

CHAMPION

Labor Monthly

Price 10 Cents

SEPTEMBER

1938

•
JOE CURRAN
ANSWERS THE
ENEMIES
OF THE
SEAMEN

•
UNITED MINE WORKERS
OF
AMERICA
PICKET ON 5TH AVENUE
AGAINST
PEONAGE
IN THE
PLAT-NUM
LABS

•
WILL THE
FIVE & DIME
GIRLS
SIT-DOWN AGAIN?

•
THIRD INSTALMENT
OF
THIS IS WAR!

by
LUCIEN ZACHAROFF

•
THE
TRADE UNION
ATHLETIC
ASSOCIATION
ROUNDS OUT
ANOTHER YEAR



CIGARETTES!

IF YOU are just an average cigarette smoker, you are probably wedded to one brand and may remain wedded to it after you've read our report on *Cigarettes* in the July issue of CONSUMERS UNION REPORTS. In spite of that, however, we think you'll find this report one of the most illuminating and interesting Consumers Union has ever published. In preparation for eight months, this report:

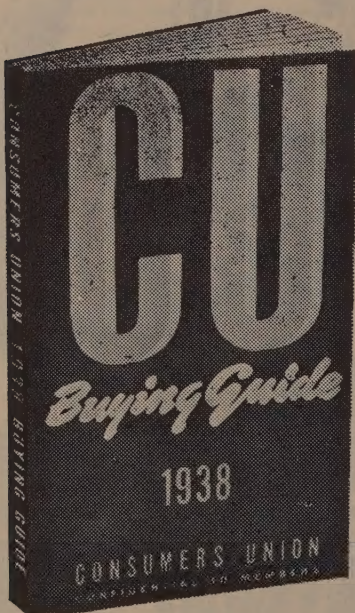
1. Rates more than 40 brands, by name (including Camel, Chesterfield, Old Gold, and Lucky Strike), for nicotine content and strength;
2. Tells you the physiological effects of smoking;
3. Presents data from carefully controlled smoking tests and laboratory tests;
4. Gives facts about de-nicotinized cigarettes and about the new filter-holders advertised as de-nicotinizers;
5. Discusses methods of stopping smoking and gives six rules for "seeming to smoke" which will reduce the injurious effects of smoking to a minimum.

Besides this report, the July issue also contains the results of laboratory and use tests on GASOLINES, MOTOR OILS, SUNBURN PREVENTIVES, and several other products—with ratings *by brand name* as "Best Buys", "Also Acceptable", and "Not Acceptable." The report on GASOLINES shows how it is possible to make annual savings of from \$15 to \$50 on gasoline expenditures.

REFRIGERATORS

ARE YOU planning to buy a refrigerator? If so, you will find the results of tests on 1938 refrigerators, published in the June issue of CONSUMERS UNION REPORTS, indispensable in making your selection. They point the way to savings of from \$20 to \$40 on the purchase price alone and show which brands offer the most substantial annual savings on operating costs. Twenty models are rated in this report in the estimated order of their merit.

Another report in this same issue rates 17 brands of DOG FOOD as "Best Buys", "Also Acceptable", and "Not Acceptable", and discusses the proper feeding of dogs. If you have been led to regard canned dog foods as adequate feeding in themselves, you owe it to your dog to read this report. Still other reports in this issue cover MEN'S HANDKERCHIEFS, CANNED FRUIT SALAD, CANNED STRING BEANS, CLEANSING TISSUE, FRESH FRUITS AND VEGETABLES, and other products.



288 PAGES—POCKET SIZE

We'll be glad to send you these two money-saving issues if you'll cut out and mail the coupon at the right. We'll also send you the 288-page confidential BUYING GUIDE pictured at the left. This GUIDE contains buying recommendations based on actual tests on over 2,000 brands or products. Properly utilized, these recommendations can save the average family from \$50 to \$300 or more a year.

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RINGSIDE CHAMPION LABOR MONTHLY

Vol. III. No. 10

September, 1938

Celebrating its Fifteenth Anniversary, the Workers School, the largest labor educational institution in the country, is featuring the most extensive and varied program in its history. The prospectus for the Fall term lists 118 classes in 52 different subjects.

Courses include Theory and Practice of Trade Unionism; Current Trade Union Problems; Labor History; Labor Law; Public Speaking and Parliamentary Procedure; Methods in Workers Education; Economics, Current Events, etc.

Included on the faculty are Sam Nessin, International Woodworkers of America; David Ramsey, national educational director, International Fur Workers Union; I. Begun, executive member, Teachers Union; Charlotte Todes, author; Abraham Unger, labor attorney; Ben Davis, Jr., and Harry Raymond, labor journalists, and other authorities on the labor movement.

A semi-holiday was declared in the North Ireland town of Newtownards when virtually the entire population, headed by High Sheriff Sir Basil McFarland, turned out to welcome 60 Austrian Jewish refugees who had come to the town for permanent settlement.

In greeting the refugees, Sir Basil declared that just as the Huguenot refugees from France in the 17th Century had benefited Ireland, so the Jewish refugees would benefit it today.

The Brotherhood of Sleeping Car Porters will hold its annual convention in Chicago, September 18 to 23.

International President A. Philip Randolph pointed out that this would be the first convention since the

SEPTEMBER, 1938

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We cannot pay for manuscripts, photos or drawings at present. All material intended for publication should be addressed to the Editor and must be accompanied by a stamped, self-addressed envelope.

Brotherhood won a wage increase of about two million dollars and job security from the Pullman Company.

The Brotherhood represents 85 per cent of the porters, maids and attendants in the service. It has won the right to represent the sleeping car porters of every railroad which operates sleeping cars in the United States.

The deepening crisis in Central Europe, aggravated by Hitler's extensive military maneuvers and wartime fortification of the border, lifts Lucien Zacharoff's series THIS IS WAR! into immediate prominence.

His careful survey of the world's air forces should be studied by every trade unionist to better grasp the elements involved in any possible conflict. A limited number of copies of our July and August issues are available for readers desiring Part I and Part II.

Is your shop on strike? Write and tell us about it and enclose photos. The CHAMPION LABOR MONTHLY can tell your story to other unions and the general public because it is the only independent labor magazine in the field.

LABOR DAY, 1938

by

E. L. OLIVER

Executive Vice-President, Labor's Non-Partisan League

LABOR DAY of 1938 finds millions of pro-labor voters engaged in a historic struggle to preserve and extend democracy in the United States.

In a series of stirring primary contests, which are deciding issues of crucial importance for the nation's future, the political strength of labor is being exerted on behalf of those candidates whose records prove them to be genuine friends of the workers.

And in state after state, especially in the key indus-

trial areas most significant in deciding the political future of the nation, the organized labor vote is the determining factor in the victories of liberal candidates. The 1938 primaries mark a new high in labor's participation in national politics.

Since organization of Labor's Non-Partisan League in the Spring of 1936 with the double objective of re-electing President Franklin D. Roosevelt and of then establishing a permanent political organization to fight for pro-labor legislation and candidates, labor has moved far until today its political prestige exceeds that of any other period in labor history.

Organization of Labor's Non-Partisan League has been carried through as planned in all industrial and many farm states. Millions of progressive voters have been mobilized into state, county, city and even ward and precinct units of the League. Breaking with outworn policies that put labor wholly at the mercy of machine politicians, labor today has created its own organization for independent political action.

And in these years of struggle and growing strength in the field of politics labor has learned one all-important lesson—that you can't know a politician by his label. In past years labor has helped put men in office who have then turned their backs on the people and who have used every parliamentary ruse at their command to sabotage social legislation sought by labor. Some of these men were Democrats and some were Republicans. Many of them were elected as loyal New Dealers on specific pledges to support the Roosevelt program.

Since Congress adjourned with the 1938 primaries in progress the issue between those genuinely devoted to the principles of democracy and pseudo-liberals has emerged in even clearer form. President Roosevelt has himself intervened in certain of the primaries where the most notorious foes of social legislation are seeking to be returned to office by voters of the Democratic Party. In most of the Congressional districts the campaign is being carried to the reactionaries by labor.

Results of the primaries so far offer remarkable proof of the strength of pro-labor voters. Victories in Ohio, where labor single-handedly defeated Gov. Martin L. Davey, and Kentucky, where Roosevelt's Senate leader, Alben Barkley, won renomination against the state machine, are the two most recent notable gains. Even where labor has lost it has piled up such a mountain of votes, as in Pennsylvania where 520,000 marked their ballots for Lieut.-Gov. Tom Kennedy, as to sound a clearcut warning to oldline politicians.



ON THE RECORD

Last month AFL President William Green, ILA President Joseph Ryan and other AFL executive council members announced the beginning of a drive to form a countrywide seamen's union to include all maritime workers. This was to be accomplished through the aid of Harry Lundeberg, head of the West Coast Sailors Union of the Pacific. This should have worked just dandy. Of course, the National Maritime Union and the International Longshoremen's and Warehousemen's Union on the West Coast, both CIO, weren't taken into consideration. Apparently this was to be an organizing drive for the benefit of the nation's maritime labor. Actually it took the form of a smashing attack on the NMU and the ILWU. Thus far the AFL "smashing attack" has boomeranged.

AFL rank and filers wondered how anyone could speak of national maritime unity without at least making a gesture in the direction of existing CIO maritime unions. The most serious backfire came right within the Green-Ryan-Lundeberg group. The American Federation of Labor Seamen's Union, organized to combat the NMU after the collapse of the AFL International Seamen's Union, with a claimed membership of approximately 7,000, has set up its own particular squawk. The AFLSU recently passed by referendum vote a resolution favoring affiliation "with but not under" the Sailors Union of the Pacific. The resolution further stated that "All of the membership at the said meetings have unanimously gone on record as rejecting the proposals submitted to them by their officers at the request of President Green. . . ."

The reason for this growing break in the Green-Ryan-Lundeberg ranks is a simple one. Somebody double-

crossed somebody. On August 1 Green announced to a meeting of AFLSU representatives and others that the American Federation of Labor "was going to issue a National Charter with full jurisdiction over all coasts in the United States and Canada to a now independent Union, namely, the Sailor's Union of the Pacific. . . ." This move, according to the AFLSU, would make their present agreements with steamship companies null and void, and also would mean loss of the union's autonomy.

Behind the billing and cooing of Green and Lundeberg can be seen the last frantic plans to upset CIO success on the waterfront. Green needs Lundeberg to fight the ILWU on the West Coast, and to gain that help he would sacrifice the democratic rights of his own affiliated unions. The importance of the AFL among seamen because of such misleadership and the suddenly thriving progressive movement in Joe Ryan's ILA speak well for the intelligence of American seamen and the drive forward for a united maritime federation to include all waterfront workers dedicated to the progress of labor without jurisdictional intrigues or unholy alliances, and pledged to the strengthening of united ranks against the ship-owners.

Someday soon, we hope, somebody should do a little research and determine exactly in how many instances the New York Times has been not only on the wrong side of the fence but just plain wrong. In a recent editorial, inspired by the united stand of the labor groups involved, this august paper took a crack at the nation's railroad workers for refusing to accept a proposed 15 per cent wage cut. The

Times doesn't do it in a forthright manner though. No sir. If they're going to advocate wage reductions and lower living standards and any dirty work against labor, Egad, they're going to do it suavely! After a ten-inch editorial pleading the case of the railroad owners, we read this punchline: "To cover charges it is still imperative that the wage scale—which indeed was increased 7½ percent as lately as last Autumn—should be readjusted."

Readjusted! And that inserted clause about last year's increase!

George M. Harrison, Chairman of the Railway Labor Executives' Association, at the conclusion of his speech to the Carriers' Joint Conference Committee, gives the *Times* a swift kick in a tender spot. Brother Harrison stated:

Even the wage increase that was granted in 1937, was almost immediately absorbed in the laying off of employees.

The railroad worker is producing more and more. The gross revenue per employe increased \$700 from 1920 (\$3,054) to 1937 (\$3,736), the unit of measure being the hauling of 1,000 tons 1 mile.

In 1920, the average hourly wage rate was 71.1 cents and in 1937, it had increased to only 72.9 cents; whereas in other industries the average hourly wage rate has gone up 19.3 cents an hour.

There was an increase of 25 per cent in the efficiency of railroad labor from 1920 to 1937.

Therefore, gentlemen, the railroad labor organizations close their case in full confidence that they are rendering a splendid public service in firmly resisting your request for a 15 per cent reduction in wages.

THE TREMENDOUS NEWSPAPER SPACE GIVEN TO AFL PRESIDENT WILLIAM GREEN'S PERSONAL DRIVE AGAINST THE NATIONAL MARITIME UNION AND THE VOTING ON AGREEMENTS NOW BEING CONDUCTED BY THE NMU TURN THE SPOTLIGHT ON THE WATERFRONT. THE SHIPOWNERS, ALREADY ENCOURAGED BY EXISTING DIVISIONS IN LABOR'S RANKS, ARE CROUCHED IN PREPARATION FOR AN ASSAULT ON THIS YOUNG CIO SEAMEN'S UNION.

ALTHOUGH THE METROPOLITAN PRESS DONATED COLUMN AFTER COLUMN TO GREEN AND THE SHIPOWNERS, ONLY SCATTERED INCHES PRESENTED THE NMU VIEWPOINT. HOW DOES THE NMU STACK UP AGAINST ITS PRESENT OPPONENTS? IS THE UNION CHIPPED, BATTERED AND SPLIT BY THE RESULTS OF ITS RECENT ELECTIONS? WILL THE LINES HOLD AGAINST THE SHIPOWNERS? JOE CURRAN, PRESIDENT OF OVER 50,000 MILITANT SEAMEN, STATES THE CASE FOR THE NATIONAL MARITIME UNION.

ENEMIES OF THE SEAMEN

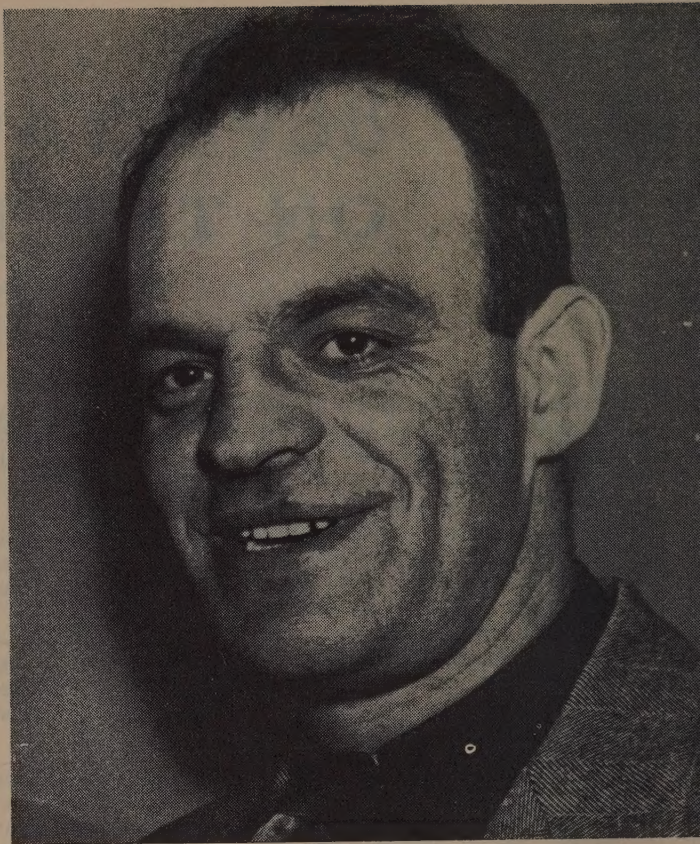
by JOSEPH CURRAN

THE National Maritime Union has of late been subjected to all sorts of attacks by the press, the AFL, the steamship operators and reactionary public officials. They have missed no opportunity to take a crack at our organization. The reasons are very obvious.

The AFL leadership's objective is, of course, to smash the union because they know that as long as such a progressive organization as the NMU exists in the maritime industry, the very existence of their racketeering bureaucracies is threatened. The NMU was founded and built on the principles of democratic expression for each and every member, something which was completely lacking in the AFL's now defunct International Seamen's Union. The AFL executives are aware that as long as a union like the NMU continues to grow, other organizations directly or indirectly related to it will take steps to correct the lack of democracy, the discrimination and other evils in their own unions. For that reason alone the AFL will try everything in its power to destroy the NMU. However, we believe that we have nothing to fear from the AFL. The membership of this Union has had its lesson at their hands and will not again be inveigled into any racketeering setup as proposed by them, and will defeat any attempt on their part to reorganize the seamen.

Some of the newspapers have been carrying stories of dissension and splits in the ranks of the NMU. True, we have had internal differences. However, they revolved around the kind of issues that confront a young and growing democratic organization such as ours. These internal differences which were played up to their maximum by the press have very nearly disappeared. The Union is united and there is no dissension in regard to our position against the AFL bureaucracy or on trade union issues, generally.

THE AFL Executive Council held a meeting recently in Atlantic City. They announced plans for an intensive drive in the maritime industry to be led by Harry Lundeberg of the Sailors Union of the Pacific. This is,



in our opinion, merely another one of Bill Green's paper drives! The issues are clear and the National Maritime Union will meet any attempt on the part of the AFL or other reactionary elements to split its ranks.

Ours is an organization dedicated to seeking and winning for the membership the best possible working and living conditions on American ships. Our Union is conducted for and by the membership, and not by officials perpetuated in office, contrary to the wishes of the membership. From the highest ranking official to the lowest, all are elected by referendum vote on a coast-wise basis. Actions of conferences and conventions, agreements with the ship operators, all must be ratified by the membership.

The Union has just completed negotiations for an agreement with the major steamship operators, which includes from 35 to 40 companies, covering about 30,000 men. These agreements are now in the process of ratification and when ratified by the membership will be the most effective answer to those who are attempting to split the solidarity of this Union.

With the guidance and cooperation of the CIO, the NMU has achieved much which the seamen heretofore did not enjoy. The ISU made no attempt to correct conditions which were horrible. The NMU has coped with and corrected these abuses. The NMU is here to stay and will prosper together with other progressive forces, under the banners of the CIO, despite the empty threats of such Charlie McCarthys as Bill Green. In the NMU, the seamen for the first time have full freedom and democracy and they will not sacrifice these newly won rights.

We have been faced with a grave situation during

"OUR PRINCIPLES," SAYS JOE CURRAN, "ARE BEST EXPRESSED IN THE OBJECTIVES AS STATED IN OUR CONSTITUTION":

"Sec. 3—Objects: (a) To unite in one organization regardless of creed, color, nationality or political affiliation all workmen eligible for membership, directly or indirectly engaged in the shipping and maritime transportation industry.

(b) To increase the wages and improve the conditions of employment of our members by legislation, conciliation, joint agreements or strikes.

(c) To strive for a minimum wage scale for all members and to obtain reasonable working hours which should not go below the minimum set by the Union.

(d) To secure equitable statutory old age pensions, unemployment insurance and accident insurance.

(e) To insure by legislative enactment laws protecting the limbs, lives and health of our members; especially our right to organize and to strike; prohibiting the use of deception to secure strikebreakers; preventing the employment of privately armed guards during labor disputes, and such other legislation as will be beneficial to the members of our organization.

(f) To promote and extend the adoption of union principles and affiliation with labor unions and national labor organizations.

(g) To insure greater stability and safety in the construction and sailing of ships and to secure increased ship's accommodations for seamen and the maintenance of adequate and sanitary accommodations.

(h) To provide an efficient class of men who are qualified to perform their duties.

(i) To secure the enactment of a manning scale for all classes of vessels based on gross tonnage; adequate working conditions and working hours through legislation and/or economic action.

(j) To assist the seamen of other countries in the work of organization and federation to the end of establishing the Brotherhood of the Sea.

(k) To assist other bona fide workers, organized and unorganized, whenever possible and feasible in the attainment of their just demands.

(l) To establish a legislative committee in Washington whose object shall be, among others, to have passed laws beneficial to the interests of maritime workers and enabling seamen to exercise their franchise to vote either directly or by absentee ballot.

(m) The National Maritime Union of America shall cooperate with all other maritime unions for the purpose of defending the immediate interest of all maritime workers involved and shall strive for the unification of all maritime workers on a national scale."



FERDINAND SMITH, NMU VICE-PRESIDENT

the past few months—the danger of a general lockout of the West Coast maritime unions on September 30th of this year, since the agreements of those unions expire on that date. There was a planned campaign on the part of the operators to seek revisions of the agreements which the Unions could not agree to, and in that way, the operators hoped to be in a position to lock out the unions. However, the solidarity shown by the maritime unions on the West Coast and the NMU on the East Coast, has changed the attitude of the operators to such an extent that at present at least three of the organizations on the West Coast have renewed their agreements and we believe that the others will be able to do likewise without too much difficulty.

WE have no illusions as to what a strike of major proportions in the maritime industry would mean. Employment conditions in the industry are at their lowest. Unemployment is very high on all coasts and the main task of the Union today is to consolidate and educate our youthful membership, who, for the most part, are old in struggle, but young in trade union experience. Although we were aware that a strike would present grave difficulties to the unions, the NMU was prepared and is still prepared, in the event that the West Coast Unions are locked out, to afford them every possible support and cooperation, as we will to other progressive and democratic unions being attacked by the employers.

We know that our position in the maritime industry is so strategic that we will continue to be a target of attack from the reactionaries. However, we have this to say. There are no splits in the Union. There will be no splits. The struggles and hardships which the membership has endured to establish and build this Union; the lives that were sacrificed; the scabberding of the AFL during these strikes; the sellout policies of the old ISU, will always be fresh in the minds of the men. The NMU is built on a sound foundation, a foundation of struggle, and because of that we will go forward and be one of the strongest, most powerful and progressive unions in the CIO and in the American labor movement.



GEORGE HEARN, ATLANTIC DISTRICT TREASURER

PEONAGE IN THE PLAT-NUM LABS

•
United Mine Workers of America
Take Over Fifth Avenue

•
by JAY MOORE

*Mama Greenie have you any dough?
Yes sir, yes sir, I'll say so.
Some for the finks
And some for the scabs
But none for the little girls
That worked in the labs.*



THE sopranos and contraltos were doing alright. Not only did the girls keep a straight picket line but they were all in tune. This went on while twenty lovely lassies marched up and down in front of 80 Fifth Avenue in New York City. The "Mama Greenie" referred to in the little parody on a Mother Goose rhyme is Helen Green (Nushaver), head of the A. Sartorius Company, makers of Plat-Num Nail Polish and other products. It was she who employed the girls who are now on strike. Their spirits were high and they had a whole repertoire of songs which would have been worthy of *Pins and Needles*.

This little militant musicale took place six weeks ago. Today the girls are still picketing, none of them has broken ranks, their spirits are still high . . . but they don't sing. The police stopped that. ". . . violation of the anti-noise ordinance," they said. But the crowds who had listened to the girls didn't agree. They like music.

The signs the girls carry tell part of the story—\$11.20 for a 54-hour week. But there's more to it than that. Listen to this! Not only did the girls have to clean up the place—workshop, lavatories, and all—once

a week, but they had to bring their own soap and like it. All that under a speed-up system; violations of state labor regulations; working overtime without extra pay. All of this, of course, paid for Mama Greenie's \$500 membership in the Westchester Country Club. But now the girls are on the picket line and Plat-Num painted fingernails are on the shelf—Mama Greenie's shelf, that is.

And by the way, all these charming picketeers are paid up members of the United Mine Workers of America. Surprised? Well, it goes like this: The United Mine Workers of America plays a very definite and important part in the labor scene in New York as well as in other cities. You see, the cosmetics and other light chemical industries are an entirely new field so far as union organization is concerned. Before the advent of the Committee for Industrial Organization, these industries had never been touched by any union. The cosmetics industry, for one, was, and still is, a sweatshop industry. The allied industries, which include paints and varnishes, drugs and candles, were not much better off.

THEN, in the Spring of 1937, a group of chemical workers approached the Federation of Architects,

Engineers, Chemists, and Technicians, for aid in organizing a union for themselves. This union, whose membership is confined to technicians, could not take in these production workers, but it helped them to create the Chemical Workers Local Industrial Union, Number 33.

A short time later, in June 1937, District 50 of the United Mine Workers, which had originally been set up in 1936 with jurisdiction over gas, coke, and heavy chemical workers, finding it impractical to make a sharp distinction between light and heavy chemicals, extended its activities to the latter field, which included drugs cosmetics and other light chemicals.

Now, it may seem a far cry from coal to cosmetics, but listen to James Nelson, President of Division 50:

"After bituminous coal is heated to obtain coke, great quantities of coal tar are formed. From this come literally thousands of by-products. Coal tar is used to build our roads and to creosote lumber and from it are derived thousands of medicines such as aspirin, and dozens of delicious flavors for our food and drink. Perfumes are also made from coal. From coal, too, we get baking powders . . . dyes . . . phonograph records . . . plastics of all kinds . . . moth balls . . . fountain pens . . . smelling salts . . . artificial rubber . . . and soda water. So you see, it's not too long a jump from coal to face powder."

Now you know that despite the fact that it seems incongruous for the United Mine Workers to carry on a strike on Fifth Avenue with a group of pretty girls, they really do belong here. To complete the jurisdiction of Division 50 in the light chemical field, Local Number 33 merged with it in August of 1937.

Since then, Division 50 has been making definite strides towards its goal of organizing the workers and cleaning up sweatshop conditions. It is slow, hard work under any circumstances, but when you are breaking into a new field which has never been touched by any labor organization before, it is doubly difficult.

ON the national front, fifteen thousand workers, out of about 200,000 involved in the several industries,



(Champion photo by Sam Donl)

have been organized—10,000 of them in the cosmetics industry. In New York City, two thousand out of fifteen thousand are protected by union contracts.

Among the larger concerns with whom contracts have been signed are:

CLUB-ITHEY COPS INVOKED
THE "ANTI-NOISE"
ORDINANCE TO STOP THE
PICKETS FROM SINGING
THEIR STRIKE SONGS

Upper Right: TWO SCABS,
FACING CAMERA, UNAWARE
THAT THEIR OFFENSE
AGAINST HUMAN DECENCY
HELPS PERPETUATE
THE DESPICABLE PEONAGE
IN THE
PLAT-NUM LABORATORIES



Paints and varnishes: Dutch Masters, Paragon, Valentine.

Drugs and cosmetics: American Drug Syndicate (A.D.S.), Irresistible, Djer-Kiss, Cutex, General Chemical, Glyco.

Candles: Diamond Candles.

Other activities of the union have been the setting up of a committee to consult with Wages and Hours Administrator Elmer F. Andrews on wage and hour standards for the cosmetics industry throughout the country; an active drive to eliminate sweatshops; and the conducting of strikes for better working conditions, such as the one now going on against the Plat-Num people.

Credit for these many achievements may properly go to the officers of Division 50—President James Nelson, Vice-President Martin Wagner, and their colleagues. In New York, the Executive Council deserves the praise for its fine work. President William Oldfield, and organizers Samuel Machlis, C.I.O. representative; David Elliot, district representative; and Bob Burke, cosmetics organizer, have, in a short time, established Division 50 of the United Mine Workers of America as a vital force in the fight of labor against the exploitation of workers; on those scourges of the laboring class: the sweatshop, speed-up system, long hours and low wages, and anti-union activities.

All of the above-mentioned men have adequately proven themselves fit for their work. The cosmetics industry particularly, is an industry of young workers. And Bob Burke, the cosmetics organizer, is just the person to work with them. Bob's an ex-college instructor and is deeply interested in the problems of youth. They, in turn, place full confidence in him, for he is a fighter. He is the same Bob Burke who was expelled from his position on the faculty of Columbia University, because he stood up to Nicholas Murray Butler on the peace question, and told him what was what; the same Bob Burke who has just returned from Washington, where he testified before the LaFollette Civil Liberties Com-

mittee, concerning the riot at Republic Steel last year, in which he, as a union organizer, played a part. Sam Machlis, C.I.O. representative, is also a former college instructor, having taught chemistry and biology at New York University, where he earned his Ph.D. degree.

Now, following its first anniversary, Division 50 is really set to go. The strike at the Plat-Num firm marks the beginning of an extensive drive by the union in all branches of its activities.

THE union's demands in the Plat-Num strike are indicative of its goals in its new drive. It asks for a closed shop, a forty-two hour week, a fifteen dollar minimum wage, and the abolition of the above-stated unfair conditions that existed before the strike. Is that too much to ask? One would hardly think so! Yet the company is fighting the strike tooth and nail. Scabs are being used, and thugs being hired to guard them. Six arrests have already been made on the picket line, for "violating the anti-noise ordinance", and other so-called "misdemeanors". Every effort is being made to break the strike.

But the girls are holding firm. They're willing to fight for decent living conditions. And it looks as if they are going to win. Hearings were being held by the National Labor Relations Board as this was written, and it seems "likely that the union will be certified as the sole bargaining agent" for the strikers, according to Sam Machlis.

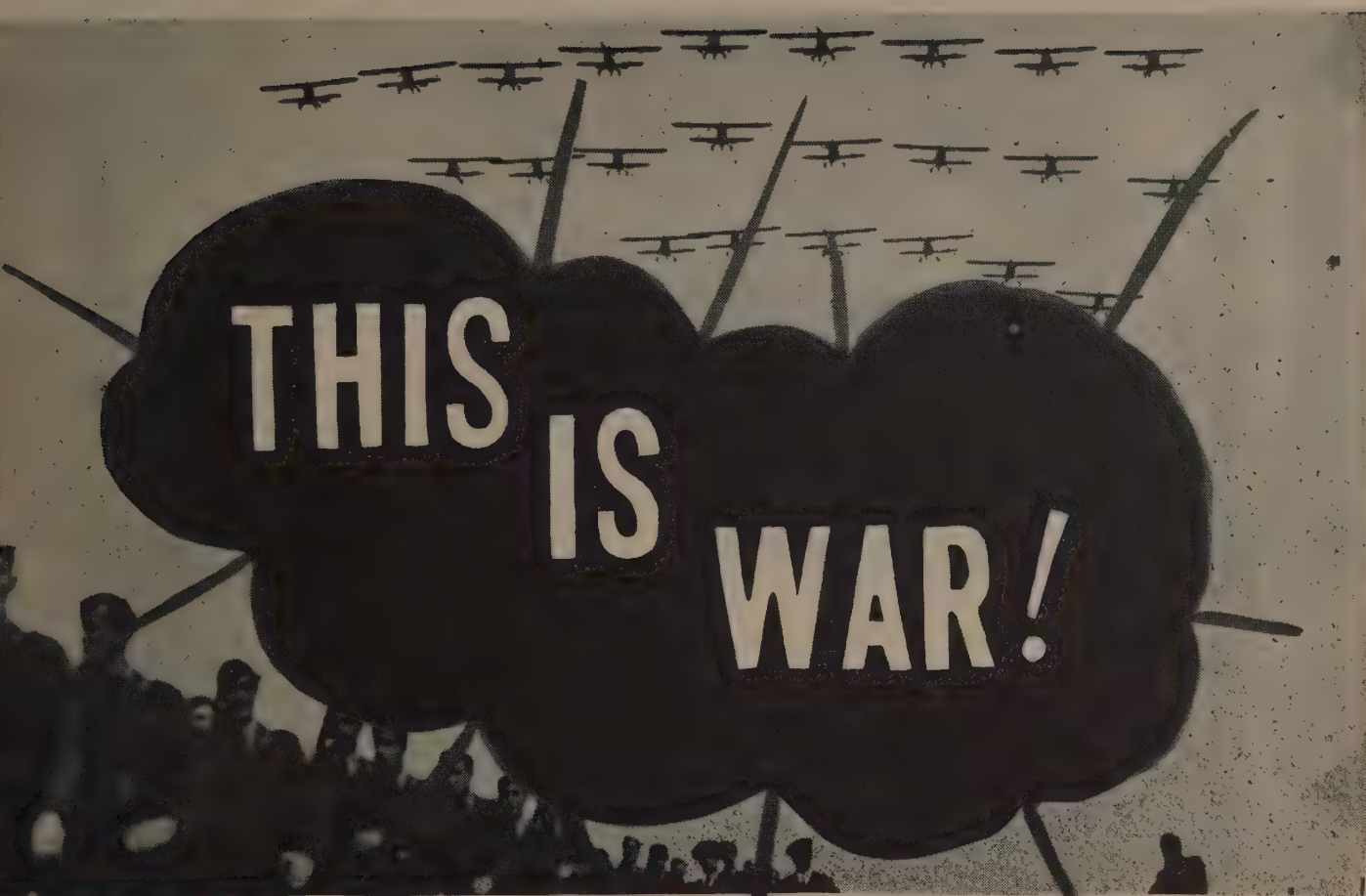
If the strike is successful, the new drive of Division 50 will have been given an auspicious start. And once they get under way, you can rest assured that this division of the largest union in the country, the U.M.W.A., will not stop until the cosmetics, drugs, candle, and allied industries have been rid of all conditions which are alien to the rights of American labor.

And not until then will Plat-Num nail polish find its way back from "Mama Greenie's" shelf to Milady's dressing table.



THESE YOUNGSTERS WORKED
54 HOURS FOR \$11.20;
HAD TO DO PORTER WORK;
CLEAN LAVATORIES; WORK
OVERTIME WITHOUT PAY;
WERE VICTIMS OF A SPEED-UP
SYSTEM AND VIOLATIONS OF
STATE LABOR REGULATIONS
... ALL THIS IN ORDER TO
INSURE MAMA GREENIE'S
\$500 MEMBERSHIP IN THE
WESTCHESTER COUNTRY CLUB

(Champion photo by Sam Boal)



by

Lucien Zacharoff

PART III

A Layman's Guide to Modern Military Science

THE foremost component of totalitarian war is aerial extermination of everything and everybody even remotely in the path of the aggressor. Precisely how do the Fascists intend to wage this merciless war from the air? A splendidly authoritative answer has been essayed by England's distinguished General Charlton in his "fantastic" novel, "War Over England". An imposing degree of literary skill is evident in this work. But it is the author's high standing as a military analyst that endows with competence his speculations regarding the fate of his own country and of France in the event of an unexpected attack by the German and Italian air forces.

The theme is acutely pertinent in our times. The General spares no colors in depicting how thoroughly Germany and Italy crush England which 25 years later

launches a war of requittal that ends in Germany's capitulation.

Casus belli? Italy attempts to seize Egypt and Sudan. Britain's protest results in a sharply insolent reply. Events unfold at a dizzy pace. The British threaten to close the Suez Canal, once again concentrating their navy in the Eastern Mediterranean. Under the guise of army maneuvers, Poland reinforces her troops on the Ukrainian frontier, France occupies the Maginot Line.

Germany's conduct mystifies. She abruptly closes her frontiers. Her aims are unknown. The masses in various countries are totally ignorant of the proximity of the explosion.

England is celebrating at Hendon her traditional Air Day. Among the hundreds of thousands of spectators are the highest ranking officers of the army and navy,

members of Parliament, most of the cabinet ministers. All eyes are turned skyward where skilled squadrons of the R.A.F. are going through with their stunts. Suddenly, from an altitude of some 200 meters, there breaks down an avalanche of bombs, torrents of poison substances, a hurricane of machine-gun fire.

It is a surprise raid by the German airmen, who, unnoticed, have sneaked up on London. Unresisted, they drop staggering quantities of chemical, demolition and

Under the cover of darkness that night 150 German bombers destroy and set fire to the great port and its docks. Havoc similar to that in London is carried by the 30-plane squadrons to Liverpool, Bristol, Hull, Newcastle. Grain elevators and other food storehouses in the vicinity of London are smashed up. Great fuel reservoirs are aflame. H. G. Wells has nothing on General Charlton.

What are the Londoners doing in the meantime?

(With the war clouds overhanging every continent, with the current wars in Spain and China proving that millions of civilians far behind the front lines are among the principal victims, military science may properly become the concern and study of others than professional soldiers. Aviation, artillery, tanks, naval, chemical and bacteriological means of combat—all of which include in their range the world's peaceful populations—are being discussed in this series by virtually the only authoritative civilian commentator on military affairs who has been widely published in the leading American and European newspapers, magazines and technical journals.)

incendiary bombs, all of which promptly create a first-rate panic. Bombs, gases, bullets and stampede annihilate 150,000 persons, including many of the highest army and navy functionaries, ministers, statesmen, who constitute the Empire's brain trust.

HARDLY does the overwhelming news of the disaster leave Hendon when another tidal wave of raiding bombers destroys the electric power station feeding current to the London underground railways; incendiary and chemical bombs penetrate everywhere. It's Saturday and the trains are overcrowded. The ventilation system ceases to function, passengers are suffocating. Attempts to reach the surface develop into another panic. Eighty thousand people perish, over 40,000 are injured.



There is a spontaneous mass march to Parliament. The people demand but one thing from the Government—to be told the whole truth. The session of the surviving members of Parliament and Government is broadcast over the radio.

It becomes known that Paris and other important French centers have been subjected to similarly destructive assaults by the German and Italian aviators. The losses are incalculable. Once thickly populated areas are deserted. French Government leaves Paris.

Within an hour the British fleet based at Alexandria and Malta, attacked by the main strength of the Italian air force, is no more. Water-supply systems of London and other cities are also disabled from the air. Uncontrollable conflagrations are another factor contributing to a colossal flight of the populace. Fire from the German aircraft mows down the fleeing refugees. The description of this execution is redolent of the fate meted out to the people of Guernica and Bilbao by the interventionist Nazi airmen.

THE war goes on. The attacked nations catch their breath, and the Anglo-French air forces retaliate with raids on the German airdromes, on Berlin, Rome and other cities, but none too effectively because the element of surprise is lacking.

Hunger riots sweep England, stores are invaded. Flow of provender via the merchant marine is paralyzed by the Italian air blockade of the Mediterranean. Ships which fly the Union Jack are unable to run the narrow passage between Sicily and North Africa, becoming easy prey to the Italians. British vessels frantically seek to navigate around Africa as uprisings break out in the French and British colonies.

Continuing, the air raids on French cities finally undermine the people's will to resistance. France surrenders, soon to be followed by England throwing herself on the victors' tender mercies. The "short" war is over.

Equally crushing, as conceived by the author, is England's war of revenge waged by her completely revamped air armadas. During the 25 years of rearmament not only does the structure of the British state undergo

a radical overhauling but her system of defences as well, particularly in its aeronautical phases. These shifts, plus the collaboration of the United States' Air Force, bring Germany to her knees in a very brief engagement, indeed.

The fundamental strategic-operative thought which "War Over England" seeks to convey in its delineation of conflicts of the future is apparently the visualization of the air weapon as an insurmountable and terribly effective means of combat when applied *unexpectedly*. Several leading European theoreticians have been stressing the necessity of *suddenness*. They envisage a precise plan against the vital "nerve" ganglia of a modern giant city and the life-centers of a nation, with the very first blow at the enemy's "heart" proving fatal.

Such expectations from the initial blow by aircraft, entertained by highly trained but narrow specialists, obviously overlook the extraordinary vitality even of an individual giant city of today, let alone that of an industrially potent country. Unconsciously the theory exaggerates the potentialities of air forces, at the same time underrating the role of the land and naval units and of other elements of contemporary warfare.

Nevertheless, it is difficult to deny the efficacy of surprise blows from the air at the objectives enumerated by the British expert. Artistically meritorious, the depressing scenes of two wars of a fairly immediate future are representative of the prevailing European conceptions of the forthcoming machinations of the Germany-Italy-Japan world war axis. Press despatches from Spain and China afford daily opportunities to compare the instructive "fantasy" with the reality of the revolting exploits of international highwaymen and pirates.

MILITARY operations in Spain and China and the allegedly "bloodless" seizure of Austria have convincingly demonstrated that air forces are of exceptional significance not only in affecting the outcome of each individual engagement but also in determining the results of the entire conflict. But recent and current wars have also shown that a large air fleet *per se* is not enough. Alongside the numerical strength, the following elements are decisive: Speed, armament, ceiling, viability, loading capacity and maneuverability of aircraft.

A great factor in deciding aerial battles is the training of the flying personnel. A good modern airplane with an adequately prepared crew is virtually invincible in an air engagement; with justified self-assurance such a crew proceeds to fulfil its combat tasks.

An air force can carry out its functions successfully and over a long period of time only if the country has an amply developed aviation industry secured with such raw materials as aluminum, high-grade steels, rubber products, and is endowed with sufficient reserves of fuel and lubricants as well as with fighting supplies.

Behind-the-lines organization plays a big role; in part, the work of the transport systems, in addition to the entire complex of elements, must insure normal wartime functioning of the air force. All this imposes a great strain and stress on materials, personnel, organizing work after the war breaks out, and extraordinarily extensive preparation in peace time.

Under this angle of vision the powers are building up the fighting might of their air armadas, some with a



Japanese light bombers flying over Canton photographed by a pilot whose negatives were developed after his capture by Chinese troops

view to swift and unexpected attack, others in the hope of smashing the rapacious aggressors on the latter's own territory in the shortest possible time.

The indices of air force development throughout the world have been climbing in the past few years, with particularly feverish growth evinced during the last three or four years by military aeronautics in the imperialist aggressor states of Germany, Italy, Japan. Even without their smaller vassal nations, this triple bloc of warmakers is capable of putting up almost 12,000 aircraft at the opening of hostilities. Germany alone has 3,000 planes in line, plus more than 3,000 "commercial" ships lending themselves to prompt conversion for war purposes. Besides the planes immediately available, the three aggressor countries have made sure of considerable manufacturing facilities. The capacity of their aviation factories permits a three- or four-fold expansion in output as soon as the war starts.

The feverish armament race (especially the strides of military aviation in Germany, Italy and Japan) has greatly alarmed such nations as the United States, Great Britain and France. These also have powerful air forces and impressive production opportunities for wartime emergencies. France, though behind Germany both quantitatively and qualitatively, still has an air force of significant proportions—more than 3,000 ships. The British command over 2,000 first-rate machines, and their present staggering rearmament program is providing for further growth. Possessed of the leading aviation industry, the United States controls more than 2,000 warplanes, and by utilizing its full manufacturing capacity America can turn out 10,000 planes a month, over 100,000 a year.

Most highly pronounced of characteristics in the development of the air forces in the countries mentioned



Swift Nazi Heinkel bombers rehearsing destruction of civilian populations during recent maneuvers in Germany. Nazi strategists are convinced that incendiary bombs dropped into crowded cities are the most important factors in military attack

is the trend toward a higher proportion of bombers and pursuits. These two types dominate in all air forces, forcing down to a minimum all forms of auxiliary combat craft, like scouting, fire-correcting, communications, commanders', etc.

Bombardment aviation is known to have grown particularly prominent of late years in the composition of the world's air forces.

Composing about half the average air force, bombardment aviation commands an even higher proportion in the German *Luftwaffe*.

A great many scouting planes of the United States, Japan and France can be applied for bombing.

Experts expect in a very near future the largest air forces to consist of 55-60 percent bombers, 30-35 percent pursuits, and 10-15 percent auxiliary aviation. These percentages plainly indicate the acutely aggressive character of the contemporary air forces.

BELOW are analyzed the principal combat qualities of aircraft and the tendencies of their development.

1. *Ceiling*—the basic and decisive advantage of a warplane in conflicts to come. The presence of high-grade

pursuits and of large numbers of automatically-directed rapid-fire anti-aircraft artillery threaten large casualties among the bombers which will not be able to approach some objectives at all.

The way out is greater altitude, say 33,000-39,000 feet. At such heights pursuits are far less maneuverable, encounters with bombers more difficult, vulnerability from anti-aircraft batteries reduced. However, operations at these levels raise a number of new requirements for the aircraft in respect to its armament, equipment, sights, etc.

Hence, the world's aeronautic scientists are busy on the problems of hermetically sealed cabins, i.e., the latter's isolation from outside atmosphere; special impenetrable fliers' clothing, fashioned after the sea-divers' costumes; oxygen masks, insuring an uninterrupted feeding of oxygen to crews in the rarified strata; special lubrication of arms; special sights; cabin heating; altitude engines with special superchargers for sending air into them; turbocompressors, and a whole series of other perfected devices for the plane, the engine and apparatus designed for stratosphere flight.

In the coming world war mastery in the air will go to the country whose air force can fulfill its duties at high altitudes, indicated above.

Every power is engaged in constructing stratospheric warplanes.

2. *Speed*—a most important index of the fighting ability of an air force. A pursuit of less than 312 m.p.h., a bomber falling below 280 m.p.h., cannot effectively re-

solve their assignments. America, England, Germany, Italy, France already have ships exceeding these performances. Experimental pursuits are known to have exceeded 375 m.p.h. while experimental bombers have gone over 312 m.p.h.

In two or three years these speeds are likely to become the limit, and the nation which succeeds in surpassing them, particularly in its bombardment aviation, will obtain a huge advantage in war.

3. *Armament.* Four factors are characteristic:

a) Emergence on the aircraft of all types of cannons ranging in caliber from 20-23 to 37 millimeters. As a rule, a modern pursuit, in addition to 1-2 machine-guns, carries 1-2 cannons or large caliber machine-guns. Bombers incorporate 2 or 3 cannons. The most widely accepted cannons are the 23-millimeter Orlikons, Madsens and Hispano-Suizas. Planes with cannons firing through the hub of the propeller are growing numerous.

b) Bomb armaments are concealed in special holders inside the plane's fuselage. Outside locks are eliminated. This aids in streamlining, increasing the craft's speed.

c) Emergence of diving bombers with special equipment for bombing bridges, battleships, other seagoing craft, and airport materials. Such a bomber, diving under an angle of 45° to 90°, at high speed, is quite capable of direct hits.

d) Application of incendiary, explosive, armor-penetrating and tracer bullets brings greater results in aerial combat. Ordinary bullets are being ousted by these.

4. *Viability, loading, maneuverability*—are among the essential considerations of a contemporary warplane. A great deal of intensive work is being conducted on these aspects. Viability is enhanced by replacing watercooling with aircooling for the engine, protection of fuel tanks from the bullet-hit hazard, arrangements for dropping off undesired tanks, etc.

Load capacity and maneuverability are in direct relation to speed. The greater the load, the less the speed. The speedy machines, on their part, are none-too-maneuverable. Hence, there are being designed planes to specialize in speed, others for maneuverability, and for night operations planes with greater load capacity but not quite so fast.

THERE is a trend toward a rather sharp specialization depending on the mission for which a warplane is being designed.

Turning our attention to the direction of development of military aviation as exemplified by the new types of aircraft, we learn that a fast twin-engined plane is becoming the basic bomber type, with designers being especially anxious to endow it with greater speed than that of the hostile pursuits. Other types of multi-engined bombers, like the four-engined specimens, and the single-engined ones are on the decline.

Among the pursuits, alongside the traditional single-engined highly-maneuverable plane, there are appearing in increasing numbers twin-engined craft amply armed with cannons. Apparently this type is intended for air engagements at high altitudes—between 26,000 and 33,000 feet—for replacing aircraft maneuver with the fire maneuver, and for battling bombers in the deep rear.

Possessed of great speed and range, these multi-seater pursuits are likely to be utilized for reconnoitering purposes. All advanced countries, with the United States and France as notable pioneers, are devoting a great deal of attention to creating special aircraft in which the crew and armament are hermetically sealed.

Several countries are known to have successfully tested planes without humans aboard, operated by radio from the ground. The British navy at its war games has achieved brilliant results with the Queen-Bee, Queen-Wasp, Glayger-Moti types, and so on. Radio-directed planes have performed all assigned gyrations, maintaining the desired course and altitude. After carrying out their assignments, these planes returned and made safe landings. It is certain that radio-directed aircraft will serve as bombers, battering-rams and flying torpedoes.

Noiseless flight is another attractive goal of the world's designers. Individual countries have registered some success in this branch of research, but no great practical results are believed to have been reached.

FOR obvious reasons the degree of development of chemical and bacteriological warfare is not known but tremendous research activity is in progress everywhere. Aviation is to have a place of honor in applying chemistry and bacteriology in war time. We are already aware of the existence of chemical bombs of various calibers, of large balloons suspended under the plane for squirting about poison substances, special ampules stuffed with chemicals. According to meager information seeping into the press, German Nazis are hard at work on the ways and means of enlisting aviation in behalf of chemical-bacterial combat. The world ought to know that the Fascist obscurantists scorn no means in attaining their aggressive ends, and thus be in a better position to meet the menace.

But it is clear by this time that no matter how strong the aviation of a belligerent nation is, aviation alone cannot decide the war's outcome. On the other hand, it is equally obvious to the students of this ques-

French Dewoitine D. 510,
a single-seat fighter
equipped with an Hispano-
Suiza 12 Yvrs motor-
cannon.



tion that it is impossible to wage a victorious war without an air force powerful in quantity and quality.

At the present time there are hardly any competent adherents of the well-known theory of the recently deceased Italian General Douhet, expounded by him in the works entitled "Domination in the Air" and "The War of 19—". The Douhet theory held that an independent air armada consisting of powerful bombers of a single type, reinforced by combat planes and providing that the enemy's land and naval forces were on the defensive, was able, if properly organized, to crush within a few days and even in 24 hours the enemy air force, and to destroy and wipe off the face of the earth the basic industrial and political centers of the invaded country, seize mastery in the air and thus bring the enemy to his knees.

Both military authorities and statesmen of any nation are well aware that war as a whole and each important operation separately will be resolved through a coordination and inter-relationship of all armed branches, including aviation. Douhet, however, reflecting fully the most reactionary ideology of Fascist aggression, asserts that the air force is to carry out broad operations of variegated nature, including the annihilation of economic and political bases of the enemy country; that a satisfactory fulfillment of these operations requires above all else powerful bombardment aviation; that effective conduct of war on land and sea is exceedingly hindered by lack of mastery in the air and that the winning of this mastery is the main task of the air force.

These views of Douhet had found echoes in the organization and structure of some air forces as well as in the doctrines of aviation application in future wars. Many a country, including England and the United States, possesses an independent "army of the air" whose mission calls for independent operations in the whole enemy rear and for blows against the outstanding military, political and industrial objectives. In a somewhat masked form, Germany and Italy have been maintaining independent air forces. (*Discussed more fully in the August CHAMPION.—Ed.*)

A theoretical demand for a unified centralized direction of all of a nation's armed forces is becoming more persistent. In any event, operations of all arms must be always coordinated and must pursue one common aim, and this is best achieved by a single command. Several European experts hold that independent aerial armies can hardly exist and operate under modern combat conditions.

To be sure, aviation will have large-scale bombardment assignments behind the enemy front lines where many vital centers will serve as its targets. However, it is hard to conceive of the ultimate usefulness of such operations when staged without a connection with the activities of the land troops and naval forces.

EXPERIENCE in Spain and China has shown that effective conduct of land operations in all instances was founded on a thorough coordination of all armed services, on the organization and materialization of a single plan of battle without isolating any arm. Battles under Guadalajara, Teruel, Bilbao and others testified to that effect. Judging by press despatches and by informal testimony of some correspondents, even when

aviation did not figure directly in tactical or operative interaction with the troops, all flights and other work of the air force in respect to enemy rear objectives flowed out of a common command plan.

From this general premise it is possible to acquire an accurate conception of the combat uses of aviation in the coming hostilities.

The question of the initial period of war has peculiarities of its own. Since it is no longer fashionable to declare wars formally, it may be assumed that the air army of the aggressor will unexpectedly cross the frontier for the purpose of ruining and destroying the more important military objectives in the enemy area.

All commentators on military affairs, official and unofficial spokesmen, active and retired generals are unanimous in expecting that the first targets of bombardment aviation at the outbreak of the war will be aviation bases, like airports, factories (including those that produce aluminum, steel, etc.), storehouses for explosives; in short, everything that secures and nurtures aviation.

The country planning aggression will endeavor, prior to the first flight of the war, to concentrate its air force at strategically advantageous points, as Hitler has been doing near the Czechoslovakian border. Even before occupying Austria, the Nazi high command based some of its plans on the fact that flying time between Dresden and Prague was less than 18 minutes. Most likely, the air army, arranged in independent fighting columns, will simultaneously or almost simultaneously cross the international borders at great altitudes, holding course for previously marked and well studied destinations.

In the general combat order of these columns there will take part, in addition to the bombers, pursuit and scout aviation for purposes calculated for the range of their own craft. A somewhat different combat order is possible, comprising columns echeloned to the rear, according to time, direction, and so on.

In any case the aggressor will take all measures for taking advantage of the unexpectedness and initiative, and will bring his aerial power into play in a manner calculated to achieve the greatest effect from the initial attack, as pictured in the authoritative novel summarized earlier in this article.

In order to upset and even completely frustrate the first mass attack of the aggressor, extraordinary mobility



U.S. Army pursuit plane

and combat preparedness of the defending pursuit aviation and anti-aircraft artillery are required.

Nor is the possibility excluded of a turn of events wherein defending pursuits taking to the air in good time and the forewarned anti-aircraft artillery not only destroy the attacking bombers but also with the answering blows complete the smashup of the aggressor at his own airdromes and other home grounds.

IT is not within the realm of strong probability, however, that the first day of war, even when filled with large-scale aerial engagements, will fundamentally undermine the aviation might of either side. The early days will be marked by particularly tense, stubborn and somewhat decisive air battles. By launching flight operations each side will seek to grasp domination in the air for the sake of more or less convenient unfoldment of the work of its land troops. Later aviation will engage in other tasks, but in the final analysis the struggle will be waged for aerial mastery.

The complicated military situations will demand great artfulness, based on tactical preparedness, craftiness in combination with technological opportunities



The British supermarine "Spitfire" single-seat fighter, credited with a speed of over 300 m.p.h.

for carrying out various combat schemes. Particular art and skill will be expected of the bombardment aviation operating in the hostile deep rear. As a rule, when unprotected by pursuits and strongly counteracted by anti-aircraft fire, the bombers will be compelled to keep to the higher altitudes. Combat formations will have to be built in a manner avoiding unexpected encounters with the enemy; groups of patrol and scouting planes will be singled out for this duty. From the standpoint of safety it will be best to fly at night, in the clouds and above them.

Despite all precautionary measures, bombers will be running into defending pursuits; hence, there is certain to be defensive firing by the crew of an individual plane and by entire attacking combinations. Suitable coordination of defensive firing has undoubtedly been worked out in advance.

We shall not dwell on the peculiarities of aerial bombardment of various objectives, such as railroad junctions, airdromes, industrial plants. It is necessary to



U.S. Navy bomber

bring out, though, that these objectives will be bombed almost continuously, day and night. This expectation is buttressed by the fact Germany and other nations are not grouping the units of their aircraft factories close together, and are equipping them with wide observation towers, subterranean shops, and so on.

On the defending side, aviation will be facing no mean task. A titanic effort will be required in aiding the land armies to crush the advancing aggressor and to pass into a counter-attack. The defending aviation's main tasks will be to cover up its troops from the assault of the winged enemy, the smashing up of the latter's reserves and supply bases.

DEVELOPMENTS in Spain and China have taught us that the pursuit plane is the basic weapon of aerial combat. An up-to-date pursuit is a most dangerous foe for bombers, storm and scout planes. Possessed of splendid maneuverability, high speed, mighty firing, a tiny single-seater pursuit can in a few seconds shoot down and destroy a large multi-seater bomber. It is no accident, therefore, that the percentage of pursuits is so high in all modern air forces. We shall not pause on the details of various kinds of aerial engagements—pursuits versus bombers, reconnoiterers, etc.

Principles of battle between pursuits deserve a few words. It is this type of combat that demands the greatest training, courage and initiative of the flight personnel. Eyewitnesses from Spain inform us that engagements between pursuits bear a strong resemblance to a swarm of bees in midair; chaotic somersaulting of individuals and small groups, precipitate dives, steep climbs, most varied stunts and tricks create the impression of complete disorder. In reality a battle between pursuits is based on an extraordinarily clearcut organization, on particularly precise calculation and sharply defined combat orders. Although actual fighting is carried on by individual ships or combinations of two and three, it is triumphantly concluded only through accurately related interaction of the little groups, through mutual support and closely knit collective action against the enemy.

(This series has already made plain the ugly perfection of the Fascist plans for worldwide death-dealing and destruction by aviation. Is there no adequate defence from such visitations? For the first time the American public receives a simple but detailed answer of modern military science to this pressing question in the October CHAMPION as Lucien Zachgroff climaxes his discussion of aerial combat with the all-important article on anti-aircraft protection of troops and civilians.)

"MY little chick-a-biddies, the sit-down front is clear, and nothing can happen because organized labor and the public have H. L. Green on the spot. . . . We're not only sitting babes, but we're sitting pretty!"

So said Clarina Michelson, General Organizer of the Department Store Employees Union and beloved leader of the "5 and 10" girls, in Strike Bulletin No. 3, issued during the famous sit-down of March 13th to 24th, 1937. And Clarina had the right idea—the Green Company recognized the Union and signed a contract. So did the Woolworth Company. And furthermore, the effects of New York's first retail sit-down were felt and continue to be felt in every department store throughout the city. The courageous battle put up by the "5 and 10" girls was the signal for the first big wave of organization among one of the most consistently exploited groups of white-collar workers, the department and variety store employees. The closed shop contracts at Hearn's and Norton's . . . the preferential shop at Gimbel Brothers . . . and the Macy Warehouse and Delivery, were, to a certain extent, made possible by the "5 and 10" sit-down.

No one who was lucky enough to be on 14th Street the night when cots and blankets were hoisted in the second story window of F. & W. Grand will forget the spirited fight put up by the young unionists. Clarina Michelson says, "I think it was the happiest night of my life!"



WILL THE FIVE & DIME

ELIZABETH
by

And no wonder! Better conditions and a better life were being made that night for a large group of workers to whom decent wages and hours, healthy surroundings and fair treatment had been denied for years.

When one speaks of the "5 and 10" strikers, the public usually thinks of Woolworth employees. The life and loves of "Babs", her dropping of U.S. citizenship during the Woolworth strike of last December, highlighted the plight of the Woolworth girls. However, it was in another chain that the famous sit-downs first started. This is the H. L. Green national variety chain, with thirteen stores in Greater New York, going under three names—F. & W. Grand, Silver, and H. L. Green—and employing approximately 500 workers.

THE story of incredibly low wages, long hours and unsanitary surroundings was much the same in the Green chain as in the Woolworth. In February, 1937, just before the strikes, the company's sales were up 8.1% over the previous year, but wages had not increased nor hours decreased, nor had steps been taken to improve conditions of work in any of the stores. An indication of conditions prevailing in Green stores before the strike is given in a leaflet calling Green workers to a meeting on March 2, 1937, under the slogan, "Exterminate the Vermin!" This was one of the first and most pressing problems the girls wanted corrected when they made their first union demands.

Green workers sat down in five of the chain's (at that time) twelve stores: East 14th Street, Pitkin Avenue, Columbus Avenue, Far Rockaway and 5th Avenue,





PHOTOS: (Top) LOCAL 1250 MEMBERS PARTAKE OF FOOD CONTRIBUTED BY SYMPATHIZERS AND RELATIVES DURING 1937 SITDOWN IN F. W. GRAND'S 14th STREET STORE (Bottom) AT H. L. GREEN'S PITKIN AVENUE (BROOKLYN) STORE DURING THE SAME STRIKE

Brooklyn. On March 24th, 1937, the strike was won. Mayor LaGuardia participated in conferences between the Union and the Green Company, which resulted in the contract in effect today.

IN September, 1937, the contract was signed after the strikes expired. Following negotiations at that time, and subsequently, the Company deposited at the New York State Mediation Board a memorandum to the effect that wages, hours and working conditions as established should remain unchanged and that disputes arising about discharges or about application of conditions should be brought to the Mediation Board, whose decision should be final and binding upon the Company. The conditions won by the strikes, therefore, are for the most part in effect today. Where organization is strongest they have been maintained and improved. In stores where strikes did not occur and where organization is not quite so solid, there are many instances of chiseling—relief periods are pared down, favoritism flourishes, seniority rights are not strictly observed.

GIRLS SIT-DOWN AGAIN ?

BARKER



Shop committees have policed the contract, watched for violations and fought against discrimination. The Union has won substantial victories in the reinstatement, with back pay, of several fired workers, three of them last December—Evelyn Berman, Helen Goldsmith, and May Goldman.

Due to the fact that each store is an individual unit with a separate manager, conditions vary somewhat from store to store. The managers, naturally, are in unanimous opposition to the growth of the Union. This opposition, in many cases, takes the form of keeping everybody happy—giving insignificant concessions where they don't hurt, to discourage organization for real improvements. Contrasted to this is the method of candid intimidation used by a few managers, who take their post at the store entrance during the distribution of "Hot-Shots", the shop paper written by Green workers, and loudly instruct each employee not to accept a copy.

The Green girls have met many difficulties in building their Union and enforcing their contract. They have seen an enormous improvement in conditions since the pre-strike days but they don't intend to stop here. They don't believe a 48 hour working week and a \$15.60 weekly pay check is the American standard. They see no reason why their chain should continue to pile up huge profits at their expense. And they have come to realize that the only way in which hours are to be brought down and wages up, and chiseling and favoritism and intimidation definitely stopped, is through a closed shop contract. This is their goal. They are definitely set upon it, and anyone who saw the last strike

can be sure that when the "5 and 10" girls are definitely set on anything, they are going to fight to get it!

RIGHT now there is beginning the next big push against the "5 and 10" chains—a campaign which is going to make the variety stores decent places for the girls to work in. A closed shop at Green's is the immediate slogan, the first closed shop in a variety chain, to set the style for Woolworth and all the rest! And if you doubt the seriousness of the Green workers, just visit one of the stores (F. & W. Grand or Green) and ask the pretty girl who waits on you what a closed shop will mean to her. She knows what it means: more pay . . . shorter hours . . . better sanitation and ventilation . . . a chance to see more of her boyfriend . . . to help her kid brothers and sisters and father and mother . . . to buy a new dress this Fall and presents for her friends at Christmas!

The public, which is well-acquainted with the 5 and 10 workers and which took them to its heart in the battles of 1937, again can help the girls to win their full demands and the full protection of a closed shop. Over the counter, while your package is being wrapped, tell the gal who waits on you that you are with her in her fight for a better job and wish her luck!

Below is a list of the H. L. Green stores in New York City, in any of which you will find Union members, anxious for your encouragement and interest.

MANHATTAN

F. & W. Grand22 East 14th Street
F. & W. Grand48 West 14th Street
H. L. Green154 East 59th Street
F. & W. Grand804 Columbus Avenue
F. & W. Grand2419 Broadway

BROOKLYN

H. L. Green5218 - 5th Avenue
H. L. Green1275 Broadway
H. L. Green1645 Pitkin Avenue
Silver's535 Fulton Street

QUEENS

H. L. Green ..58-15 Myrtle Avenue, Ridgewood
H. L. Green .1051 Beach 20th St., Far Rockaway

BRONX

H. L. Green151st Street & Third Avenue
F. & W. Grand807 Tremont Avenue

The following table illustrates concretely what the employees of the H. L. Green chain won in their first Union contract:

BEFORE THE STRIKE

Hours: Theoretically 48. Actually expanded to 50, 54 and even 60 on many occasions.

Wages: Stated wage for full time workers, \$14.50. For part time, \$12.00. For part time at 28c per hour, \$13.50; for extra part time, no guaranteed hire, 28c per hour. Many full time workers actually earned only \$12 and \$13.50.

Lunch periods and reliefs: Lunch periods as short as 15 minutes. No relief periods.

Overtime: Unregulated. Holidays had to be made up.

Extra help: Girls working as part-timers were never told how many hours work was required of them and sometimes came in to work only two hours or less before being sent home.

Sanitary conditions and health: Uniformly unsanitary washrooms, no medical care.

Deductions from wages: Restaurant employees had 25c three times a week deducted from their pay for the laundering of uniforms and were charged for all breakage.

AFTER THE STRIKE

Hours: 48, with no overtime or Sunday work.

Wages: 10% increases for all earning under \$20. 5% increases for any earning over \$20. This established a \$15.60 minimum for full time workers. The hourly rate was increased from 28c to 31c.

Lunch periods and reliefs: One hour for lunch; rest periods of 15 minutes per day.

Overtime: None and no Sunday work. Holidays to be allowed without deduction or making up the time.

Extra Help: No girl to work less than four consecutive hours a day.

Sanitary conditions and health: Adequate porter service and sanitary equipment, medical care and compensation for injuries received in the store.

Deductions from Wages: No charge against employees for laundry or for breakage.



Document

A SHORT STORY

by

Sidney Sheldon

Illustrated by Bruce Currie

FOR two years he had been drifting around the country doing odd jobs when he could get them—bindle-stiffing, palming for a coin, laying over in flop houses. All the way up from Tuscaloosa he had pounded the highways, hopped the freights with the other young men, hundreds of them on the bum, on the move, heading somewhere, anywhere, nowhere. Nowhere! Like drifting through a maize. That's what stiffened his heart in panic and terror. Nowhere! Black word. You couldn't laugh it off. Two years of going nowhere, getting nowhere, busting around the country like a wild animal, just eating and sleeping wherever you happened to drop. It left a fellow nothing to hope for, nothing to believe in. . . .

After laying off in Georgia, the labor in the sun-seared fields cracking his skin, he took stock of himself. What the hell was he anking around the country for?

That was no life for him. After all, he had an education. He was no bum like the riff-raff he had seen on the roads. B. A. Alabama. That was more than any of those chronic vagrants had. Then there was the name. His name. Lawson. Who didn't know the Lawsons of Alabama? The "manufacturing" Lawsons. The depression could wipe out a factory but a name stuck. It had tradition, prestige. Jim Lawson, son of Tom Lawson. By God! that had class. Pride, that's what counted. A man had to have something to believe in. A name, a tradition. He had forgotten that in the animal struggle for food and shelter tramping across the country.

He had to blot out that nowhere. That black nowhere. Settle down. Get a job. Maybe even get married. At twenty-six his life should just begin to burgeon. That was it, sprout. He was going to sprout. A new plant, specie Jim Lawson. They were weeds because

they were born weeds. They would always be weeds. He had places to go. He was a Lawson. He had to wipe out that black nowhere, the endless tramping, odd jobs and palming. He had seen the country. There had to be a place for him. He was a Lawson, not a weed.

THAT was the new vision he brought with him to New York, the vision he carried along the employment lines and into the agencies. It was a towering vision, magnificent as the skyscrapers, real, potent as the crowds. It gave him courage and strength as he hammered at the city walls, the new voice inside him crying: *Lawson. That's me. Lawson. I'm not one of the weeds. I've got a pedigree. I've got prestige. You can't shove me into black nowhere. I'm a B.A. You've gotta have a job for me. You've gotta!*

But the new voice glanced off the buildings, returning in sad echo with emptiness, futility, returning dull, a hopeless sound. Spent his energies, the first flush of hope, the vision of a new life. The darkness encircled him again. Jobless, drifting, now in a large city, as before the roads and highways of America. . . .

Where was the vision now? What had happened to it? The aspiration he had fashioned for himself out of misery and disappointment . . . gone, all gone. The strong new plant had withered even before it bloomed. And the weeds? Jim Lawson didn't know . . . he didn't know.

He retraced the entire ground of his thinking. He remembered the breadlines . . . the homeless, nameless men bent over the wheat fields of the West, then pushing on purposeless, drifting . . . the hobo camps at night, faces of young men and women etched against the ebbing



S. Gilbert

firelight . . . the long marches inland through swamp and wood to avoid the cops . . . the land . . . the roads . . . the face of America covered with drifting feet, drifting bodies, drifting minds. And he, Jim Lawson, one of them? One of the weeds?

Weeds was the wrong word. Weeds stuck in the soil, rooted, firm and had to be torn out. He and the others had no roots. They drifted over the face of America like rudderless ships on a black sea. Weeds? No! His mind raced backwards over the past two years, raced backwards over dim almost forgotten pictures and recollections. There were the cotton fields again. Or was it up in the timberland of the Northwest that he and the tall, blond Irishman had jumped the freight for a few breathless seconds before the cops? Mike, that was him. Michael in polite society, he said. A solid rock of a fellow, but too many convictions. A troublemaker to steel and auto. A union man with guts—on the run, on the blacklist, on the death list of company thugs. *Weed?* Then there was that thin wisp of a girl who clothed her sex behind corduroy pants and a sheepskin coat, a road-girl with black, glowing eyes and a voice like a nightingale. An Italian flower from a Chicago slum, kicked out of an impoverished home because there was too much music in her throat and not enough strength in her white arms for the factory grind. *Weed?* You couldn't call people like that weeds. They had nothing . . . but neither did he . . . and he wasn't a weed . . . he wasn't a weed.

HE remembered that earnest young fellow fresh from college who wanted to be a writer . . . the young factory worker who lost an arm in a leather-cutting machine . . . the insurance broker . . . the gawky hoofer and his blonde gal . . . and even, he laughed as he remembered, the millionaire. Faces. Gestures. A look. A person. A laugh. A life. These were the things he was remembering . . . the pictures that came rushing back at him from the past . . . from the plains and roads of America. And he was remembering something else—these were the people. *Not weeds!*

The people jobless, dispossessed. Like himself. Yes, like himself. That was it! He and the people. One. He was a Lawson. Sure! But that didn't seem to matter now. The thing that mattered was that he and the people were one. They were all jobless, drifting, all facing black nowhere together. Together they could do something about it. But they had to know how and why. This was their land and they had to know why they were being pushed over the face of it, aimless, drifting. They had to know . . . and he had to know. Not only for himself. But for the people. . . .

For two years he had pushed across the face of America, a great ache in his heart. And now, somehow, he was quiet inside. Deep down he had hit something . . . a great truth, and it quieted him. He and the people. One. That was it.

He walked through the city that night. But he didn't hammer at the walls or cry out his name. He was quiet, looking for the answer—his and the people's—and he knew it was here around him. Then suddenly his heart pounded crazily. He couldn't believe it. He was happy. For he knew, at last, he was not alone.

LABOR UNITY

BEFORE the largest AFL convention ever held in New York State, a famous speaker concludes his remarks: "Don't be diverted from the onward march of labor. . . . While you may have your divisions, remember that it is one great army of American working men and women marching forward for the security and future happiness of the greatest country in the world." And the delegates at the 75th annual New York State AFL convention rose to their feet, cheering Mayor LaGuardia as they cheered no other speaker at their sessions last month.

* * *

LAST month, at the very time when Frey was making a fool of himself at the congressional hearings, two large AFL international unions held conventions. Meeting in Ohio, the American Federation of Teachers unanimously passed a resolution calling for AFL and CIO unity negotiations. In San Francisco, the Hotel and Restaurant Employees Union, also an AFL affiliate, called on Frey and the rest of his AFL executive committee to "resume negotiations for unity". And the convention also went on record instructing its delegates to continue fighting for unity at the next AFL national convention in Houston, Texas, next month.

* * *

CIO unions, expelled from AFL state federations, continued to form state industrial councils but emphasized that the state bodies were intended not "to widen the breach with the AFL, but to coordinate CIO forces in the state". Speaking at the California CIO state convention last month, national director John Brophy declared:

"We still want unity in the American labor movement. We have repeatedly offered unity to the leaders of the AFL, and have been repeatedly rebuffed. The laymembers of the AFL—in Chairman Lewis's phrase—want unity as much as we do. And in time they will get it."

* * *

IN the fight for peace, both labor organizations find room for co-

operation in such activities as the boycott of Nazi and Japanese goods.

In New York's August 6th Peace Parade, AFL and CIO grand marshals walked side by side: Ashley L. Totten of the AFL Brotherhood of Sleeping Car Porters and Donald Henderson of the CIO United Agricultural, Cannery and Packing House Workers; Louis Weinstock, president of the AFL Painters' District Council and Rockwell Kent, president of the CIO United American Artists; Charles J. Hendley of the AFL Teachers Federation and James Lustig of the CIO United Electrical, Radio and Machine Workers. In the fight for peace, labor must work together.

* * *

IT IS generally conceded that action by both AFL and CIO in favor of the Wages and Hours Bill, helped pass that act at Congress' last session. Last month, as the effective date of the act approached, both CIO and AFL were on guard to see that the law was properly enforced. CIO leaders charged Western Union and Postal Telegraph Companies with planning to use one of the act's provisions as "a cover for a general 8.3 per cent wage reduction," and announced that they would fight any such step.

"The CIO has bent every effort toward passage of a wage and hour law for the protection of labor," stated John Brophy. "It has no intention of allowing the employers to utilize the law against the interests of labor".

At the same time, William Green

urged all AFL Central Labor Unions to appoint local wage and hour committees to help enforce the act, to disseminate information about it and to help workers attain higher than minimum standards through union organization.

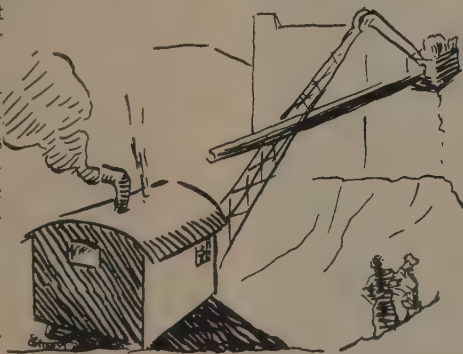
* * *

EVERY month, in its fight against wage cuts, in its efforts to prevent war, in its work on the political field, AFL and CIO workers, with common interests, look for mutual action. Not all of the moves toward unity make the headlines.

I remember, for example, picketing with CIO office workers last fall in a strike against a letter service shop. We were marching along one side of the street, trying to keep the scabs out, while on the other side, we saw AFL garagemen, carrying their picket signs. It wasn't long, before some of our pickets crossed the street and CIO United Office and Professional Workers and AFL Garage Washers and Polishers were both singing "Solidarity Forever". There must be hundreds of incidents like this occurring every month, every one of them a link in the chain that will eventually spell unity. Let CHAMPION know when things like this happen in your town. Maybe everyone in your union or town knows about it, but remember news like this rarely reaches union members in other parts of the country.

The daily press, the Hearsts, Paul Blocks, Roy Howards, David Sterns, Knoxes and McCormicks, are going to treat AFL-CIO united actions as taboo stuff. These stooges of the vested interests know that millions of unorganized workers are waiting for news of AFL-CIO unity. Such news would inspire record-breaking unionization throughout the country.

Report all moves of AFL-CIO unity to the CHAMPION . . . send us all the facts and pictures if possible. We know and we want the whole country to know that labor *can* and *will* be united in America.



S. Gilbert

Protection

A SHORT STORY

by

Len Zinberg

Illustrated by Gregor Duncan

"THERE'S somebody in the johnny now. What's new?" the thin old man behind the counter asked as he polished his glasses.

"Nothing much, Pop," the cop said, opening his collar. "Hotter'n hell today. Gimme a coke. Say, how do you like the way the papers are smearin' Jimmy Hines all over the foist page. He's one helluva right guy an' they gotta do that to him. Imagine callin' him a racketeer!"

"Ain't he?" the stock clerk at the counter said, looking up from his soda.

"There, you see Pop? See what the woild is comin' to? This kid here, believes in this racketeer stuff. No wonder we have so damn much radicalism an' strikes." The cop stopped to take a long drink of coke. "Say," he said, "I hear that novelty concoin down the street is goin' on strike soon. That means trouble for me—you know how them pickets start trouble."

"The hell they do," the stock clerk said.

"Listen, I got plenty of strike experience," the cop said.

"So have I. Pickets are peaceful. If you coppers gave us the protection we're entitled to, everything would be okay."

"What kinda crack is that?"

"I suppose the boss never slips you guys a ten spot and tells you to rough up the pickets?"

The cop stood up. "Listen here kid, you don't wanna go aroun' shootin' off your trap like this. We don't take no sides in a strike. An' we give the strikers all the protection comin' to 'em."

"Yeah?" the stock clerk said. "I work for the MacGuire Desk Works, remember our strike about a year ago?"

"Sure," the cop said, sitting down again. "You got

plenty of protection an' there was no trouble. The strike only lasted a few days."

"There was no trouble except that our delegate was almost killed."

"That's a lotta bunk," the cop said.

"I was the delegate," the clerk said.

"An' you was almost killed?"

The clerk nodded. "Sure. The boss called me up to his office to talk things over. He had a flock of orders and had to settle the strike quick. First he soft soaps me. Then he tries to bribe me. And finally he threatens me. And I keep on telling him no dice. We wanted that ten percent raise and no Saturday work and that was all there was to it. Well, the boss and me didn't get anywheres, and I left. Well, you know there's a long narrow staircase leading down to the street from the office. It's so dark there you think you've gone blind."

"A guy once fell down that staircase. Hurt bad," Pop said.

"Yeah. Well, I looked down that staircase and I had a feeling somebody was laying for me there, ready to give me my lumps. You know how you get a hunch. So, just to be on the safe side, I went back into the shop and took one of the can openers they use on the shellac cans. I started down the stairs, can opener in hand, and I get about half way down, when it happens. A blackjack just misses my head and damn near breaks my shoulder in half. I can't see a thing, but I hear a swish and I get a crack on my upraised arm. The guy sloughing me couldn't see any better than I could. The next time I hear the swish of his arm going through the air, I slash away with my can opener and run like hell down the stairs. I know I cut the guy because there was blood on the opener and on my hand."

"So what?" the cop asked.

"When I reached the street, I looked for a cop, but



"The next time I hear the swish of his arm going through the air, I slash away with my can opener . . ."

there wasn't one in sight, and there was a cop there when I went up. In fact there was a cop there all the time, except when we needed one."

"I was on that beat then an' I never heard nothin' about this. It's a lotta bunk."

THE clerk said: "My sore shoulder was no bunk. And if I'd got a busted conk, that would've been no bunk. I'm telling you this to show that we don't get any protection. The boss paid the cop to be elsewhere when I got slugged."

The cop was sore. "I told you not to make no cracks like that. I was the cop on the beat then, an' I don't take no bribes."

"That's right," the clerk said, smiling. "You're okay. A real brick. Well, I gotta get back on the job. Put it on the bill, Pop. So long, copper."

When the clerk had gone, the cop said: "Strike leader, hey? I knew that kid was a radical. Givin' me a bull story like that. The bastard!"

"He's not a bad kid," Pop said.

"He's nothin' but a damn liar. Hey! ain't that guy out of the can yet? I want to wash up."

The cop walked to the back of the store, tried the door, and it was open. He washed his hands and face and then rolled up his sleeves and let the cool water run down his arms. He fingered a long scar on his arm and cursed silently. It was a long jagged scar . . . the kind a slashing can opener would make.



LABOR SPORTS

THE TUAA ROUNDS OUT ANOTHER YEAR



(Left) JACK ROTH, EXECUTIVE SECRETARY OF THE TUAA, AND TREASURER JULIUS BERGER

by Fred Kitty

LESS than two years ago a new and potentially powerful force made its appearance in the New York sporting world. It was without the benefit of ballyhoo and fanfare that the Trade Union Athletic Association made its modest start last summer with a seven team baseball league. The Building Service Employees' Local 32-B; Fur Dyers Local 88; Furriers Joint Council; Meat Cutters Local 623; International Association of Machinists; Poultry Salesmen Local 665; and State, County, and Municipal Workers were the pioneering unions which entered teams in that league. But these teams received no publicity as a reward for their labors. The local press either knew nothing of the TUAA, or chose to ignore it completely.

Now, however, the TUAA, boasting twenty-eight affiliated unions and one workers' fraternal society, with an organization which has run two seven team basketball leagues; has entered three soccer teams in the Manhattan Soccer League; staged an excellent track and field meet with fourteen unions participating; successfully completed a baseball season with six leagues; and is conducting a handball tourney with between fifty and a hundred entries; is beginning to be recognized as an interesting organization, with a definite place in the sports life of the city, by the metropolitan press. Small

releases on the activities of the TUAA now appear from time to time beside the stories of the highly publicized big-leagues, boxing matches, etc.

This means something in New York. For, unlike the press in other cities, the New York newspapers rarely run stories of community interest. To rate space in the metropolitan press, you must have "arrived."

But the ambitious officers of the Trade Union Athletic Association are not yet satisfied. They are looking forward to bigger things. Their program for the immediate future mirrors this. For they have already laid plans for a large Convention; a Labor Gloves tournament; a gala affair at the Transport Workers Hall on September 10, at which the awards in the various sports will be distributed; an indoor track and field meet; a basketball program with at least a hundred teams participating; and a soccer league to be run in co-operation with the International Ladies Garment Workers Union.

Most of the above-mentioned objectives represent something new in this country. The convention this Fall, will be the first workers' sports parley since the old Labor Sports Union disbanded. The Labor Gloves will be the first labor boxing tournament having entries from more than one union. The indoor track meet will be the first of its kind to be run by labor. The final objective, that of co-operating with the ILGWU, is a step towards bringing the TUAA into closer touch with a union which has one of the finest and most compre-

hensive athletic programs to be found in the entire labor sports field.

ANOTHER interesting aspect of their program is the broadening out of the Trade Union Athletic Association into a national organization, including in its body the local labor leagues which already exist in New York, Cleveland, Philadelphia, and Chicago, among other cities. Realization of this end will make it possible to conduct softball, basketball, and baseball tournaments on a national scale. A step in this direction was taken when the Cleveland Labor Basketball champs came to New York to play the Furriers Joint Council, TUAA winners, last year. Another inter-city game is planned for the 1938 TUAA Baseball Champion.

A Fine Set of Officers

The TUAA has a fine, forward-looking set of officers, representing some of the largest unions in New York. The executives are: Executive Secretary, Jack Roth, Transport Workers Union; Chairman, James McClurg, TWU; Treasurer, Julius Berger, Furriers Joint Council; Recording Secretary, Morey Parnes, State, County, and Municipal Workers Union; Basketball Director, Hy Fortunoff, Meat Cutters Local 623; Boxing Director, Bob Burke, United Mine Workers; Baseball Director, Manny Lansky, Teachers Union Local 453; Registrar, Hy Gittlitz, UOPWA Local 16. These eight men comprise the executives functioning within the organization. The executive board itself consists of twenty-nine representatives, one from each of the affiliated unions.

IN its brief existence, the TUAA has developed an amazingly fine calibre of performances. The competition in basketball, baseball, and track and field is of the highest order. With this, of course, has developed a tremendous spectator interest among the non-athletes in the unions. The best example of the fine performances which this organization is producing was the track and field meet held last month at MacCombs Dam Park. A glance at the records is adequate.

More than one thousand enthusiastic spectators saw the meet which the well-balanced Building Service Employees squad won with a total of 56 points, 38 more than its nearest rival, the Photo Engravers Union. But overshadowing the success of the Building Service team was the excellent quality of the marks set at the meet: 10.1 seconds for the hundred yard dash; 23.6 seconds for the 220 yard dash; 52 seconds flat for the 440; 2:03.2 for the 880; 6 ft. $\frac{1}{4}$ inches for the high jump.

Of course, the time of 10.1 for the century run wouldn't bring Charlie Bohand, Photo Engravers sprinter, an Olympic title, but then, Charlie doesn't have the advantages of a Jesse Owens. He works during the day and has to do his training in the little spare time he has.

Sanford Goldberg, of the Firemen's Union, provided the individual thrill of the day with his twin victory in the 880 and the mile. Goldberg, a former James Madison High School, and Brooklyn College star, won the 880 in the good time of 2:03.2, and the mile in 4:40.6.

The cold figures do not begin to tell the story of Goldberg's dramatic victory in the mile, a scant twenty



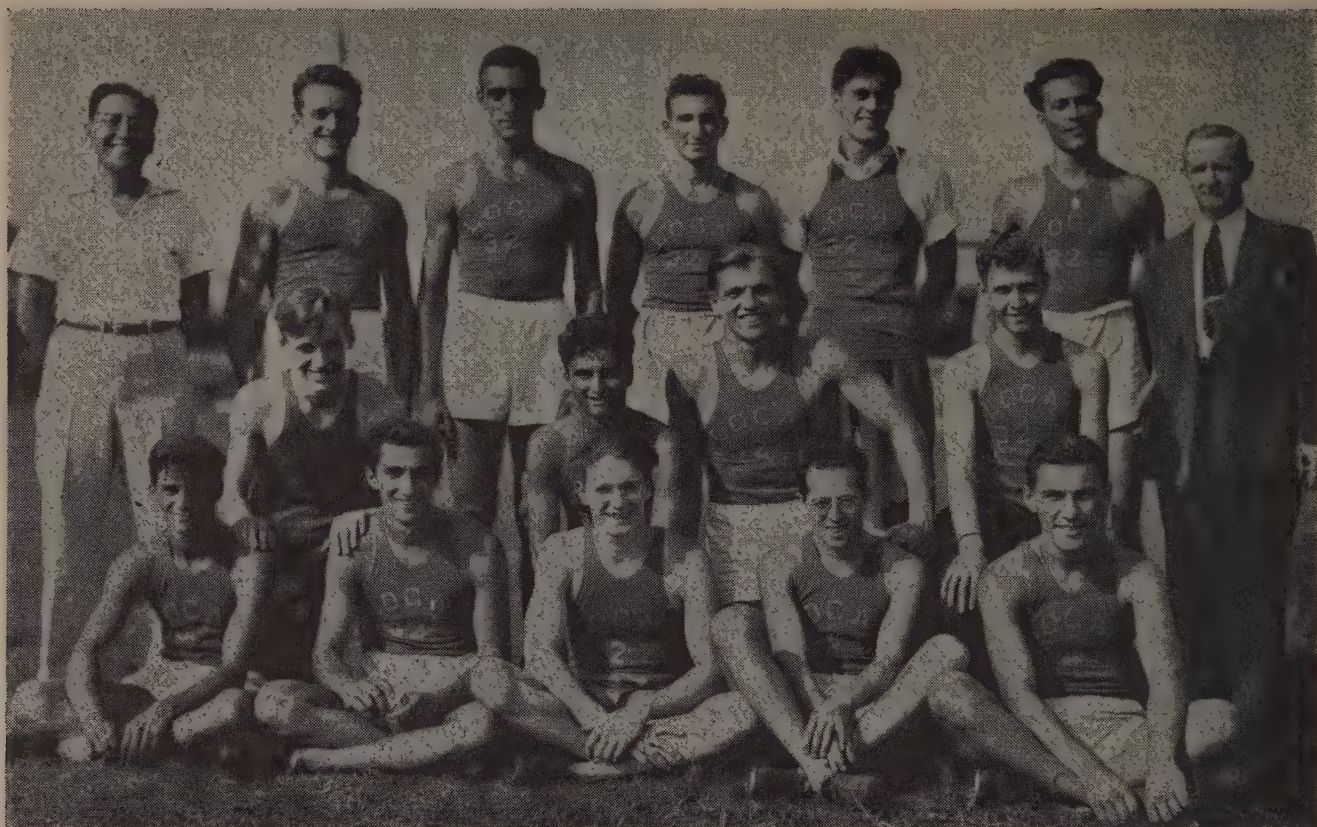
MAC WEINFUSS (FURRIERS JOINT COUNCIL) BATTLING IN A REBOUND AFTER TEAMMATE MARTY ACKERMAN MISSED. FURRIERS DEFEATED THE IWO 39-24

minutes after he had won the four furlong event. Goldberg was in last place at the start of the longer event. He was still sixth in the six man field at the first quarter. But at the halfway mark, things started to perk up for Sandy. The Fireman ace, running steadily, had pulled himself up into fourth place, about fifteen yards in back of the pacesetter, Sherz, of the Photo Engravers.

Goldberg maintained his position throughout the third lap, and at the start of the final quarter it became evident that he was going to make a close fight of it. In the long straight-away Goldberg stepped up into second place, was running neck and neck with Sherz at the final turn, and then pulled away, finally breaking the tape with a full ten yard lead.

TUAA Has Its Share of Rivalries

The TUAA, despite its youth, has had its share of fierce feuds to spice its contests. Perhaps the most intense of these rivalries has been the one involving the Furriers Joint Council and the International Workers Order basketball teams. When these rivals take the court, past performances and ratings are forgotten. A mediocre IWO team may just as well wipe the floor



THE CHAMPION TRACK TEAM OF LOCAL 32B, BUILDING SERVICE EMPLOYEES UNION. (TOP—left to right) ARTHUR L. HARCCKHAM, ATHLETIC DIRECTOR; GEORGE ROBINSON, VINCENT LONGO, DAVID SER, CHARLES COLLINS, RAY RUPPELL, BERT MICHEL, COACH. (MIDDLE ROW) WILLIAM REDHER, SAL CHIEGARI, OSCAR LIMMER, EDWIN DOBREMSYL. (FRONT ROW) ARNOLD RUBIN, THOMAS GALLO, BERNARD BRAND, SAMUEL KLEIN, JOSEPH KELLER

with a first-rate Furrier quintet, or vice versa, as not, just as the Brooklyn Dodgers so often make the mighty Giants eat humble pie.

It all started back in February of 1937, before the advent of the TUAA, when the North American Committee to Aid Spanish Democracy ran a triple-header at the Hippodrome, to raise funds. One of the games on that bargain bill pitted the Furriers against the IWO. Before the game, the Furrier squad, probably the finest labor team in the city, was rated anywhere from ten to twenty points better than the untried IWO quintet.

To get to the point briefly, the IWO scored an upset over the Furriers, who were minus the services of their star, Stetcowitz, by a handy 27-17 count, in a rough and tumble contest. Both teams emerged from that contest with a strong animosity for each other. The Furriers, in particular, were more than a little peeved at the beating they had been forced to take before some four thousand on-lookers. They ached for another crack at the upstart IWO.

IN the Fall of 1937, the Trade Union Athletic Association formed its basketball league, including both the IWO and the Furriers Joint Council in its schedule. The rivals played a pre-season exhibition in which the Furriers took sweet revenge in a fifteen point victory over the Order. As the season developed it became apparent that the Furriers were the class of the league, while the

IWO team was only mediocre. But that made no difference when these rivals clashed. The IWO was out to knock the Furriers out of the loop leadership (recognize those Dodgers again?); the Furriers were still waiting to stamp out all memory of their previous defeat.

For one whole half, the contest was a vicious struggle, reminiscent of a beer saloon free-for-all. The players fought for the ball, and they fought each other. And it was still anyone's ball game at the half.

But the second period was a different story. The IWO was swamped in a deluge of Furrier baskets. Whether it was superior skill, or superior height of the Furriers, or a combination of both, remains a moot point. But that was a ball game! Not too skillfully played, perhaps, but it contained all the drama and suspense of a grudge fight. And the fans loved it!

The Furriers Joint Council rode the crest last season, winning the TUAA title, and topping it off by beating Cleveland in the inter-city game, but their double win over the IWO probably meant more to them than anything else.

Screwballs—A' la Dizzy Dean and Dillinger

In addition to its rivalries, the TUAA has its share of eccentric athletes—the colorful screwballs who make an umpire's lot a miserable one, and provide the cash customers with no end of entertainment.

Stetcowitz is one of the finest basketball players in the circuit. Players on other teams in the league do say,

however, that he holds his high scoring record for two reasons: an uncannily accurate eye and a genius for getting fouls called on his opponents. It is meanly stated that whenever Stetcowitz feels like taking a few free tries at the basket he puts on an exhibition of agony that Man Mountain Dean would be proud to imitate. He is a past master at all of the old dodges. They say he can wedge an opponent's wrist between his elbow and his body in a way to convince any referee in the circuit that he, the holder, is being held. He never falls without bringing an adversary down on top of him, and when this happens he never fails to scream in convincing anguish.

It is said that the refusal of a hardboiled referee to pay any attention to what looks like a horrible injury to Stetcowitz, always brings him up a miraculous recovery to tell the referee what he thinks of his eyesight and ancestry.

Stetcowitz does not limit his umpire-baiting activities to basketball. As coach of the Furriers' baseball team he brings more grey hairs to the thatches of their honors, the umps.

OTHER colorful performers include Mac "Dillinger" Weinfuss, Stetcowitz's teammate, who is the bad man of the circuit. He has been banished for personal fouls more often than any other player in the loop. Then there's Bryan of the Transport Workers Union, who plays both baseball and basketball, and is an umpire-baiter extraordinary. And Joe Cohen, of the Meat Cutters Local 623, another on whom the umps lose no love. All of these athletes are fine men off the field. It just seems that playing a hard game affects men who have such a powerful will to win.

The Association Has Come a Long Way

One of the outstanding successes of the TUA A t-

date has been its efforts in the direction of trade union unity on the athletic field. Under the TUA A banner, CIO, AFL, and independent unions participate in perfect harmony. Perhaps the development of trade union unity on the field of sport portends the much hoped for unity on a larger front.

The Trade Union Athletic Association has indeed come a long way in the short space of a year and a half. It has realized many of its purposes, as outlined in the following statement:

"The Trade Union Athletic Association was formed to encourage the systematic participation in sports and physical activities of all workers who are members of labor unions and workers' fraternal organizations; to draw into a minimum sports program all unions, AFL and CIO, who express a desire for unity on this basis. The TUA A seeks to establish standards and claims sole jurisdiction over championship games within the trade union movement in the following sports—track and field, baseball, basketball, handball, boxing, wrestling, swimming, table tennis, softball, and soccer.

"The TUA A seeks to co-operate in a physical way and otherwise with all trade unions in aiding them to build and establish a sports program within their unions."

WITH such aims, with such excellent leadership, with so many outstanding accomplishments already to its credit—high calibre of competition, phenomenal growth, enthusiasm of spectators, trade union unity on the athletic field—the TUA A can look hopefully forward to the successful accomplishment of the tasks which it has laid out for itself. The realization of these objectives will add impetus to the development of a powerful workers' sports movement in this country.

SUMMARIES

TRADE UNION ATHLETIC LEAGUE

Final Standings Baseball League

League A

Team	W.	L.
United Shoe Workers	7	1
Cleaners and Dyers	7	2
Building Service Employees Local No. 32-B.....	6	3
Furriers Joint Council	6	3
Chain and Restaurant Service Workers Local 42....	4	4
International Workers Order	3	5
Meat Cutters Blue Sox.....	3	6
United Wholesale Employees	1	7
Fur Dyers Local 88	1	7

League B

Team	W.	L.
Cafeteria Workers Local 302	9	0
United Office and Professional Workers of America..	7	2
United Electrical and Radio Workers.....	6	3

State, County and Municipal Workers Union.....	6	3
Cooks and Chefs Union Local 89.....	5	4
American Communications Association	5	4
Meat Cutters Gold Sox	3	6
Lofts Employees	2	7
Department Store Employees Local 1250.....	1	8
Painters Union District Council 9.....	1	8

Handball Tournament

Singles:

Semi-Finals: Trachtenbroit, Furriers Joint Council, defeated Krevit, Furriers Joint Council, 21-12. Sansenero, Furriers Joint Council, defeated Fleischer, Furriers Joint Council, 21-12.

Doubles:

Semi-Finals: M. Rachnowitz and J. Rachnowitz, United Electrical and Radio Machine Workers Local 1224, defeated M. Lippert and I. Lippert, Furriers Joint Council, 21-16. San-

senero and Krevit defeated T. Ginty and Fitzgerald, Transport Workers Union, 21-8.

Finals: Sansenero and Krevit defeated M. Rachnowitz and J. Rachnowitz, 21-14.

Playoff for third place: T. Ginty and Fitzgerald defeated M. Lippert and I. Lippert, 21-16.

Team Point Score:

Team	Points
Furriers Joint Council	52
Transport Workers Union	17
U.E.R.W.A. Local 1224	9

TRACK AND FIELD MEET

100-Yd. Dash—First: Bohand, Photo Engravers; Second: Limmer, Building Service; Third: Chiegari, Building Service. Time: 10.1.

220-Yd. Dash—First: Gullo, Building Service; Second: Limmer, Building Service; Third: Washington, Cleaners and Dyers. Time: 23.6.

440-Yd. Dash—First: Robinson, Building Service; Second: Dobremysy, Building Service; Third: Sieble, Photo Engravers. Time: 52 flat.

880-Yd. Run—First: Goldberg, Firemens' Union; Second: Sayez, State, County and Municipal Workers Union; Third: Longo, Building Service. Time: 2:03.2.

1-Mile Run—First: Goldberg, Firemens' Union; Second: Sherz, Photo Engravers; Third: Redher, Building Service. Time: 4:40.6

High Jump—First: Collins, Building Service, 6 ft. ¾ in.; Second: Salira, Transport Workers, 5 ft. 8 in.; Third: Lewis, Transport Workers, 5 ft. 4 in.

Broad Jump—First: Sippio, Furniture Workers, 18 ft. 10½ in.; Second: Laughton, Cleaners and Dyers, 18 ft. 9 in.; Third: Solomon, Furriers Joint Council, 18 ft. 8½ in.

Shot Put—First: Rupelli, Building Service, 51 ft. 2½ in.; Second: Rosenbluth, Furriers Joint Council, 49 ft. 2 in.; Third: Mangiamelli, Longshoremans Association, 45 ft. 10½ in.

880-Yd. Relay—Won by Building Service Employees (Keller, Longo, Gullo, and Limmer); Second: Photo Engravers (Garvaniam, Bohand, McGrath and Shika); Third: Building Service (Brand, Chiegari, Dulon and Rubins).

TEAM SCORES

Building Service	56
Photo Engravers	18
Cleaners and Dyers	10
Doll and Toy Workers	9
Furriers Joint Council	8
Furniture Workers	5
Transport Workers	5
International Longshoremen's Association	5
State, County and Municipal Employees	4
Cooks Union	2
Meat Cutters	2
Office Workers	2
I.L.G.W.U.	1

BASEBALL CHAMPIONSHIP

The United Shoe Workers won the Trade Union A.A. baseball championship with a 5-4 win over the Cafeteria Workers, Local 302. Both teams, however, were eliminated in the TUAA city championship series in which the four winners from the Transport Workers Union leagues participated. The TUAA city championship was narrowed down to the Flatbush Depot team of the TWU and the Cleaners and Dyers Union of the TUAA. The Cleaners and Dyers entered the finals when "Haul"

Washington, ace Negro hurler, pitched a no-hit shutout against the Terminal Taxi nine in the semi-finals.

CITY CHAMPIONSHIP SERIES

The City Championship in Labor Baseball is to be decided between eight teams by an elimination tournament. These eight teams are the cream of the crop in workers' baseball. They represent the four best teams in the TUAA's two leagues and the four best teams in the TWU's four leagues.

Quarter-finals:

Flatbush Depot (TWU) defeated Livonia Barn (TWU).

United Shoe Workers (TUAA) beat Bell Taxi (TWU).

Terminal Taxi (TWU) won over U.O.P.W.A. (TUAA).

Cleaners and Dyers (TUAA) defeated Cafeteria Workers (TUAA).

Semi-finals:

Flatbush Depot defeated United Shoe Workers.

Cleaners and Dyers defeated Terminal Taxi.

Finals:

Cleaners and Dyers won the TUAA baseball championship with a 12-0 victory over the Flatbush Depot team. Haul Washington allowed only 3 hits in setting down the Transport Workers. Heywood Hodge, pitching for the losers, was smacked for ten runs in the eighth inning.

The players selected for the All-Star teams are as follows:

FIRST DIVISION

Pitchers

Hollander—United Shoe Workers; Washington—Cleaners and Dyers; Scopeletti—Building Service; Trier—Chain Restaurant Workers.

Catchers

Allio—United Shoe Workers; Caesar—Fur Dyers; Gustofson—Cleaners and Dyers.

1st Base

Clinton—Cleaners and Dyers; Saccullo—Building Service.

2nd Base

Stein—United Shoe Workers; Selvin—Furriers Joint Council.

Shortstop

Cohen—United Shoe Workers; E. DeFilipis—Cleaners and Dyers.

3rd Base

Emperato—United Shoe Workers; Dryer—Cleaners and Dyers.

Center Field

Gallagher—Building Service; Joe DeFilipis—Cleaners and Dyers.

Left Field

Grace—Cleaners and Dyers; Trepano—United Shoe Workers.

Right Field

Paris — United Wholesale Employees; Calta—United Shoe Workers.

SECOND DIVISION

Pitchers

Koponyas—American Communications Association; Pivnick—State, County and Municipal Wkrs.; Borden—Cafeteria Employees; Grossman—United Office and Professional Workers.

Catchers

Levin—United Office Workers; Lasonic—Cafeteria Employees; Grossman—United Electrical Workers.

1st Base

Merkin—United Electrical Workers; Gigante—United Office Wkrs.

2nd Base

Cheroff—State, County and Municipal Employees; Mikulsky—Cafeteria Employees.

Shortstop

Light—State, County and Municipal Workers; Mentel—United Office Workers.

3rd Base

May — United Office Workers; Feldman—Cafeteria Employees.

Center Field

Fried—United Electrical Workers; Meholic—Cafeteria Employees.

Left Field

Hart — Cooks Union; Graham — State, County and Municipal Wkrs.

Right Field

Pendino — Cafeteria Employees; Formosano—Meat Cutters.



THE TRAIL

ON looking over this month's schedules, I am struck by the fact that quite a number of the hikes are in the Ramapo Mountains. This is the section which starts at the New York-New Jersey line at Suffern and goes north to Harriman. The entire section is very rugged and well wooded. One sees different types of wood, plant and rock.

In this section one will find the "Jackson Whites", brought here during Revolutionary times. There are many log cabins scattered throughout this area dating from this period and one wonders how they existed.

In most of the section that the hiking clubs use, which covers the area between Suffern on the Southwest, Arden on the Northwest, Bear Mountain on the Northeast and Stony Point on the Southeast, the land was used for farms and for lumbering, but in the last twenty-five years, the trees have been allowed to grow wild and the country has a primeval appearance.

The whole section is called the Palisades Interstate Park, and contains many small and large lakes.

For you readers who want to see this wild countryside, I suggest that you go out a few times with one of the clubs listed and learn the trails. Then you can get your shopmates and union members and lead them into this rough and pleasant country.

Come out and see Island Pond, Tom Jones Mountain, the Dutch Doctor's shelter or Lake Tiorati, with all the Kanawauke Lakes. There are swimming facilities and all different types of land over which to hike.

If you want to know anything about any specific place named, write to the editor of this column and he

by

Benjamin Siminow

will tell you how to get there by rail, train and foot.

Boot and Pack Outdoor Club

Sept. 3-4-5: Labor Day at Fire Island. Try some swell surf riding. Meet at Brooklyn Terminal L.I.R.R. on Saturday at 12:15 P.M. Take train to Sayville and then ferry to Cherry Grove. Fare \$3.00. Leader, Howie Beal.

Sept. 10-11: Camping near Pine Swamp Lake. Meet at Chambers St. Ferry at 6:55 A.M. Fare \$1.25. Leader, Ann Guiffre.

Sept. 13: Sailboating at Pt. Pleasant, N. J. Meet at Jersey Central pier, Cedar and West Sts., at 8:45 A.M. Cost \$1.75. Leader, Jerry Mayer.

C.C.N.Y. Hiking Club

Sept. 3-4-5: Labor Day Lullaby. Digging in for the first night at the head waters of the Great Pine Meadow Brook. Second night at Stone Memorial Shelter. Campfire entertainment. Don't stay away. Meet at Chambers St. ferry at 3:45 P.M. Fare \$1.25. Leader, Leader

council.

Sept. 18: Mystery hike. Once again we go—Lord knows where! Exploring new territory. New even to the leader. We may get lost and stay lost. We may get stuck in a swamp or fall into an abandoned mine or a stream. A good time guaranteed. Distance: 12 miles strenuous. Meet at Chambers St. Ferry at 7:45 A.M. Fare \$1.75. Leader, Sandy Tepfer.

Oct. 2: Queensboro Circuit: Scrambling over the Bear on the A.T. Crushing through the boscage around Queensboro Lake to Turkey Hollow Reservoir. Puffing up Long and Torne Mts. Staggering across Popolopen Creek and out to Bear Mt. Station. Distance: 15 miles, strenuous. Meet 8 A.M. at West 42nd St. Ferry. Fare \$1.25. Leader, Madeline Dremel.

Nature Friends of America

Sept. 3-4-5: District Hike to Camp Monroe, Conn. Transportation is by automobile on a share expense basis, about \$1.25 round trip. All car owners should inform hike-leader Sepp Stern, 730 Elton Ave., N.Y.C., of the number of people that they can take along in their cars. Members who have no cars should leave their names with Sepp Stern. Car space will be issued on a first come, first served basis, so register early. In

A NATURE FRIENDS GROUP RESTING ON A HIKE
OVER SEVEN HILLS TRAIL LAST FALL



addition, everyone must send to Stern, a \$1.00 deposit for food and lodging at the camp.

Sept. 3-4-5: Rambling in the Ramapo Mts. Bring tent or poncho if you have them; if you don't have them, come along anyway. But don't forget your food and blankets. First group meets leader, Nat Leslie, at 9:00 A.M. Saturday at Dixie Bus terminal, 241 W. 42nd St. Fare 90c round trip. Motorists meet at Sloatsburg, 10:20 A.M. Second group takes the Short line bus from the Dixie Terminal Saturday at 2:30 P.M. Meet leader at Sloatsburg. Buy one-way ticket, 75c; if there are ten people, buy a ten-trip ticket for about 60c apiece. Leader will supply return tickets for 45c. Motorists meet at Sloatsburg, 3:35 P.M. Third group takes the Short Line bus from the Dixie Terminal Sunday at 9:15 A.M. Meet leader at Sloatsburg. Same directions for procuring tickets as second group. Motorists meet at Sloatsburg at 10:20 A.M. Bring swimming suit.

Sept. 10-11: Lazy man's camping trip. Transportation right to the camping place, but what a camping place! Pikes Beach, L. I., swell swimming, the whole Atlantic in front, and the cleanest beach on Long Island! Auto transportation only, share expense basis, about \$1.00 round trip. Car owners and "space-seekers" register with leader, Al Glass at Watkins 9-6384 from 10 A.M. to 6 P.M. any day. All cars meet Saturday at 9:00 A.M. just west of the one and only traffic light at Center Moriches, L. I., reached by Linden Blvd., Sunrise Highway, or Southern State Pkwy., to route 27. Time from New York, about two hours. Tent or poncho and mosquito netting required.

Sept. 18: Another one of those swell Rockaway swimming trips led by Ben Bogenn. Meet at 9:00 A.M. at the Sheepshead Bay station of the B.M.T. Brighton Line. Fare, 35c-40c. Also "sea" (see) voyage, games and a lot of fun.

Sept. 25: The most "viewful" hike in the Hudson Highlands, the Crown Ridge trail, led by photographer Heiner Mueller. All you camera fans are invited to get some excellent fall scenery "shots". Meet at W. 42nd St. ferry at 8:00 A.M. Fare \$1.25. Motorists meet at Bear Mt. station at 9:31 A.M.

Oct. 2: Hike up the beautiful Bronx River valley. Hike as far as you want and when you get tired ride back. Meet at 9:00 A.M. at East 241st St. and White Plains Rd. Last stop of Lexington Ave. express. Fare 25c-35c. Leader, Sepp Stern.

N.Y. Hiking Club

Sept. 3-4-5: Overnight—Stone Memorial for first night and Ga-Nus-Quah Stone Giants for second night. Meet at Chambers St. Ferry to leave at 1:50 P.M. Saturday. Taxi to Wesley Chapel. Total cost \$1.45.

Sept. 18: Arden to Bear Mt. 18-mile strenuous hike across the Interstate Park, via various trails. Meet at Chambers St. Ferry to leave at 8:00 A.M. Cost \$2.14.

Sept. 18: Grassy Sprain Reservoir. Meet at West 262nd St. and Broadway. City Line, to leave 10:00 A.M. Easy going. Cost nominal.

Sept. 25: Byram River Gorge and Hemlock Forest. Meet at Grand Central Terminal, Lower Level, to leave at 9:20 A.M. for Port Chester, returning from White Plains. Cost 80c. Moderate hiking.

Oct. 2: Arden to Southfields. A moderate hike along the AT past picturesque Island Pond to Black Rock Shelter for lunch, then to Southfields by the Nurian trail. Meet at Chambers St. ferry to leave at 8:00 A.M. Cost \$1.25.

N.Y. Ramblers

Sept. 11: Grand Re-Union at High Mt. This is our annual pilgrimage in commemoration of the founding of our organization. This is a fine time to swap stories and get together after the summer. Meet at Chambers St. ferry to make 9:00 A.M. boat. Cost 75c. Leader, Bill Brien.

Sept. 18: Haskell to Midvale. Climbing High Point, Pine Paddies, Wolf's Den, passing Nature Friends and out to Midvale. Strenuous. Bring canteen. Meet at Chambers St. ferry to make 9:15 A.M. boat. Cost \$1.25. Leader, Nat Casden.

Oct. 2: Lake Tiorati to Bear Mt. Taxi from Tompkins Cove to R.D. trail at Tiorati and walk easterly over Goshen, Letterrock, Black and West Mts. to Bear Mt. Strenuous. Bring canteen. Meet at W. 42nd St. to make 8:15 A.M. boat. Cost \$1.50. Leader, Bess Spivack.

N.Y. University Outdoor Club

Sept. 3-4-5: Labor Day weekend to Stone Memorial and Big Hill shelters. Better than a trip to the planetarium. Bring food for 7 meals. Meet 12:25 P.M. at Chambers St. Ferry. Fare \$1.50. Leader, Dave Granger.

Sept. 18: Sailboating at Point Pleasant, N. J. We sail the ocean blue. Train to Pt. Pleasant, moonlight sail home. Meet 8:45 A.M. at Liberty St. ferry (Lack. R.R.) Cost: \$1.90. Leader, Jesse Josephs.

Wanderbirds

Sept. 3-4-5: Labor Day Weekend in the mountains. Limited to members only.

Sept. 11: Rowing from City Island to Hunter's Island. Meet at Pelham Bay IRT subway exit before 10:00 A.M. Walk two miles. Cost 50c.

Sept. 18: Candlewood Lake, Conn. Bathing and rowing. Walk 4 miles. Meet before 7:55 A.M. at Grand Central Terminal to Danbury. Cost \$1.50.

Sept. 18 to 24: Six day hosteling trip in Conn. and Mass. 10 miles daily walk. Sleep in AYH inns, picnic lunches. Meet same place as above. Cost \$10.00 plus \$2.00 for pass.

Sept. 25: Alley Pond Park, L.I. Meet at subway exit, Flushing, L.I., before 10:00 A.M. Walk 6 miles, also bike ride. Cost 25c.



"His demeanor indicates insufficient emotional resiliency. Undoubtedly the criminal type"

DRAMA REVIEW...

CRITICAL comment on the performance of the Dies committee indicates that most reviewers would not recommend further government subsidies of \$25,000 to stage such a dull and witless circus, a show certainly too poor in entertainment value (though it is summer) to justify the expense of production.

The circus which has just ended its Washington run is otherwise known as the House Committee Investigating Un-American Activities. The hearings, conducted by Chairman Martin

Dies of Texas, produced some first-rate laughs and a mass of totally unsubstantiated testimony by Arthur Sullivan, known labor spy and professional stool pigeon according to the records of the LaFollette Committee, and by J. B. Matthews, former head, for four months, of the American League for Peace and Democracy, and known strikebreaker who was forced to resign from the American League when he could offer no defense of his strike-breaking activity.

Future bookings of the Dies show, if the show plans to continue in the face of its discouraging press notices, will be in New York, San Francisco and possibly one or two other cities where the committee feels there may be an audience for its brand of red-baiting.

Here's what the New York press and prominent persons had to say about Mr. Dies as director of the show "Red-baiting to End All Red-baiting in Goodness Knows How Many Acts":

Herald-Tribune — "The country should be warned against the danger of spying a Communist under every bush."

Post—"He (Congressman Dies) is

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running a Washington sideshow with the purpose of smearing the New Deal, to convince the people that President Roosevelt wears a full Russian beard which somehow doesn't show up in the photographs. In show business they would call it a hot-weather performance, rough around the edges, with a feeble script."

Daily News—(From editorial, "So Shirley Temple is a Communist"): "The Dies Committee . . . has hung a Red label on poor little Shirley Temple, among other movie stars, and now wants the help of the G-Men in digging up more smear stuff. It is ridiculous and it helps the Reds. . . . Let's not be hornswoggled by the Communists among us—but let's not be talked out of our sense of perspective by the Red-baiters, either."

Heywood Brown—"Mr. J. B. Matthews, whom I had the privilege of telling off in a corridor, has sold the Dies Committee a dubious bill of goods. The implications of the testimony of Mr. Matthews are that anything the Communists are for should be the prize hate of everybody else. And so Mooney should continue to rot in jail and Hitler should live long and prosper."

Times—"One gathers from some of the testimony given before the House Committee on Un-American Activities that it is now possible to be a Communist without knowing it."

Journal-American—"In its public hearings at Washington, the Dies Committee performed a memorable service by dragging into the fullest light of day the secret and sinister machinations of Russian Communism in the United States. And, in so doing, the Committee has presented to America complete confirmation of what the Hearst newspapers have been saying continually ever since these newspapers undertook, a few years ago, to awaken the people to the increasing menace of this Moscow-directed conspiracy against our free institutions. . . . Nobody can any longer seriously deny that the screen is tainted with Communism."

Former Governor Hoffman of New Jersey—"I can imagine him (J. B. Matthews) nervously looking under his bed each night expecting to find a bomb or Heywood Brown. I don't know—and don't care—if I am a member of the advisory council of the American Youth Congress."

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N.W. 28th St.-6th Av.
Stand
S.E. 28th St.-6th Av.
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N.E. 32nd St.-6th Av.
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Stand
S.E. 43rd St.-B'way
Stand
N.E. 43rd St.-6th Av.
Stand
N.E. 43rd St.-B'way
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N.E. 44th St.-B'way
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S.E. 45th St.-B'way
Stand
N.E. 45th St.-B'way
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(Stand) 46th St.-B'way
Stand
N.E. 46th St.-B'way
Stand
N.E. 47th St.-7th Av.
Stand
N.E. 47th St.-B'way

Stand
N.E. 47th St.-8th Av.
Stand
S.E. 49th St.-8th Av.
Stand
S.W. 49th St.-8th Av.
Stand
S.W. 49th St.-7th Av.
Stand
S.E. 49th St.-7th Av.
Stand
S.E. 50th St.-7th Av.
Stand
S.W. 50th St.-7th Av.
Stand
S.W. 50th St.-8th Av.
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Workers' Bookshop
141 East 29th St.
Becker, Store
98 Columbus Ave.
German Workers Club
1501 - 3rd Av.
Deutsch Zentral Buchhand-
lung, 218 E. 84th St.

BROOKLYN

Weiss Bros.
3188 Coney Island Av.
Sol Leipziger, Store
3120 Coney Island Av.
Madden, Stand
2 Hanson Pl.

Kaplan, Stand
9 Flatbush Av.
Reisher
3319 Coney Island Av.
Abie's News Stand
406 Flatbush Ext.

House of Knowledge, Store
Boardwalk, Coney Isl. Av.
Johnson
S.E. Franklin & Fulton
Goldstein
504 Franklin Av.

Condozo
497 Nostrand Av.
Kafion
1801 Fulton St.
Kaufman
445 Lewis Av.

Kozy Sweet Shoppe
458 Saratoga Av.
Petersman
280 Utica Av.

BRONX

Jablonsky, Store
145 W. Kingsbridge Rd.
D. Bame, Store
50 W. Kingsbridge Rd.
Flatt Bros., Store
85 W. Kingsbridge Rd.
Mandell, Store
17 E. Kingsbridge R.
Foley, Stand
390 Fordham Rd.
Litvock, Stand
N.W. Webster & Fordham
N. Y. Central Station
(Goldberg) Fordham Rd.
Mrs. Mass, Store
2143 White Plains Rd.
S. Carson, Store
675 Allerton Av.

Stein, Store
674 Allerton Av.
Grayhaus, Store
669 Allerton Av.
Ringle, Store
2132 White Plains Rd.
Schneider & Newman, Store
649 Allerton Av.
Berkowitz, Store
722 Allerton Av.
Friedman, Store
752 Allerton Av.
Bettwisch, Store
2199 White Plains Rd.
Kuppersmith, Store
2022 Boston Rd.
Groshefsky, Store
2131 Boston Rd.

Minkus, Store
2015 Boston Rd.
Greisman, Store
2003 Southern Blvd.
Printzman, Store
645 E. Tremont Av.
Noodleman, Stand
S.W. Cor. Tremont-3rd
Happy's Stand
N.E. Cor. Tremont-3rd
J. Morris, Store
21 E. Tremont Av.
E. Meyers, Store
22 W. Tremont Av.
Mrs. Sidorosky, Stand (Coop)
2706 Barker Av.
Mrs. I. Cohen, Store
727 Allerton Av.

Cohen, Store
1044 E. Tremont Av.
Bernstein, Stand-2077 N.W.
Cor. E. Trem't-Boston Rd.
Feldherr, Store
885 E. Tremont Av.
M. Eisenberg, Store
890 E. Tremont Av.
Berris, Store
249 E. Tremont Av.
J. Rosenblum, Store
611 E. Tremont Av.
Goldfarb, Store
4207 - 3rd Av.
V. E. Just, Store
1971 Grand Av.
Glass, Stand
N.W. 156th St.-3rd Av.

M. Karten, Stand
N.E. Cor. 166th St.-3rd
O'Neill, Stand
N.W. Cor. Melrose-149th
Pizzitola, Stand
N.E. Cor. 3rd-149th St.
Spitalnik, Store
3036 - 3rd Av.
Seelig, Stand
N.W. Cor. 3rd-161st St.
Benezra, Store
3201 - 3rd Av.
Weingarten, Stand
West Cor. 3rd Av.-166th
Prospect People's Bookshop
920 Prospect Av.

The illustrations shown below are reproductions of a few of the many paintings and drawings which Hendrik Van Loon made for *The Arts*. A book of over 800 pages, with over 100 full-page illustrations, 48 in full color, 32 in wash—and in addition innumerable illustrative line drawings.



ABOVE: The beginning of our modern orchestra. Jongleurs improvising a little concert while waiting for their dinner to get ready in the kitchen.

AT RIGHT: THE GENTLEMAN PAINTER. Rubens leaves his native town on a foreign mission.

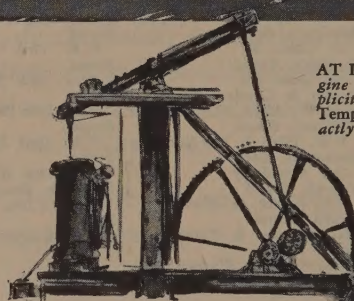
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BY HENDRIK WILLEM VAN LOON

RETAIL PRICE \$3.95

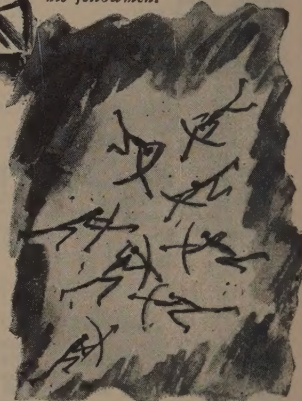
VAN LOON's purpose in this book—and he achieves it, beautifully,—is to give the general reader a love for and an understanding of the background of all the arts, through the ages. He begins with the cave-drawings of 35,000 B.C. and comes down to our own day, with way-stops at Egypt, Babylon and Chaldea; at the Athens of Pericles; amid the mysterious remains of Etruscan art; in Byzantium and medieval Russia; in the desert of the Islamites and the gardens of Persia; in Provence, Renais-

sance Italy, Rembrandt's Holland and Beethoven's Vienna. We read not merely about the towering figures—Giotto, Michelangelo, Velasquez, Wagner, Beethoven—but explore a thousand bypaths. Troubadours, minnesingers, monks, saints, bohemians, generals—all troop by in a colorful cavalcade. Always the close relationship of art to ordinary life is stressed; and always the emphasis is laid on the human beings who made that art and who have heard it, viewed it, enjoyed it, for hundreds of centuries.



AT LEFT: We admire the first steam engine of James Watt for its logical simplicity . . . but No. 1 of Bach's Well-Tempered Clavichord is beautiful for exactly the same reason.

BELOW: THE OLDEST PICTURE OF MAN: The creature, Van Loon points out, is engaged in his customary pastime of killing his fellowmen.



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