfully negotiated in the coal and ice industries. Great gains for the industry have already been made under this new setup. A similar agreement for the transfer industry is now in the final stages and will be in effect in a very short time. Employers in other sections of the trucking trade are viewing with interest the unfolding of this program and are thinking in terms of action which will solve their own problems.

Local 574 has been condemned from pillar to post as a subversive influence in industry. It is criticized today by only those people who are not aware of the good work which it has done.

* * *

Make Minneapolis a Union Town

The slogan, "Make Minneapolis a Union Town," first advanced by Local 574 and later displayed on the masthead of the Organizer, is not an empty phrase, nor is it one that is impossible of achievement. Local 574, along with other progressive forces who agree with its program, has time and time again outlined the tactics necessary to make Minneapolis truly a union town.

The rank and file of even the most reactionary trade unions have indicated that they are for such a program. Nowhere could a person be found who disagrees with the theory that organization of the unorganized is the first and most necessary step that can be taken.

However, the local A. F. of L. bureaucrats, who have the prestige, the money and the organizational machinery necessary to accomplish this end, stand with their arms folded. A demand should be made by the members of the Minneapolis trade union movement that these leaders who draw princely salaries and do exactly nothing be put into action.

Only when they are forced by the pressure of the members will they move into action and unless and until they are moved into action, Minneapolis will remain unorganized.

Facts About 574 Reinstatement Fee

Some confusion still exists over the question of who is eligible to come into Local 574 for the \$3 initiation fee and who must pay the \$10 reinstatement fee. The \$3 fee applies to anyone joining the union at the present time who was never a member or who was only on the books prior to September, 1934. The \$10 reinstatement fee must be paid by all those who were at some time in good standing in the union between September, 1934, and the present time.

The \$10 reinstatement fee was voted in by the membership of the union for three reasons. First, to protect its faithful members who keep themselves in good standing at all times when they are working. Second, to impress on the minds of the members the necessity of taking withdrawal cards when they leave their employment, and third, to get away from the practice of encouraging members to drop dues payment for a period of six or eight months and then reinstating themselves for a fee of \$3 a sum much less than their back dues.

The latter practice has worked a real injustice on those who have done what all real union men should do—pay dues when working and secure withdrawal cards when out of employment.

National Food Downs Truck Drivers 28 to 0

Sunday the Local 574 football team went down to defeat 28 to 0 before a well coached and hard running team representing the National Food. On a wet and slippery field at the Parade grounds the team from the Drivers' Union was outplayed but not outgamed.

The score does not truly represent the strength of the two teams. Bad breaks for the local team plus a slippery and muddy ball resulted in at least two unearned scores for the opposition.

Next Sunday's game will be played at North Commons. Their opponents will be Mike's Cafe. The game will be called at 1:30 p. m.

The football schedule of the Intermediate Division of the Park Board League has been released by the Recreation Department of the Park Board. Local 574 football team will meet their opponents according to the following schedule:

Oct. 20—Mike's Cafe at North Commons, 1:15 p. m.

Oct. 27—North Siders at North Commons, 2:30 p. m.

Nov. 3—Millers at North Commons, 1:15 p. m.

Nov. 10—Lake Harriet Merchants at Linden Hills, 2:30 p. m.

Nov. 17—Lyndale Lake at North Commons, 3 p. m.

Rural Units to Join Federal Workers

Saturday afternoon in the High School at St. Louis Park, there was held a conference of Rural Relief organizations. The meeting was addressed by William Brown and Miles Dunne of Local 574 and by various other representatives from rural Hennepin County Relief organizations. The purpose of the conference was an attempt to establish a unified program of relief demands for all of Hennepin County. The Federal Workers Section of Local 574 and the St. Louis Park Protective Association were the inaugurators of this move.

During the course of the reports it was brought out that only by unified action on the relief field could results be achieved. The conference went on record as favoring the affiliation of all rural relief organizations to the Federal Workers Section of Local 574.

This program will be presented to the various organizations at a conference that will be held at some future date.

Union Notes

The regular meeting of the By-Laws Committee was held last Thursday night. Splendid progress was reported. Some sections of the by-laws will be ready to submit to the membership soon. The next meeting of the committee will be held Friday, Oct. 18.

The Murphy Transfer Drivers held another rousing, well attended meeting at Union Headquarters, 11 a. m. Sunday. Letters had gone out to members who were delinquent in their dues and the steward who had charge of the meeting reported that the great majority of those who are delinquent put themselves back in good standing.

The Organizer recently reported that the Cab Drivers had made a donation to the Flour City strikers. We wish it to be known that it was YELLOW CAB drivers who gave the aid.

The Minneapolis Builders Supply is now 100 per cent union, and the newly elected steward for this job was introduced at the last steward meeting. If the promptness with which they selected a job steward is the criterion, these brothers will be a real asset to 574.

The Indian population of the United States was increased by one last Sunday. It's a Holstein happening.

In addition to attending the regular steward meetings, the coal stewards will now hold their own special meetings on the Friday preceding each meeting of the coal

section. The first coal steward meeting will be held Friday, October 18.

George Williams is the father of a new baby girl. This news is late. Blame it on George's modesty. It is his seventh.

The budding romance between two members of the staff is grounded.

It is requested that all readers send in news that may be of interest to their union brothers.

The long and short council at Colonial. To all hunters employed there. If you pull straws to see who will eat pheasant next Sunday please have Bake use long straws because you no doubt will eat straw and by having Bake use long straw you will have more to eat. —Johnny

Ed Phillips and Sons, wholesale liquor dealers, are now a 100 per cent union concern. All of their drivers joined Local 574 last week.

The Paramount Fuel Company joined the ranks of 100 per cent union coal firms by sending their six drivers into the union.

Chris Moe, popular steward at the Fuel Distributors, reports that his wife is desperately ill at the Asbury hospital. All join with him in wishing for her speedy recovery.

"Outboard" Skoglund is back.

Frank Blaisdell, popular driver at Ferrin Transfer, has been in the Northwestern hospital for five weeks. He is laid up with a crushed heel incurred while on the job. He is expected out this week.

Full Text of Renewed Contract Between 574 and Truck Firms

(Continued from page 1)

to be paid not later than Saturday noon of each week, or whenever they check in on Saturday.

ARTICLE VI

All hours worked in excess of eight (8) hours per day and/or forty-eight (48) hours per week shall be paid for on the basis of time and one-third, except long distance time and one-third over 48 hours per week.

ARTICLE VII

In laying off and/or dismissing employes from service for lack of work or any other legitimate reason, length of service shall govern, other things being equal. Drunkenness, dishonesty, insubordination, or repeated negligence in the performance of duty shall be considered legitimate reason for dismissal.

ARTICLE VIII

Employers and employes shall co-operate to the end that all city ordinances relating to traffic regulations shall be observed. Employers shall furnish all equipment necessary, including flares, flags, and tools.

ARTICLE IX

Drivers of long distance trucks shall be allowed expenses up to \$2.00 per day. This expense is not to be allowed for trips of less than one day.

ARTICLE X

Each signer hereof further agrees to keep a systematic daily office and pay-roll record of each employe's time on duty, and wages paid, which records will be available for inspection at any time by the Employers Compliance Committee.

ARTICLE XI

All differences having to do with the interpretation of and/or adherence to the terms of this agreement which cannot be settled directly by the parties concerned or by the Employers Compliance Committee and/or the employes' representative, shall be referred to a board of arbitration. Said board of arbitration shall consist of two men selected by the employe or his representative, two men selected by the Employers Compliance Committee, and the four men so selected, if unable to agree, shall choose a fifth man, who shall serve as an impartial chairman. The decision of the majority of said board shall be final and binding upon all parties concerned.

ARTICLE XII

The original hereof shall be deposited with the Compliance Committee and Local 574 and shall be subject to examination at all reasonable times by either party hereto.

ARTICLE XIII

Each party hereto acknowledging that this agreement is fair to all alike, pledges his support, only to those co-signers who observe the spirit of this mutual agreement.

ARTICLE XIV

Either party to this agreement may file with the National Labor Relations Board, Eleventh District, an acceptance of the terms and conditions hereof with the privilege of withdrawing the acceptance after one year from effective date hereof upon 30 days notice by United States mail.

This agreement shall become effective November 1, 1935, and continue until November 1, 1936.

EMPLOYERS COMPLIANCE COMMITTEE

By George LaBelle, Chairman

By Jos. R. Cochran, Vice Chairman

GENERAL DRIVERS UNION LOCAL 574

By Wm. S. Brown

Authorized Representative