



The

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THE SHIPS MOVE AGAIN

ILWU Board Bids for One Marine Union

SAN FRANCISCO — The ILWU Executive Board meeting here November 30 and December 1 called upon the National CIO to take steps toward forming one maritime union.

Specifically the board asked the CIO to call a conference of CIO and independent maritime unions "to arrange mechanics by which the unions each can enter one union in a body, elect officers and adopt a constitution."

"It is not beyond reason," said a board statement, "to assume that one union, firm in its resolve, would have been strong enough to have won justice for all maritime workers without the 1948 strikes of the several unions."

In accordance with the constitution the board set April 4, 1949, for the start of the Eighth biennial convention of the ILWU. The convention will be held in San Francisco.

POSITION RE-AFFIRMED

Based upon reports from the union's own rank and file committee which visited Europe last summer and recent events, the board also re-affirmed its opposition to the Marshall Plan, and emphasized that it favors "true and real relief to the suffering peoples of the world wherever the prime objective is aid and not special profit to American big business."

Other policy statements called for strengthening of the World Federation of Trade Unions, a followup campaign on the elections to insure repeal of the Taft-Hartley Act and delivery on campaign promises, and commented on the union's recent strike settlement, attributing the victory to the solidarity of maritime ranks and support from other unions. The latter statement specifically thanked CIO President Philip Murray, Vice President Alan Haywood and R. J. Thomas and Richard Leonard of the CIO staff for their help in negotiations and declared the result was a victory for collective bargaining.

A statement on the recent CIO convention in Portland said in part:

"We are concerned as our whole membership must be concerned by certain developments within the CIO which indicate a trend away from CIO's traditional democratic principles and the apparent attempt to invade and destroy the autonomy of those international unions and councils which do not readily accept political and other decisions made at the top and handed down."

(See Policy Statements on Page 4)

DOCK STRIKE VOTE RUNNING 92 PERCENT; PARLEYS RESUME Dock Negotiations Break; Strike Preparations Go Into High Gear IN UNION DELAYS STRIKE WATERFRONT BRICKS HOT FINAL OFFER IS FULL UP JUNKERS THE SHIPS ARE DOWN TAFT-HARTLEY KICKED IN TEETH SHIPOWNERS STALL THE WORKS Ranks Hold Solid as Shipowners Push Phoney Propaganda Line Murray Denounces Shipowners

Congress Strikebreakers Turn Tail NEGOTIATIONS BEING RESUMED NEGOTIATIONS ARE CONTINUING

Unions Hit Jackpot in Victories

SAN FRANCISCO — The West Coast maritime strike is over. The unions have been victorious.

After 95 days of complete tieup, winches began to hum on December 6, and, after momentary but unavoidable confusion, full scale operation got under way.

The ILWU longshoremen, clerks, walking bosses and watchmen settled their beef at the end of a long Thanksgiving day of plugging away at negotiations.

Under the agreement of all return or none return, the ILWU then awaited settlement by the marine firemen, marine cooks and marine radio operators. These agreements were completed as of Saturday morning, December 4, at 7 a.m., when the radio operators and the Pacific American Shipowners Association emerged from an all-night session.

Then came Lundeberg.

TREATS RATTLE

Harry Lundeberg is secretary of the Sailors' Union of the Pacific. His union, as usual not striking but gathering the gains won by others, rattled its threats and intimidated the shipowners into delaying resumption of work.

The ILWU served notice it would take no more nonsense from the "Lunchbox" and would hit him with everything in the book if he continued his disruption.

Lundeberg fabricated a beef over the steam schooners. He told the shipowners he would not permit his men to sail any ship until he received guarantees that his rights or jurisdiction had not been invaded, and this despite the fact that it had been publicly announced that all steam schooner operation remained status quo.

The affair finally wound up late on December 5 with an amazing document which said nothing, and which meant only that Lundeberg, after grabbing himself some headlines, backed all the way down.

LOCAL 6 WINS

Immediately following the longshore and clerks' victory, Local 6, the big Bay Area warehouse union, crashed through with related victories.

At C & H in Crockett the company backed up in all demands against Local 6 and came through with a 10-cent increase, higher shift differentials, and inclusion of some 70 casual workers on the steady list.

Marine Terminals granted the same 15-cent raise the longshore-

(Continued on Page 2)

Story in Headlines — For the glance and drop reader, the above montage gives the headline history of the great 1948 maritime strike struggle, which in the opinion of many resulted in the best longshore agreement ever won. The headlines are consecutive from The Dispatcher. To complete the story add the headline at the top of this page.

Who Said It?

"The great majority of employers think he (Dave Beck) is wonderful and applaud like happy seals when he speaks at the Chamber of Commerce."

(Turn to back page for name of author.)

Mail Early! Only 15 More Days Before Christmas!