Amfac—the Giant of 'Big Five' Corporations
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November 9, 1973

Exec Board To Meet In Vancouver

SAN FRANCISCO — With the question of Canadian autonomy high on the agenda, the ILWU's International Executive Board will meet in Vancouver, BC, on Monday and Tuesday, Nov. 19-20.

Other matters before the Board will include critical upcoming negotiations with the 'Big Five' in Hawaii, the status of the union's efforts to send a delegation to the People's Republic of China and possible alliances with other groupings of unions in the maritime field.

The union's four titled officers said they selected Vancouver as the site of the meeting in order to provide for fullest possible discussion of special Canadian problems.

The ILWU's Twentieth Biennial Convention adopted resolutions giving the union's Canadian Area greater autonomy as well as a simplified financial structure. Implementation of these new policies will begin under discussion.

The convention advanced the Canadian Area the solo prerogative for granting charters in its area. It also voted to consolidate per capita accounts in Canada into one financial structure under the administration of the Canadian Area.

The changes are in keeping with a drive by affiliates in Canada of US-based unions to achieve greater independence from their Internationals.

There will also be a report on ILWU relations with other unions in Canada, most notably closer ties that have been developing with the East Coast International Longshoremen's Association.

The 16-member Executive Board will be meeting at the Rembrandt Hotel, 1160 Davie Street, Vancouver.

CHINA DELEGATION

The Board at its last meeting in San Francisco in August selected a seven-member delegation in response to an invitation to visit the People's Republic of China.

Shortly after make-up of the delegation was announced, the Chinese changed their minds and, in effect, withdrew the invitation. The reason given was offense at some material that had appeared in The Dispatcher and which the Chinese regarded as unfriendly.

The union appealed to the Chinese to reconsider, pointing to the ILWU's long record of friendship with the people of China. So far no reply has been received to the appeal. The Board is expected to decide if any further steps should be taken.

The last Board meeting also instructed the four titled officers to "get information" on possible alliances with other maritime unions.

One possibility to be explored was some sort of relationship with the Maritime Trades Department of the AFL-CIO.

The officers are scheduled to report to the Board on this matter as well as a number of others, including the new headquarters into which the union has just moved here.

President Harry Bridges is also scheduled to make recommendations on possible union action in relation to imprisoned Chilean longshore union leaders. (See story elsewhere on this page).

THE SUBJECT WAS CHILE—ILWU President Harry Bridges (top left) confers with Fernanda Navarro (above right), secretary to the widow of the late President Allende of Chile, on the current plight of unionists imprisoned by Chilean Junta. Below, ILWU officers listen to Miss Navarro's story. From left to right, Bridges, Vice-Pres. George Martin, Sec.-Treas. Louis Goldblatt and Vice-Pres. William H. Chester. With Miss Navarro are Vice. Pres. Bert Donlin of Local 10 and Victoria Mercado of the Domestic Committee for Non-Intervention in Chile. Meeting took place in Bridges' office while he was still in the process of moving in.

Chile Told, 'Don't Harm Dockers'

SAN FRANCISCO — The government of Chile has been notified officially through its consul here that members of the ILWU will be most disturbed if any harm befalls four Chilean longshore union leaders imprisoned by the military junta.

Without spelling out what action the union might take, ILWU President Harry Bridges made it clear the union is profoundly concerned with the fate of men "whose only crime is that they supported their duly elected government."

The union's four titled officers also conveyed the same sentiments to the secretary of Mrs. Allende, the widow of the late Chilean president, deposed by the junta's coup of Sept. 11.

Fernanda Navarro, formerly of the International department of the Popular Unity government and now secretary to Mrs. Allende, visited the union's new headquarters here on Oct. 31.

She told how she reached a safe place at the house of some friends at the time of the coup and subsequently flew out of Chile on the same plane that took Mrs. Allende to Mexico.

She was accompanied by Victoria Mercado of the Domestic Committee for Non-Intervention in Chile and was escorted to ILWU headquarters by Bert Donlin, vice-president of Local 10.

Earlier Miss Navarro conferred at Local 10 with Local 10 President Bob Rohatch, Local 6 President Curtis McElroy and Local 2 President Bob Edwards.

Miss Navarro said that Luis Figueres, head of Chile's largest labor organization, the disbanded 800,000 member Central Workers Confederation, is presently safe in a foreign embassy in Santiago.

SF Port Shows Higher Income This Year

SAN FRANCISCO — The Port of San Francisco reports a higher net income for the fiscal year ended June 30, 1973, than for either of the two prior fiscal years.

The Port registered a $451,528 surplus for the period as compared with $321,181, for 1971-72, and $264,859 for 1970-71.

Between 1972-73, the Port registered a $40,431 increase in port operating income (after depreciation and other expenses) and a decreased loss of $30,842 in Belt Railroad operating costs.

PUSH FOR PENSION GAINS—ILWU President Harry Bridges stresses the need for pension gains in talk to Local 12's annual pensioner's banquet in North Bend, Ore., Nov. 1. From left, William Lawrence, president Pacific Coast Pensioners Assn., President Joe Jakovac of Local 12, and Mrs. Delpha Jakovac. Bridges also addressed shop work membership meeting. (See On the Beam, page 2, for pension comments).
On the Beam

by Harry Bridges

WE'RE WATCHING certain aspects of the auto union very closely.

The United Auto Workers have concluded their contract negotiations with Chrysler and Ford, and both pacts contain major pension improvements. Whatever happens in talks still continuing with General Motors, settlement there will almost certainly contain similar pension improvements. The pattern has been established.

Basic to the settlement is "30-and-out." A worker may retire after 30 years of service, regardless of age.

In evaluating the UAW pension settlement there are certain factors to keep in mind:

(1) The amounts of retirement benefits made public by the UAW and noted below include the amount due the retiree from both the auto company pension plan and from Social Security.

(2) The pension settlement is for six years. The benefits are improved in stages over the first five years of the plan. A worker retiring at a particular date is not eligible for the higher benefits that take effect at some later date.

(3) Under the basic auto industry pension plans different classifications of workers, receiving different hourly rates of pay, accrue different pension benefits for each year of service. The benefit levels reported by the UAW and mentioned below apply to what is considered a typical production worker, not necessarily all, or even a substantial majority of auto workers whose benefits might be from those reported.

THE NEW EARLY retirement provision enables a worker to retire, after 30 years of service, at age 62, to retire with a pension benefit of $650 a month starting March 1, 1974. This goes to $700 a month starting October 1, 1974, when the retiree reaches 62 or on October 1, 1975, whichever comes later. This means of course the industry's share of the pension is at that point reduced.

A worker already of age 62, when he gets his 30 years in, goes out at $625 per month, Social Security included, beginning October 1, 1974.

At later dates in the contract, running until October 1979, the benefit levels increase—$660 per month in total in 1976, and to $700 per month in October 1979. But even this level is predicated on more generous accruals under the auto industry pension plans and higher Social Security benefits. We need not go into the technical details of the plan's operations at this writing.

Over the six-year term of the pension agreement, some workers will undoubtedly decide to defer their retirements beyond the time they are first eligible to retire so that they may receive the higher benefits.

In other words, in negotiating pension improvements present retirees with fixed pensions should at least get a cost-of-living increase.

We have done a little pioneering in the pension field ourselves, but much more remains to be done. These developments are important for our union. Pension improvements will loom large in future negotiations. Pensions for present and future retirees are going to have to go up.

The point of all this is, as the UAW recognizes, that the labor movement has to do something about inflationary pressures on people with fixed incomes.

THE FOREGOING does not cover all aspects of the new auto contracts, but rather a hell of a long way. I only wanted in this column to talk about the pension aspects.

Our Research Department will prepare a full analysis when all of the auto talks are complete.

The wage provisions may not be so hot.

They call for three percent, plus 12 cents the first year and four percent increase. For present retirees, the wage increases will apply to what is considered a typical production worker, not necessarily all, or even a substantial majority of auto workers whose benefits might be from those reported.

STEVE MURDOCK, EDITOR

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Full Support to Sears Strike Promised

SAN FRANCISCO — The basic issue involved in the San Francisco Bay Area strike against Sears Roebuck is whether a corporation headquartered 2,000 miles away will be allowed to undermine prevailing wage and working condition standards on the West Coast.

John P. Hannig, executive officer of the California Labor Federation, AFL-CIO, in announcing that the State AFL-CIO is giving full support to the strike, now in its fifth week.

"Whether Sears will negotiate benefit programs and other job conditions with the unions representing their employees in the Bay Area or continue adamantly in intransigent ways is a test of the unions conditions without negotiations from their Chicago headquarters is the basic issue," Hannig said.

The strike, which began August 25, involves some 600 San Francisco Bay Area Sears workers, union officials said. Members of Local 1100 of the AFL-CIO Department Stores Employees Union and Retail Store Employees Union Local 410, both affiliates of the AFL-CIO Retail Clerks Union, are involved in the San Francisco Bay Area strike against Sears Roebuck.

Addressing a recent three-day P-Pilpier Club conference, Wall said that this is "the American shipping industry."

Such unity, he said would be a stabilizing force in the industry, not a threat to the owners.

Turner also agreed that unity was necessary "for the protection of the industry and the men and women who make their living in the industry."

The overlapping and competitive jurisdiction of unions must be eliminated. The unions' failure to merge would "only drag the steamship companies down to an untimely end with them," Turner said.

In Eugene Sentiment Is For Impeachment

EUGENE — A poll on the impeachment of President Nixon conducted by the Eugene Register-Guard shows an overwhelming YES vote in favor of ouster proceedings.

Out of 10,454 responses sent in, there were 8,546 votes in favor of impeachment should the President not resign.

New Benefits for Cal Workers

SACRAMENTO — California workers will find many social insurance benefits substantially improved due to the recent enactment of a number of labor-social insurance benefits for them by a total of $13 million.

• Unemployment Insurance — Maximum weekly payments rise from $75 to $100 on January 1, 1974; the present retroactive to the first day if the employee was unemployed due to the dis

• Disability Insurance — The maximum weekly benefit climbs from $105 to $119 and the maximum weekly disability benefit goes from $105 to $119 on April 1, 1974.

• Pregnancy Benefits — Disability for 21 days. The present retroactive to the first day if the employee was unemployed due to the dis

• Workmen’s Compensation — The maximum weekly death benefit to widows will be increased from $25,000 to $40,000, both affiliates of the AFL-CIO Retail Clerks Union, are involved in the San Francisco Bay Area strike against Sears Roebuck.

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Chester Hails Opening of SF Rapid Transit Service

SAN FRANCISCO — For thousands of San Francisco area commuters, and for ILWU vice president William Chester, Monday, November 5 was a day worth waiting for.

Monday marked the day that the Bay Area Rapid Transit District — the first new rail rapid transit system to be built in the US in 56 years, started revenue service between downtown San Francisco and suburban Daly City.

Chester has been a member of the BART board of directors since 1970, and was named chairman of the board last year. He was appointed by Mayor Joseph L. Alioto, who joined with the directors officiating at the formal opening ceremonies for the San Francisco stretch on Saturday, November 3.

Service has been in operation in the East Bay for over a year. Right now, there are about 20,000 customers who pay about 90 cents to ride in outlaying Concord, Fremont and Richmond to downtown Oakland — at speeds of up to 80 miles per hour. Still to come is service through the underwater tube between San Francisco and Oakland, to link up the two halves of the 75 mile system. Opening of the transbay tube is expected next spring or summer.

LOT S OF HEAT
BART, of course, has had lots of well-publicized problems — money problems, technical problems with new equipment, construction delays, and even its first strike. The directors and staff have been subjected to frequent criticism. But Chester is convinced that the system will win more and more friends among riders — and taxpayers — as it moves toward completion. "The critics," he said, "will keep riding around in their Rolls Royces anyway."

Joining those who availed themselves of free rides on BART during the opening day ceremonies Nov. 3, Chester reported that those he talked with seemed genuinely pleased with the rapid and quiet service, despite some opening day snafus. Commute time from Daly City to downtown Montgomery was estimated at 13 minutes.

"This system was designed with working people in mind," Chester said, "and I am convinced that working people are going to like it and be proud of it." Chester pointed out that when the system is completed it will be "the finest in the country," and a model for future rapid transit development.

LABOR'S ROLE
Aside from the importance of the inauguration of the service itself, the ILWU vice president also pointed out that this is the first time that the labor movement has been able to play an important role in mapping and developing such a system, and he added that it was expected that labor would play an important role in the future development of rapid transit and other civic projects in the Bay Area.

It was clear, according to observers, that the opening day BART crowd was composed largely of those who hoped that the new system would alleviate the misery of driving their separate cars to and from work every day. It was too early to tell though, what the effect would be on long range commuting patterns of Bay Area residents, although expectations are high that once the East Bay and San Francisco connection is made, the rush-hour commute nightmare will be at least improved for many workers.

Major hang-up for the first travelers appeared to be the use of the ticket machines. But BART general Manager B.B. Stokes pointed out that commuters had similar problems in the first few days of East Bay service, but that "after people use the machines once they understand them."

The ILWU vice president was appointed to the BART board in January, 1971. He was named vice-chairman in January, 1972, and chairman a year later.

He pointed out that the last two mayors of San Francisco — John F. Shelley and Alioto, have gone particularly out of their way to place ILWU members in such key positions. He noted that while previous mayors appointed labor officials to various commissions, they had been reluctant to give such recognition to the ILWU.

November 9, 1973

The Big Five, No.

This is the second of five articles dealing with the structure and growth of Hawaii's Big Five corporations, with whom the ILWU will be involved in critical negotiations shortly. Amfac is the largest of the line.

by BARRY SILVERMAN
ILWU Research Director

SAN FRANCISCO — Chances are many of us in the western US have done so as Amfac recently and not known it.

For breakfast this morning one might have had C&K sugar in his or her coffee and over cereal. Dinner last night may have featured beef fattened and processed by Amfac, and frozen fench fries from another Amfac subsidiary.

At a party last weekend the host might have offered frozen or canned Alaskan shellfish from Amfac's Ivar Wendt subsidiary.

On vacation last summer you might have stayed at one of five Airport-Marina Hotels on the mainland (the sixth, at Dallas/Fort Worth Airport, is scheduled to open next year), or at one of 7 Island Holidays-operated hotels in Hawaii. Perhaps you stayed or ate at an Amfac-subsidiary resort facility at the Grand Canyon, or in Death Valley, or in Petrified Forest National Park.

MANY STORES
One might have shopped at one of 46 Joseph Magnin shops in California, Nevada, Colorado, or Hawaii; or at Liberty House in California or in one of 22 department stores and resort shops in Hawaii; or at a Rhodes Department Store in the Pacific Northwest, California, the Southwest; or, more recently, at the City of Paris in San Francisco.

You might have seen or visited a home or property developed and financed by an Amfac subsidiary. For home repairs, you may well have bought electrical supplies and construction materials from a company recently acquired by Amfac.

Perhaps you played a round of golf at the Silverado Country Club in Napa, California, or saw pro golfer Ed Sneed win his first tournament there in the 1973 Kaiser Open.

You might have a savings account in a loan outstanding from Washington Thrift and Loan (now known as Amfac Thrift and Loan) with 31 offices throughout California.

KITCHEN SINK, TOO
In short, Amfac, the leading producer of sugar in Hawaii, now delivers everything from soup to nuts, and can throw in the kitchen sink as well.

Beginning in 1968 Amfac exploded. Beginning in 1974 (April 7, 1975) reports said Amfac acquired over 50 companies in the short span of five years. As recently as 1967 the company's basic business interests in Hawaii accounted for about 90 percent of corporate revenues. Now, only five years later, its hotels, retail stores, real estate ventures, and various other enterprises on the mainland account for more than 75 percent of corporate revenues.

Amfac, formerly known as American Factors, traces its history in Hawaii back to 1849.

It entered the Hawaii sugar industry in 1853 when a predecessor company became agent for Hawaii's first successful sugar plantation.

It was organized formally as American Factors in 1918 when it took over the sugar and merchandising operations of the German-owned H. Hackfeld and Company.

Historically, the company interests have centered in four areas: (1) merchandising, (2) food processing, almost exclusively sugar until fairly recently, (3) asset management, and (4) tourist and travel facilities. Sugar, along with merchandising, has provided the capital on which the rest of the company has been built.

Amfac was the first of the "Big Five" companies with relatively wide stock ownership, and the first with professional managers who were not members of the old families that still ran the other companies in modern times.

By the end of World War II, it is likely that about half of Amfac's capital was invested in the Hawaiian sugar industry through stock ownership in sugar plantations. In 1969 the company formed a subsidiary, American Factors Associates, Ltd., to offer sugar consulting and agricultural property management services both in Hawaii and elsewhere.
The economic pressures of rising costs and decreasing quality of agricultural land require us to look elsewhere for any large scale increase in our agricultural income... American Factors and its plantations are in an especially advantageous position to undertake external expansion. It will, therefore, continue to be our policy to exploit this advantage to the greatest possible benefit to stockholders.

By 1967 these sugar and agricultural companies, which were operating in nearly 30 countries.

**TURNING POINT**

In the early 1960's Amfac began converting certain of its mainland acquisitions—the Fred Harvey chain which operates hotels, lodges, and restaurants in nine states from Ohio to California. As the decade of the 1960's opened, Amfac had begun construction of three Liberty House department store departments in California, acquired the large Joseph Magnin chain of specialty stores and Rodgers Department Store and purchased four discount stores in California, had either opened or purchased a number of hotels in California and Hawaii, and diversified its food processing operations through the acquisition of Prosser Packers and Columbia River Farms in the Pacific Northwest. In 1969 it added to its Hawaii sugar holdings with the acquisition of Ewa Plantation from Castle & Cooke.

**INTERNATIONAL OPERATIONS**

Amfac's international operations have included farm development in Australia, pineapple plantations in Honduras, and sugar production in Uruguay and the West Indies. In its 1961 Annual Report, Amfac explained:

> Joseph Magnin had agreed to open 300 more stores in Japan in a joint venture with two large Japanese concerns.

**SUGAR UP BUT DOWN**

While sugar from Amfac's Hawaii operations has in each of the last three years contributed over $60 million per year to the company's revenues, it had declined dramatically as a percentage of the company's overall operations.

In 1960, with $54 million in sales, sugar represented 21 percent of Amfac's total revenues, less than in earlier years, but still a substantial chunk of the total operation. By 1972, however, though sugar sales had increased to nearly $64 million, they accounted for only eight percent of the company's total revenues.

Amfac's total financial performance has become ever less dependent upon its sugar operations, despite Amfac still being the leading sugar producer in Hawaii, and despite the fact that sugar historically lies at the base of its corporate empire. In its 1972 Annual Report, Amfac President Henry A. Walker, Jr., could boast:

> "Four years ago, Amfac began a program of diversification and expansion to project its economic base beyond the confines of sugar production in Hawaii. This program was designed to develop, in addition to other things, a financial cushion against the impact of isolated but powerful economic events over which the company had no control. ... With Amfac investments now distributed across much of the American west and in a broad category of industries in key centers, the adverse consequences of the strike of 1971-72 longshore were lessened, although nonetheless still felt."

**SUGAR FUTURE**

Although Amfac has announced that it is deliberately "trying" to slow the pace of acquisition and emphasizing internal growth, there is no guarantee that it will continue its Hawaii sugar operations indefinitely, despite the high profits chalked up recently.

A clue to Amfac's philosophy with regard to its extensive land holdings—85,000 acres owned and 94,000 acres leased—was provided in the company's 1968 Annual Report: "While each piece of property is unique, land itself is a commodity much like merchandise. With an intelligent program for the acquisition, development, and disposition of land, values will be created and harvested for the benefit of stockholders.

As one independent analyst points out (Journal of Commerce, July 11, 1972), sugar holdings serve as a "predictable land bank for present and future development."

While sugar may now be the most marketable way to use the land, if at some later date the company sees an additional payoff in condominiums, tourist facilities, or shopping centers, then away goes sugar. It's just that simple. The holdings can be cashed-in at any time. The 1972 Annual Report notes: "Continuous re-evaluation of this land and its contribution to corporate growth is part of our land management program."

**TREMENDOUS GROWTH**

As the figures below reflect, Amfac's rate of growth in recent years has been truly astounding.

It is, by any measure, the biggest of the "Big Five."

Like the others, it claims a modest beginning. It has continuously reaped the high profits chalked up recently. It has continuously reaped the high profits chalked up recently.

**SAN FRANCISCO**—The pressures building up on the shipping fronts of the Pacific Coast that led to the great maritime strike of 1934 were clearly evident in the columns of a crude mimeographed publication entitled The Waterfront Worker.

The News, November 9, 1973, edition of this paper, published twice monthly by a group of rank and file longshore workers, has three full pages of letters, a high up to that time in the short history of this penny publication. They were angry letters.

The paper had been urging workers to write letters. "We will need the pages of the Waterfront Worker more than ever. Things will be happening—are happening—difficulties of opinion—meetings—Use the Waterfront Worker to express yourself."

In this edition, the workers were doing just that.

COMPLAINTS ARTICULATED

One letter expressed the thought of the contributors: "You asked for articles from stevedores so I will start something."

A writer complained, "The Charter Steved reorganization Company is trying to get the largest number of the ILA workers to stop working around night for ships without paying waiting time. We have the nasty habit of working the mom holidays and overtime without overtime.

Another was concerned with the news not printed in the paper. "I do not believe that our action of the ILA, when the (NRA) code is the duty of the ILA, and attend all its meetings." A story about a collection of letters and other opinions was published in the paper. "Our actions are not heard by the ILA. We write letters and receive no answers."

The paper had opened up its pages to them and they were beginning to use the Meg Bag to read and respond to San Francisco.

**CONCERN APPARENT**

The concern with what was happening on the docks was that the Local was apparent in all the letters.

The paper had opened up its pages to them and they were beginning to use the Meg Bag to read and respond to San Francisco.

It urged men to attend meetings. "The Waterfront Worker wishes to point out that while the ILA officers refuse to take any steps towards improvement conditions by placing all our faith in the (NRA) code. It is the duty of all longshoremen to belong to the ILA, and attend all its meetings.

A story about a collection made on the docks for others, it claims a modest beginning. It has continuously reaped the rewards provided by the land and the labor of the people of Hawaii.

From profits accumulated out of its Hawaii operations, it has expanded its geographic scope beyond the limits of Hawaii, and diversified so that its total operations are not dependent upon performance in one particular sector. There is considerable uncertainty as to Amfac's future plans for its Hawaii agricultural operations.
LONG TERM INTERESTS

The Council calls for a 20 year plan to “serve the long term interests of the people of B.C. and Canada” in which the people and “particularly labor which operates the facilities on the waterfront and comprises the vast majority of the population, must have a decisive say.”

The Council called for a new type of Port Authority composed of an equal number of representatives from business, labor and government. It demands that the executive body that runs the day to day operations of the port should be similarly representative of the three groups: “Labor cannot accept or co-operate,” it says, “with a port authority that has just taken labor representation.”

The Council points out that federal government policy now is to build port facilities and then turn their operation over to private business interests. “This is a denial to the people of Canada, of the opportunity to operate these publicly built facilities in the public interest; it takes away the opportunity of adding profitable revenues to the public treasury that could be used to modernize and expand port facilities, and it is a misuse of public funds in that it is a gift of public funds to business interests that now don’t have to put up their own funds to build facilities.”

FURTHER DEVELOPMENT

“All publicly built and publicly owned facilities,” it asserts, “on the waterfront should be publicly operated in the public interest with profits set aside for further port development.”

The Council also demanded that:

- Ottawa act to end the discriminatory shipping rates now imposed on experimental shipping firms against the Port of Vancouver.
- The building of new facilities including a waterfront roadway, a new passenger terminal, and a new large dry dock facility.
- The building of a Canadian merchant marine through a government agency.
- All Canadian coastwise trade be reserved to Canadian registered and Canadian manned ships, and that Canadian exports go out through Canadian ports, and imports destined for Canada come in through Canadian ports.

SUGAR WAREHOUSE URGED

SAN FRANCISCO — The California AFL-CIO has called on the federal government to provide a warehouse for California sugar, which is to be loaded on ships for the Orient. Longshoremen in the Port of Oakland have already handled more than 100,000 tons of sugar.

Minibridge' Fight — What It's All About

PHILADELPHIA — The use of the "minibridge" system of cargo handling is coming under increasing fire from East Coast dock labor, employers and port bodies.

"Minibridge" concept refers to a system which links a domestic port region with an overseas region by combined ship and rail facilities at a cost equal to an all-water route. For example, imagine a containerized cargo originating in inland Pennsylvania bound for Japan. Ordinarily, the cargo would be loaded into a ship in Philadelphia where it would be shipped out through the Panama Canal to its destination.

Under the minibridge system, however, the cargo is loaded on a train at Philadelphia, whisked across the country and loaded on a ship for the Orient at a West Coast Port—with a substantial savings in time, and at exactly the same cost as an all-water route.

Similarly, cargo from the West Coast bound for Europe can move in the same way.

EAST COAST BEEFS

However, the East Coast International Longshoremen's Association—joined by a large number of port authorities and employers from Boston to Houston—has charged that the movement west is far greater than expected and that therefore substantial work opportunity and revenue for port operators is lost.

The minibridge system, critics argue, is the economic viability of the ports themselves, as well as the financial viability of ILA labor contracts.

The minibridge system constitutes, these parties charge, an illegal diversion of cargo from ports to which they would normally flow and therefore violates the Shipping Act of 1916 and the Merchant Marine Act of 1936.

The ILA in this position are a number of port bodies from Massachusetts, Pennsylvania, North Carolina, Louisiana and Texas, as well as the Council of North Atlantic Shipping Associations, with which the ILA negotiates.

They are opposed by those containerization lines involved in the minibridge system, a group of West Coast ports, and major US railroads which play an important role in the system.

LEGAL MOVES

The issue is now before both the federal courts and the Federal Maritime Commission. The FMC agreed to investigate the legality of the system earlier this summer—but this investigation could take as long as two years.

The ILA and its allies are seeking immediate injunctive relief from the federal courts, while the investigation goes on.
The Beers You Should and Shouldn’t Drink

SAN FRANCISCO — Teamsters Local 888 reminds union members there are eight fair beers available in the San Francisco area. And there are 13 scab brands.

The union has been on strike for four months, and a number of its members have been using the fair beers to stave off boredom. They have said that the fair beers are better than the scab brands, and that they would much rather drink the fair beers than the scab brands.

“We are asking,” the union says, “all union members, families and friends not to buy scab beer in San Francisco. We have been in this strike for four months and we need your support. We meet every Monday through Saturday at 9 a.m. at 2911 Sacramento St.

The scab beer is being delivered by seads on trucks with guards carrying clubs and guns. Please tell everyone not to buy these scab non-union beers. Our families will not forget your help.”

The union lists the unfair beers as Coors, Schiltz, Budweiser, Hamm’s, Colt 45, Country Club, Miller’s Rainier, Colt 45, Carling’s, Tuborg, Regal, Pabst, Budweiser’s, Miller’s, Colt 45, Carling’s, Tuborg, Regal, Pabst, Carling’s, Guinness, Miller’s, Carling’s, and Guinness.

A Point Made Again

A few years ago, I wrote a letter to this newspaper. I made the point this paper was not being used as a political advancement for a chosen few, you could send me two copies. If not you could cancel my subscription.

E. ALLEN
Loc. 3, Ret.
Chairman, Legislative Committee
Seattle ILWU Pensioners Club

Notable Bag

Seattle Longshoreman Danny Block lazus the eastern part of his home state as excellent pheasant-hunting country.

According to note and photograph from Danny Block, a member of Local 19, Seattle, the upland game bird hunting in his home state has been exceptional this year. Said Danny:

“A resident of Washington state, who enjoys upland game bird hunting is fortunate, especially if he has a good ‘pointer.’ Here is a snapshot of a four day limit of ringnecks taken by myself and Brother Elgin Mikele, also a member of Local 19, Seattle.

“We’ve had some wonderful shooting in the Palouse country, around Colfax, which is way up in the eastern part of the state, around 20 miles from the Idaho border and about the same distance northwest of Pullman. Like I said though, Fred, a good dog is a must.”

Hunt Trophies

Longview Longshoremen Hank and Arne Auvinen, tripped “north to Alaska” for moose hunt; found it wild but fruitful.

UNIQUE BAIT

Retired Longshoreman Ernest “Fuzzy” Loveridge, believes in giving the “rainbow” what it wants, even if it takes a trip to the grocery store.

In the last few years, many anglers have found that some of the best baits for catching their finny favorites cannot be bought in the bait shop or over the counter at their favorite tackle store. Rather they’ve had to seek it in the neighborhood grocery store or supermarket. Take the case of Ernest Loveridge — otherwise known as “Fuzzy” — with a beautiful big rainbow trout he caught from nearby Lake Mohave. We live about three miles from the lake and he can get there in short order. The fish in the lake are getting particular, Fuzzy values the addition of garlic cheese and marshmallows.

Do you have an extra snatchpot depicting a fishing, hunting, camping, etc. scene? We would be happy to trade one of the Illustrated BOLO fishing lures for one and try to use the snap-

shot in a forthcoming column. The offer is open to all ILWU members; member of the family and of course, retired members. Send it, and a few words of explanation, to:

Fred Goetz, Dept. TD
2833 S.E. 3rd Place
Portland, Oregon 97202.

It’s O.K. for a friend of an ILWU member to send in a snapshot and receive the lure, but please mention the number of the member’s Local.
Local 10 Raises $1500 For Farah Strikers

SAN FRANCISCO — Strikers against the Farah Manufacturing Co. in El Pueblo Tex. have received a new $1500 from the members of Local 10, according to the Longshore Farah Dist. Fund Committee.

And ILWU members are also playing a role in an attempt at a major demonstration against one of the largest retailers of scarf-produced Farah pants in Northern California, in a further show of solidarity for the strikers who have been on the bricks for 18 months. Time, date and place of this demonstration will be announced in local bulletins.

Eighteen months on strike against the Farah domain has not been easy. But it’s beginning to pay off. In 1972, Farah lost $8.4 million dollars, opposed to a $86 million profit in 1971, committee spokesmen said.

A letter from Farah stiiker and Amalgamated Clothing Workers’ organiser, Hans Baumann, to a longshore group that “We are beginning to realize what the word ‘solidarity’ means. There is no way we can lose this strike because there are people like you who care, and who struggle financially and morally . . .”

Local 40 Pension Party Draws Big Crowd—May Move

PORTLAND — ILWU Local 40’s 17th Annual Pensioners Party drew so many old-timers, wives and widows to the Hotel Stratus October 27 that there was talk next year’s festivities might have to be held in a larger meeting place.

The local’s president, Larry Clark, who acted as master of ceremonies, introduced the guest speakers, including regional director G. Johnny Parks; Mike Sickinger and Ernest E. Baker, president and secretary of the Columbia River Fishermen Protective Union, who said the gillnetters’ primary concern is with the Young’s Bay estuary.

The fishermen, he said, are satisfied with the $400,000 study AMAX is contracing to have done on the estuary.

Testifying for tough standards were the Willapa oystermen, the League of Women Voters, and fruit growers from an upriver county where already existing aluminum smelters have been subjected to far less rigid standards than those DEQ has proposed for AMAX. (At an earlier hearing, representatives of the two already existing plants in Oregon, Reynolds Metals and Martin Marietta, urged standards ranging up to 5.4 pounds of total fluoride emission per ton.)

A willingness for the Clatsop Environmental Council demanded a zero discharge of aluminum, which would essentially rule out any more smelters in Oregon.

George Grove, testifying for the Port of Astoria, charged with the opposition with using emotional stunts, innuendoes and misstatements in their arguments.

He called AMAX “absolutely necessary” for the growth of the Port and of Clatsop county, and said it should only be required to meet state and federal standards which are reasonable.”

Diamuid O’Scanlain, director of DEQ, said his agency would recommend standards independent of the wishes of Governor Tom McCall. McCall recently withdrew his long-time support of the AMAX plant, due to a fear of a power struggle.

The Governor was severely criticized by state Senator Bill Holstrom (Clatsop-Columbia counties) for his change of stance. Unemployment figures in the two-county area are the highest in five years.

DEQ is expected to make its final recommendation on air emission standards for the proposed plant at a meeting of the Environmental Quality Commission in Portland November 26.

The Japanese firm, Mitsui & Co., has a $169 million interest in the AMAX plant. Half of the aluminum produced would go into export.

Bell Brand, Local 6

Sign Area Agreement

OAKLAND, Calif.—Seventy Local 6 members at Bell Brand, a large manufacturer of potato chips, have approved a new three year contract which essentially goes along with the area warehouse settlement reached last summer.

The new contract, which will expire on November 4, 1973, provides for the wage increase and other benefits, including cost of living clause, holiday and vacation improvement, and other fringe.

Negotiators were also able, for the first time, to implement the area pension program.

The negotiating committee consisted of business agents Bill Burke and Evelyn Johnson, along with Bell Brand members Robert Chavez, Julie Najera and Edna Garcia.

Local 12, North Bend

Sign Area Agreement

PORTLAND, Ore.—Local 12, ILWU, North Bend, Ore., has signed its primary election November 26, 1973, and final election December 12-19, 1973, to fill the offices of president, vice president, secretary-treasurer, two business agents, LRC members and 15 members of the executive board. Nominations will be open at the first meeting November 26, 1973, and will close at the meeting on December 6, 1973. Polling will be between the hours of 6 a.m and 6 p.m. December 13 through December 14, 1973, for the primary. For the final election polling will be between 6 a.m. and 6 p.m. December 19 through December 21, 1973, at 84 Union Street, Seattle.

Local 40, Portland

Local 40, ILWU, Portland, Oregon, will hold its primary election on December 26, 1973, and final election on December 13-19, 1973, to fill the offices of president, vice president, secretary-treasurer-business agent, recording secretary, sergeant-at-arms, three stewards, four area executive board members, two dispatchers, five grievance committee members. Nominations must be filed in the hall on or before November 14, 1973. Ballots will be mailed to the members.

BIOS AND OBITUARIES

WINNEPENAAK.

Loc. 12, Portland, Ore., mourned the death October 30 of one of its old-timers who attended the Pensioners Party, Henry W. Harkson, 83.

Harkson, who had been on the waterfront for many years, leaves a widow, Minnie A., three daughters and four great-grandchildren.