



Vol. XXXVII, No. 6
Nov-Dec 2012

Label Letter

Union Label & Service Trades Department, AFL-CIO

AFL-CIO demands shop owner cease and desist

ACCUSES COMPANY OF TRADEMARK INFRINGEMENT AND UNFAIR COMPETITION

Attorneys for the AFL-CIO, have issued a cease-and-desist letter to a company operating under the name *Unionmade* stating that the company and its owner Todd Barket are intentionally misleading customers. "The AFL-CIO finds your use of the UNIONMADE mark highly misleading as the dictionary definition and understanding amongst the public is that 'union-made' means 'produced by workers belonging to a labor union,'" states the November 29, 2012 letter. "The AFL-CIO is concerned that consumers may be confused into believing that the items you sell in your stores are actually union-made, when the vast majority of them, are, in fact, not."

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Horrific history repeats in Bangladesh

Over one hundred years ago, one of the deadliest industrial disasters in the history of New York City claimed the lives of 146 garment workers, most of them women and many of them children. The circumstances surrounding the Triangle Shirtwaist Factory Fire in 1911 are sorrowfully similar to the recent garment industry factory fire in Bangladesh that resulted in 112 deaths.

In Bangladesh, the Tazreen Fashion Factory's main doors were locked, there was no emergency exit and managers told workers to ignore the fire alarm. The fire extinguishers either didn't work or workers didn't know how to use them. Some victims jumped to their deaths, many just couldn't escape through the building's narrow exits. Many victims were burned beyond recognition.

In the 1911 Triangle disaster, managers had locked the doors to the stairwells and to the exits; there was no audible alarm in the building

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Bankers, not bakers, killed Hostess

Over the last decade Hostess has been mismanaged by bankers, not bakers. Private equity firms "Bain-style vulture capitalists," as AFL-CIO President Richard Trumka explained in an article for the Daily Kos, "invested in Hostess to profit not by making quality products, but by bleeding the company of every dollar before discarding it." The company has filed for bankruptcy twice in the last 10 years, forcing contract concessions from the nearly 15,000 unionized employees. Hostess has had six different CEOs since 2004. With the current CEO, Gregory Rayburn, receiving a 300 percent increase in compensation. The management firm raised the pay of the top nine executives between 35 to 80 percent all while asking employees to take cuts of

more than 30 percent. In addition, executives overseeing liquidation of the company will receive 1.75 million in bonuses. The company also stopped paying into the Multi Employer Pension Plan (MEPP)—which is reportedly underfunded by as much as \$2 billion.

The truth is that the Bakery Workers union, along with the other unions representing workers at Hostess, gave the company more than \$110 million in annual concessions to help it restructure after its 2004 Chapter 11 bankruptcy filing.

According to documents filed by BCTGM with the bankruptcy court—concessions were given in exchange for assurances by the company that it would restructure itself in a manner that would provide a real plan for establishing a

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DO BUY

These vehicles are made in the United States or Canada by members of the UAW and Canadian Auto Workers (CAW). Because of the integration of the United States and Canadian vehicle production, all the vehicles listed that are made in Canada include significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk (*) are produced in the United States and another country. The light-duty (LD) crew cab versions of the vehicles marked with a double asterisk (**) are manufactured only in Mexico; other models are made in the United States.

When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with "1" or "4" or "5" identifies a U.S.-made vehicle; "2" identifies a Canadian-made vehicle.

Editors note: as with all Do Buy lists this list does not include all available union-made products and services. We welcome your suggested additions and invite you to add your products to our online database at www.unionlabel.org

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2013 UAW Union-Built Vehicles List

UAW Cars

Buick LaCrosse
Buick Verano
Cadillac ATS
Cadillac CTS
Chevrolet Corvette
Chevrolet Cruze
Chevrolet Malibu
Chevrolet Sonic
Chevrolet Volt
Chrysler 200
Chrysler 200 Convertible
Dodge Avenger
Dodge Dart
Ford Focus
Ford Focus (Electric)
Ford Fusion*
Ford C-Max (Full Hybrid/Electric)
Ford Mustang
Ford Taurus
Lincoln MKS
SRT Viper

UAW SUVs/CUVs

Buick Enclave
Cadillac Escalade ESV
Cadillac Escalade/Hybrid
Chevrolet Suburban
Chevrolet Tahoe/Hybrid
Chevrolet Traverse
Dodge Durango
Ford Escape
Ford Expedition
Ford Explorer
GMC Acadia
GMC Yukon/Hybrid
GMC Yukon XL
Jeep Compass
Jeep Grand Cherokee
Jeep Patriot
Jeep Wrangler
Lincoln Navigator
Mitsubishi Outlander Sport

UAW Trucks

Chevrolet Silverado/Hybrid**
Ford F Series
GMC Sierra/Hybrid**
Ram 1500*

UAW Vans

Chevrolet Express
Ford E Series
GMC Savana

CAW Cars

Buick Regal
Cadillac XTS
Chevrolet Camaro
Chevrolet Impala
Chrysler 300
Dodge Challenger
Dodge Charger

CAW SUVs/CUVs

Chevrolet Equinox
Ford Edge
Ford Flex
GMC Terrain
Lincoln MKT
Lincoln MKX

CWA Vans

Chrysler Town & Country
Dodge Grand Caravan
Volkswagen Routan



Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.

HOW TO FIND UNION-MADE TIRES

The U.S. Department of Transportation requires that all tires sold in the United States carry a code which shows, among other things, the company and plant that made the tire. The code would look like this: DOT BE XX XXX XXX

The two symbols (either two letters or a letter and a number) which follow "DOT" indicate the company and the plant where a tire was manufactured. For example, the above code indicates a tire made by B. F. Goodrich in Tuscaloosa, AL. The following is a listing of all U.S. and Canadian unionized tire plants and their DOT codes. By comparing this list to the code on the tire you are buying, you can be certain you are getting a USW-made tire.

| CODE | COMPANY, CITY |
|-----------------|---|
| BE | B. F. Goodrich Tuscaloosa, Ala. |
| BF | B. F. Goodrich Woodburn, Ind. |
| VE, YE, YU, 8B | Bridgestone/Firestone Des Moines, Iowa |
| D2, E3, W1, Y7 | Bridgestone/Firestone Lavergne, Tenn. |
| 2C, 4D, 5D | Bridgestone/Firestone Morrison, Tenn. |
| UP | Cooper Findlay, Ohio |
| UT | Cooper Texarkana, Ark. |
| JU, PC, UK | Goodyear Medicine Hat, Alberta |
| JJ, MD, PU | Goodyear Gadsden, Ala. |
| DA | Dunlop Buffalo, N.Y. |
| JN, MJ, PY | Goodyear Topeka, Kan. |
| JE, MC, PT | Goodyear Danville, Va. |
| JF, MM, PJ | Kelly-Springfield Fayetteville, N.C. |
| CF | Titan Tire Des Moines, IA |
| JH, MN, PK | Titan Tire Freeport, IL |
| B plus serial # | Titan Tire Bryan, Ohio |
| CC | Yokohama Tire Salem, Va. |

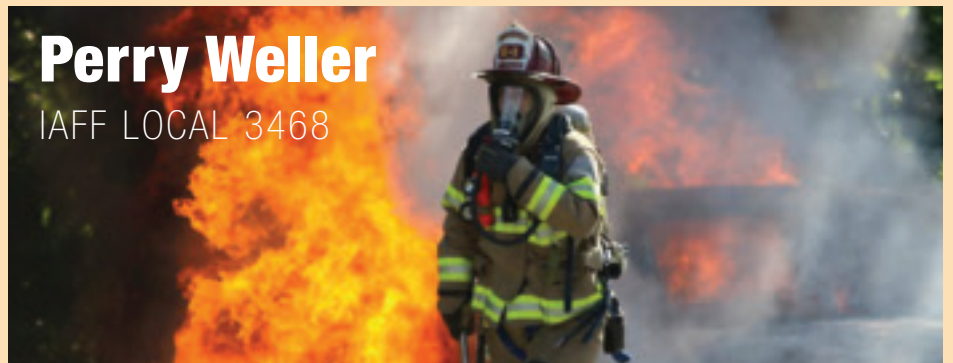
Firestone racing tires for the Indy Racing League (IRL) are USW-made tires. Goodyear racing tires made in the United States are USW-made tires. Goodrich racing tires or off road tires made in the United States are USW-made tires.

In addition to company brands, these codes will also appear on "Associate Brand" and "Private Brand" tires manufactured at the above plants. The key, then, to being sure of getting a USW-made tire is the DOT code. Be sure and check it with this listing.

Walk in my shoes

Perry Weller

IAFF LOCAL 3468



I don't have holidays off, I work sick, tired, battered and beaten. I do the unthinkable...I'm a firefighter and I am UNION!

Even though our days aren't full of saving babies, we have to ensure fleet readiness, perform business inspections for fire code violations, keep physically fit and train on various topics to stay abreast of the latest danger to us.

My department is a small department of 31 (when fully staffed) in a small city of about 24,000. We have 8 firefighters on duty everyday, 24 hours a day, 7 days a week, 365 days a year. We are family! We

know each other's families and watch our kids grow up. That's one of the greatest things about our small department. Most everyone that comes to work here retires here. We've had a few firefighters leave only to come back realizing they made a mistake leaving. ■

LABEL LETTER TO INTRODUCE NEW FEATURE IN 2013

The Label Letter will begin showcasing local union label committees in 2013. Beginning in our next issue the newsletter wants to know how your local union supports buy-union initiatives. You can e-mail submissions to info@unionlabel.org.



Spotlight the Label: NATCA

The National Air Traffic Controllers Association (NATCA), an affiliate of the AFL-CIO, is the exclusive representative of over 15,200 air traffic controllers within the Federal Aviation Administration (FAA), Department of Defense (DOD) and private sector. NATCA also represents FAA's Alaska flight service specialists and approximately 1,200 engineers, 600 traffic management coordinators, 500 aircraft certification professionals, operational support staff, personnel from FAA's logistics, budget, finance and computer specialist divisions, as well as nurses, and occupational health and medical program specialists. NATCA spans every state, territory and possession of the US.

NATCA's logo is traced to 1984. A member of the American Air Traffic Controller Council (AATCC), Howie Barte, sketched a logo for his region's

newsletter. The logo showed a circular radarscope of dotted, crosshatched lines, and a tower anchoring the organization's acronym. Barte's logo later featured concentric circles with a radar sweep and a tower cab resting atop the "T" in a series of block letters spelling "AATCC."

In December 1985, MEBA officially took over organizing air traffic controllers. Organizers changed the name of the proposed union to NATCA, which Washington ARTCC controllers created in 1983 in an attempt to organize a single-facility union. Organizers agreed to adopt the AATCC logo as the new NATCA logo. MEBA artists used red letters and blue lines to create what you see today.

June 19, 2012, marked NATCA's 25th anniversary. In honor of this anniversary, the logo features a swooping, silver "25" on the bottom of it and the union's years of existence etched across the top. ■

American manufacturing: A free fall or recovery?

Surprise! America remains the world's leading manufacturer. In fact, the U.S. manufacturing industry actually produces 21 percent of the world's manufactured goods—China produces only 15 percent and Japan is responsible for 12 percent. Despite two recessions in the past decade, the U.S. has seen a significant increase in its manufacturing industry.

Still, U.S. manufacturing only accounts for 11.5 percent of the U.S. gross domestic product, down from a peak of 27.8 percent in the mid-1950s.

Plenty of blame to go around.

For most manufactured goods, direct factory labor accounts for only 11 to 15 percent of total product costs. In the 1960s, manufacturers found it difficult to recruit the increasingly well-educated American worker into manufacturing jobs and, yes, labor costs had to rise to bring in these workers. At the same time, overseas competitors were creating assembly lines that were more technologically advanced and productive while many U.S. manufacturers failed to do the same.

The free fall of the manufacturing sector as a percentage of the US economy was also aided by major improvements in the freight hauling industry making the expense of manufacturing outside the U.S. more palatable. Add to that, the rapid spread of free trade agreements that gave overseas manufacturers greater access to U.S. markets and the decline gained speed.

Even tax policy has helped aid the decline. Under current law, companies can deduct the expenses of moving their operations overseas. They can take advantage of loopholes in tax law that allows them to defer tax liability from their foreign subsidiaries. They transfer intellectual property to low-tax jurisdictions and then manipulate the licensing or cost-sharing arrangements to reduce or avoid paying U.S. taxes. Companies also “permanently reinvest” their earnings overseas and avoid any U.S. liability on those earnings.

Not all is lost...

According to a recent report by Price Waterhouse Cooper, certain conditions, including transportation and energy costs, favor re-shoring research and design along with production to the United States—espe-

cially for the chemicals and metals sectors. The report also claims that localizing production can mitigate supply-chain disruptions—totaling \$2.2 billion in financial impacts for United States industrial product companies in 2011. According to PWC, the steel industry can see a net cost benefit of two percent in revenue if it re-shores to the U.S.

The politics of bringing manufacturing to the U.S. are also rife with opportunity: there's broad support for Made-in-the-USA products—more than 90 percent of voters across the political spectrum support Buy American policies.

But, walking the walk isn't the same as talking the talk. The phrase “Buy American” rolls easily off the tongue for most politicians, but that's often where sentiment ends.

In the second session of the 112th Congress, around 100 pieces of legislation dealing with various ideas to promote made-in-the USA policies will languish and die at various stages of inaction. They range from stipulations that transportation and infrastructure projects exclusively use U.S. iron and steel to requirements that the federal government buy only U.S.-made paper for printing and office use.

Although they are much more favorably disposed to the concept of Buy American, many Democrats have shown themselves to be downright timid if business raises the specter that a specific Buy American requirement might be seen as a move toward a “trade war” or encroach on free trade agreements.

Much of the proposed legislation related to Buy American policies is nothing more than symbolic, such as a measure authored by Rep. Brian Bilbray (R-CA) designating the first week of July as “Buy American” week. The bill garnered 29 sponsors and remains abandoned in committee. As of the end of current lame duck Congress, no standalone Buy American proposals had been adopted.

Nevertheless, thanks to legislation included in a military spending bill in 1941 and expanded in 1951 by Representative Ellis Berry, an otherwise little noted Republican from South Dakota, the Department of Defense and, more recently, the Department of Homeland Security are required to “Buy American” products for all national security functions unless there are no domestic sources for those products.

Longstanding laws, such as the 1922 Jones Act. However, union leaders say that waivers of Buy American requirements in Pentagon purchasing are commonplace. Hence, U.S. military personnel wear foreign made headgear, uniforms and rely on ammunition and weaponry from dozens of foreign sources.

The list of members of Congress who have sponsored and/or supported Buy American legislation is truly bipartisan. The deepest, widest and most vocal support consistently comes from the Democratic side.

Ohio Democrat Sen. Sherrod Brown stands out as probably the most aggressive champion of the effort. On the Republican side, Rep. Walter Jones of North Carolina has been an outspoken Buy American supporter, especially when it comes to the Department of Defense.

Why re-shore?

There are greater reasons to re-shore American manufacturing other than nationalism. Research and development is best co-located with a manufacturing line, to allow for rapid improvements or tweaks to a design, enhancing innovation in manufacturing and companies wishing to protect their R&D note that Intellectual Property laws are more easily enforced in the U.S.

Shortening supply chains offers huge benefits. G.E.'s high efficiency top loading washing machines, which are newly manufactured in the U.S., are taking advantage of LEAN methodology to control quality, focus resources and respond faster to market demands. GE is using 40 domestic suppliers nearby to feed the manufacturing facility in Kentucky.

A number of companies are facing financial consequences related to a host of natural disasters in Asia over the past 10 years. Disruptions in the supply chain, caused by these natural disasters have reduced the responsiveness of manufacturers to market demands.

The recession has also caused many companies to tighten inventory controls, fearing another market downturn. Manufacturers who can respond, quickly, to a customer order benefit from being located near the company placing the order. ■

BANGLADESH, *continued from page 1*

and no way to contact workers on one of the factory's floors. The foreman who held the key to the stairway door had fled, failing to unlock the door before escaping the fire. Twenty victims plunged to their deaths while trying to get away using a flimsy fire escape that collapsed from the fire's heat and overload. Sixty-two victims jumped or fell from the burning building.



1911 Firemen searching for bodies after the Triangle Shirtwaist Factory Fire claimed 146 lives. [Photo credit: Library of Congress]

Even wages are appallingly similar: the 1911 Triangle workers made an average monthly wage of \$38; the Tazreen Fashions employees are reported to make an average wage of \$37 per month in 2012.

The fire at the Tazreen factory is the worst in a long series of garment factory fires that, according to the International Labor Rights Forum, have killed 500 Bangladeshi garment workers since 2006.

The Tazreen Fashions fire took place just a day after American consumers were celebrating "Black Friday," pawing their way through

Bangladeshi-made garments at major retailers. Many of these bargain items were produced by Tazreen Fashions employees—WalMart and Sears are listed among its customers.

An Associated Press reporter discovered piles of children's clothes bearing WalMart's Faded Glory brand.

WalMart is claiming that the Tazreen factory was producing clothing for their stores without their knowledge. Wal-Mart had received an audit deeming the factory "high risk" last year, and claims that it decided to stop doing business with Tazreen, but that a supplier subcontracted work to the factory anyway.

The Clean Clothes Campaign, an international organization that works to improve working conditions in the global garment industry has called for clothing brands to take action on behalf of the Bangladeshi garment industry workforce,

After the Triangle fire, support for efforts to unionize the garment industry rose and the International Ladies Garment Workers Union gained prominence. Public outrage forced New York state politicians to pass new laws on building codes and inspections on sweatshops. New York City created the Bureau of Fire Prevention to enforce stricter safety regulations.

Past tragedies in Bangladesh's garment industry have not led to the same sort of oversight or regulation. A third-party accreditation program is supposed to conduct safety audits and monitor compliance

with contractor guidelines, but the association responsible for the monitoring said it has never certified the Tazreen factory.

"The deal has not made much headway due to non-participation by major brands like WalMart, Gap and Carrefour," said Amirul Haque Amin, president of the National Garment Workers Federation, an independent union of garment workers, to AFP. "The problem is when it comes to workers' safety, Western retailers mostly offer lip service."

There are no local unions at the Tazreen factory. In fact, Bangladeshi garment workers struggling to gain safe working conditions and decent pay face huge opposition. According to *Business Week*, unions are outlawed in the industry. Earlier this year, union activist Aminul Islam, a leader of the Bangladesh Garment and Industrial Workers Federation (BGIWF), a Solidarity Center partner, was tortured and murdered.

Bangladesh is now the world's second-largest clothes exporter with overseas garment sales topping \$19 billion.

The history books note that the Triangle Shirtwaist fire spawned industrial unionization in the U.S. and sparked the public backlash that led to significant safety reforms in U.S. factories. But, a cynic might point out that in the century that followed, the real result was that manufacturers left the U.S. to evade unionization and safety reforms and migrated to poor countries like Bangladesh where they could start the cycle of exploitation all over again. ■

HOSTESS KILLED, *continued from page 1*

stable business with secure jobs for thousands of employees.

The November 19, 2012 documents, filed by the BCTGM states:

As part of the negotiations during the first bankruptcy filing the company said that they would reinvest the monies saved through the BCTGM's concessions in the company, specifically promising to focus on brand building, modernizing its plants and trucks, investing in new technology that other baking companies were employing and, importantly, developing new products to increase revenue in the face of a national trend away from sweet goods and bleached flour breads.

However, upon emergence, the debtors were burdened with \$773 million in secured debt—in excess of \$100 million more than

the 2004 Debtors had when the cases were initially filed. The BCTGM told the Debtors prior to emergence that this increased debt load—unheard of in a chapter 11 process—would make it impossible for the Company to keep its promises and would inevitably result in a second bankruptcy. It was right. Instead of reinvesting the money saved as a result of the BCTGM's concessions, plant machinery was not replaced, new technology was ignored, and new product development never occurred. The Company's debt continued to grow, and its sales and revenue decreased.

Fast forward to 2012, Hostess earned profits of more than \$2.5 billion but ended up with a loss of \$341 million as it struggled to pay the interest on the \$1 billion in

debt the management firm had saddled it with over the last eight years. Silver Point and Monarch, two hedge fund firms specializing in distressed debt, had purchased controlling interest in the company after the initial Chapter 11 filing. The two firms cared little about building a successful company. For these distressed-debt specialists it is all about the bottom line. They will make more money from the liquidation of the company's assets than they would have from the success of Hostess. Picking the bones clean, they'll line the pockets of their shareholders while 15,000 good middle-class jobs are gone. Had the BCTGM given in and allowed the company to abrogate the union contracts, those same 15,000 middle-class jobs would be gone. ■

Workers vote no for a fourth time at American Crystal Sugar

Locked out workers at American Crystal Sugar voted to reject the company's contract offer for a fourth time in early December.

For more than 15 months, American Crystal Sugar has locked out 1,300 members of the Bakery, Confectionary, Tobacco, and Grain Millers (BCTGM). Workers voted no on the company's most recent offer by 55 percent. BCTGM Local President John Risky said he hopes that company President Dave Berg will agree to restart contract talks.

"The members have spoken," Risky said. "It's time shareholders take over the company and put an end to the losses and hurt on the community and tell Dave Berg and his negotiating committee to get back to the table."

The most recent offer by the company was almost identical to the one rejected by more than 90 percent of the workers in June 2011. The company's proposal would have increased employee health care contributions and weakened job security.

American Crystal Sugar has five sugar beet processing plants in North Dakota and Minnesota and is the nation's largest sugar beet processor.

In October, the AFL-CIO endorsed the BCTGM boycott of American Crystal Sugar that covered all of the Crystal Sugar brand retail sugar products and private label products, such as Target brand sugar sold in Minnesota, Wisconsin, Iowa, and North Dakota. ■

CEASE AND DESIST, *continued from page 1*

"It is imperative that the AFL-CIO and the Union Label Department do everything in its power to preserve the dignity and integrity of the union label," said Richard Kline, president of the Union Label and Service Trades Department, AFL-CIO. "The AFL-CIO's logo and the union labels of our affiliates as well as the term 'union-made' indicate to the consumer that a product or service was produced by workers belonging to a labor union. They signify quality, fair pay and justice on the job. To adopt the Unionmade name and carry little, if any, products made by members of a labor union is intentionally misleading," continued Kline.

The iconic logo of the AFL-CIO, first adopted by the American Federation of Labor in 1894, depicts two hands shaking and the slogan "All Goods Bearing This Label Are Guaranteed Union Made" a variation of which is still used by the AFL-CIO today. The store Unionmade has adopted a strikingly similar logo to that of the AFL-CIO's. In their letter to Barket, attorneys for the AFL-CIO asked that Barket stop using his version immediately.

"Your use of a handshake in connection with allegedly 'union-made' items consti-

tutes trademark infringement and unfair competition in violation of both federal and state laws. Moreover, your use of the word 'REGISTERED' in your logo constitutes fraud as your mark is not a federally registered trademark," the letter reads.

"Extensive goodwill is associated with the AFL-CIO's handshake emblem, and the AFL-CIO intends to protect and defend its valuable intellectual property vigorously."

The letter demands that Barket remove all items that contain his handshake logo from his online and brick and mortar store including any signage. They have also requested that he change the name of his store to a name that does not "deceive the public into thinking that they are purchasing items that are actually made by union workers." ■



NLRB issues mixed ruling in Palermo dispute

Milwaukee's regional NLRB Director "found reason to believe the company did violate the law," when it told five or six employees "that if they left their jobs to join the strikers, they would not have jobs to come back to." He is recommending that the company cease and desist from engaging in such retaliation and restore those employees' jobs.

Regional Director Irving Gottschalk's ruling on the larger complaint involving about 75 employees who were fired was, however, in favor of the company. Attorneys for Voces de la Frontera, the activist group advocating for some of the company employees has vowed to appeal Gottschalk's ruling.

Attorneys for Voces maintain that the company violated federal labor laws and inhibited the workers right to a voice on the job.

Last year, Palermo employees approached management complaining about serious safety and health concerns including severe injuries from machines that had inadequate safety protections and that workers did not receive sufficient training to use the equipment safely. When their complaints fell on deaf ears, the workers began trying to form a union. Their efforts were met with intimidation and threats by company executives Giacomo and Angelo Fallucca. Company management then sought to exploit the Immigration Department's (ICE) audit process to forestall the workers' organizing effort.

As many as 90 Palermo production workers have been on strike since June 1 because of the company's refusal to recognize the union. Palermo Pizza was added to the AFL-CIO official boycott list in early August. ■



PERIODICALS
POSTAGE PAID
WASHINGTON, D.C.

TIME VALUE

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EndNotes

By Rich Kline, *President, UL&STD*

UNION BASHING CONTINUES POST ELECTION



Right wing attacks on workers' rights and union rights are unabated. The election season may be over but union bashing continues.

And make no mistake about it, these are attacks on our symbol, the Union Label, as well. Every attack is an attempt to undercut the iconic value of our identification with quality, value and workers' rights.

Anti-collective bargaining legislation, calls for a national right to work law and denigration of union efforts to protect their members rights are not distant memories. They are in fact the models by which some politicians and their ultra-conservative backers are working to roll back the 21st century into a

Dickensian future of limited equality and limited opportunity.


Indeed, right now, the corporate press is scapegoating the unions for the plight of a debt-ridden, mismanaged Hostess bakery company. Twinkie-gate has gotten massive anti-union coverage, but little attention to the corporate culprits: greedy executives, treasury-draining hedge funds and equity capitalists. The workers at Hostess have given major concessions, only to see executives turn around and reward themselves as the company's situation worsens.

Public employee, teachers and their unions are excoriated in the Wall Street Journal and other corporate media on a regular basis. The service to society of these workers is ignored, as their right to a middle class livelihood is disputed. Oscar Wilde's definition of a cynic comes to mind, a person "who knows the price of everything and the value of nothing." In the recent East Coast disasters the value of public service workers was evident to most everyone but committed reactionaries.

The role played by unions in the November election has not gone unnoticed by our adversaries. They will attack us and attempt to weaken our

ability to meet our responsibilities to our membership.

Similarly, our friends who are elected officials should realize how important we are to their successes. They need to assist us in defeating the reactionary assaults on workers, unions and the symbols that inspire us. ■



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