In Europe Members of the ILWU rank-and-file delegation which left San Francisco July 9 for a two-months' study of labor and economic conditions in Europe arrived in Paris, France, on the first leg of their trip July 12. Left to right: Herman Stuyvelaar, Local 34 shipclerk from San Francisco; Julian Napuunoa, Honolulu longshoreman, member of Local 134; Ivan Zuber, Local 6 warehouseman at McKesson and Robbins, in Oakland, and Don Brown, Local 12 longshoreman from Coos Bay, Ore.

FIRST INTERIM REPORT FROM EUROPE

ILWU Delegates Greeted by French Workers, March in Bastille Parade

Paris, Friday, July 16, 1948

Mr. Harry Bridges, President ILWU, San Francisco, Calif., USA

Dear Harry:

The delegation got to New York safely last Saturday. Bill Glazier was at the airport and he sure did a bang-up job in helping us around.

Sunday night we took off for Paris where we arrived Monday evening at 8:30. The customs officers had gone out on strike that morning which was a break for the passengers, saving us searching of our baggage.

Paul Davier, Sulliant's right-hand man, met us at the depot where he introduced us to Congressman Isacson of New York and his father who were returning that night by plane to New York. The Isacsions had visited Palestine.

The next day (Tuesday) Paul took us to the headquarters of the CGT (French Labor Federation) where we met Benoit Franchon, general secretary of the CGT, and his private secretary, Irene Noldine. We had a two-hour interview, tremendously interesting from beginning to end. We learned a lot in those two hours on which we will report in detail later on. Those people and others that we have since met are extremely intelligent who have a wide and thorough grasp of world conditions. They know all about the Taft-Hartley act, in fact, they are better informed about that thing than many of our own alleged labor leaders.

PARADE SEEMS ENDLESS

The day following was Bastille day, the anniversary of the Great French Revolution. Franchon had invited us to march with the heads of the CGT in the great Parade of the Forces of the Resistance, of which Sulliant is the head, and the CGT. And there we were, four of us marching in Paris in one of the greatest working class spectacles that we had ever participated in and had ever witnessed. We were told that this was the first time a delegation of the American Trade Unions had marched and sat on the reviewing stand.

The parade seemed to be endless. For over four hours we sat on that stand watching the great Paris working class pass by. And those people have their hearts and souls in their demonstrations. There were generals and high officers of the French Army and Navy who had been active in the Resistance, the workers, many of them very old veterans of earlier working class fights, elderly women, middle-aged folks, the younger generation with their wives carrying babies or pushing them in baby buggies, the youth and thousands of young children.

A LABOR OF LOVE

There were hundreds of magnificent banners and streamers, floats and bands. And, yes, the players in those bands don't have to be paid either, unlike our American Labor Day parades. It is a labor of love and they put their souls into that music.

In the procession were delegations from Canada, England and Scotland, Indo China, Ardenia, Rumania, Poland, Jewish groups. England and Scotland had brought with them a large band of pipers in kilts and all. They were a big hit.

It was a grand spectacle. The theme of the Parade was Peace, Unity of the French Workers, the Preservation and Protection of French Industry, with emphasis on those industries such as auto, steel, aircraft and tractors which were nationalized after the liberation and which French Finance and Capital is attempting to restore to private ownership.

It seemed to us that as long as there is such a movement in France, French reactionaries and their foreign allies will have little chance to put over their phony plans.

The news of the attempt on the life of Togliatti came while the parade was in progress. It created a tremendous sensation.

MEET LONGSHOREMEN

Yesterday (Thursday) we met the secretary-general of the ILWU from the barging. Bridges said:

"We'll get a contract for all our groups or none. We'll not do for anything that splits our union. If we go for this it only means that next year the shipowners will come in with a proposition to eliminate the minimum wage, and that the drivers, dockers and what have you until you chisel away everything."

The shipowners' attitude is revealing. Unless Truman follows through and isolates the shipping industry or asks the special session of Congress for new laws to frustrate labor, the strike will be on.

The July 18 meeting was revealing of the shipowners' attitude. It was: "Now is the time to rid the industry of unions."

Every demand, every suggestion, every attempt at discussion on the part of the union was met with a cynical reply from Attorney Marion Plant of the shipowners and a demand for a strike and the strike is going to be on.

The judicial injunction expires September 2.

ATTITUDE IS REVEALING

Unless Truman follows through and isolates the shipping industry or asks the special session of Congress for new laws to frustrate labor, the strike will be on.

The one and only thing agreed upon in the presence of US Congressman Isacson was that the hiring hall issue was not a main issue. It was made clear and agreed that the union would strike on its demand for a wage increase and hour reduction.

Plant held up profits as a reason and a good reason for working around the clock. Even though it meant loss of limb and life to longshoremen.

"That's the reason we are in business," he said.

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"That's the reason we are in business," he said.
We learn from Mr. Truman in his speech of acceptance before the Democratic Convention that if labor does not support him it will be a most ungrateful group.

As for our union it would be hard to see that gratitude could be so distorted as to put it in the direction of re-electing President Truman. By this time our whole union knows that a large section of our union, namely the longshoremen and ship clerks, are currently on their jobs, working against their will, under pressure of an injunction which was demanded by the same Harry S. Truman who says we would be ungrateful to him if we don’t vote for his price control six months after the election.

For our money it is bad enough that the shipowners who are called the representatives of labor in the Taft-Hartley Administration are still holding a few hands with an injunction, under cover of which they are instigating speedup and perfecting a union-busting program. But now, to add insult to injury, there comes Truman to tell us we must cherish those great advantages even though all the advantages are for the shipowners with none for us.

The injunction that has been saddled upon us is important not only to our whole union but to the whole labor movement, and if there be those who have not yet felt the sting of what Truman thinks they ought to be grateful for, they will feel it soon enough.

Of what we know is in the wind, there will be plenty more for our members to be “grateful” to Mr. Truman for before September 3 when the injunction against us must automatically be lifted and we will be free to still go on our demands and save and improve our basic conditions. Any day we may expect new onslights, both from Mr. Truman’s Department of Justice and from the reactionary 80th Congress. Just as Mr. Truman is tagged a New Dealer, so the Taft-Hartley Act is being called a New Deal.

This vote on the employers’ last offer is supposed to be conducted by the National Labor Relations Board when the injunction is 60 days old, which hits the calendar just ahead of the middle of August.

There is no indication that there will be any last offer by the shipowners other than their present offer which boils down to “no” to every union demand and “no soap” unless the union agrees to all of the union-busting provisions of the Taft-Hartley Act. The so-called last offer is conducted. The plan is to confuse us and deprive us of all those proposition put in the direction of re-electing President Truman.

The shipowners, Mr. Truman, want us to be “grateful” for how phoney. In other words, it could read in the fine print in a Chicago real estate lease and still the National Labor Relations Board will submit it, and the same will be true of all of the shipowners.

Considering the double talk proclivities of the shipowners, their practiced ability to skirt the truth and do violence to logic, it becomes of more than ordinary importance that the union be united and in possession of all of its facilities to analyze any and all propositions put to them so that the union membership will know just exactly what they are voting for when the time comes.

The shipowners and Mr. Truman, who wants us to be “grateful,” know this too, and is thinking of his union, overlords, and in possession of all of its facilities to analyze any and all propositions put to them so that the union membership will know just exactly what they are voting for when the time comes.

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Di Vittorio Tells Local 6 Of Marshall Plan Blunders

SAN FRANCISCO — Giuseppe Di Vittorio, Secretary-General of the Italian Confederation of Labor in town for the International Labor Organization session, gave 350 Italian-speaking members of ILWU Warehouse Local 6 two specific examples of what is wrong with the Marshall Plan.

1. The United States is sending tons of ready-made spaghetti to Italy, with the result that Italian workers are losing their jobs. This is not from their own idiocies, but from the defects of the American government.

2. The United States is sending tractors in spite of the fact that the Fiat Works in Turin turn out more tractors than Italy can use.

The result is growing unemployment.

LABOR IS UNITED

Di Vittorio told the warehousemen that the Italian labor movement came out of the April elections more determined and united than ever. In Italy, the Pirelli government was put in by Americans. In its first report from this country, letters, cigarettes, money and food were bought for the benefit of any government.

In spite of the present government, the labor movement is growing tremendously according to Di Vittorio. Farmworkers, all workers come to union meetings and look up the union meetings as the only means to progress.

THANKS WAREHOUSEMEN

In many respects workers in Italy are further advanced than in the United States. The workers with a large family earns more per hour than a single worker. A worker is a worker—time for illness he is allowed to make up that time over the next week, and the higher his income. If work is heavy or obnoxious, hours are shorter than for ordinary work.

Di Vittorio thanked the warehousemen for messages of support sent during last year's strike. He termed such messages very important to Italian workers.

Warehousemen Plan Barbecue For Stewards

OAKLAND, CALIF. — ILWU Warehouse Local 6 will stage its annual barbecue for San Francisco and Oakland stewards, newcomers and their families August 1 at Crow Canyon Park near Rincon Post Office Annex, where San Francisco longshoremen. Howard Sperry and Marine Cook Nick Bartolise laid down their lives in the cause of democratic unionism. Below, line of march in Portland honoring Bloody Thursday martyrs.

 Bloody Thursday

Marine unions “Honour Guard” pays its annual tribute on July 5, 1948, to the men killed by shipowner-policemen on Bloody Thursday at height of maritime strike in San Francisco July, 1934. Top cut shows guard during ceremonies on spot near Rincon Post Office Annex, where San Francisco longshoremen Howard Sperry and Marine Cook Nick Bartolise laid down their lives in the cause of democratic unionism.

Shipowners Loot Taxpayers, Shippers

The millions of dollars of loot that shipowners take from American taxpayers in subsidies and from shippers in fabulous rates go into profits, not wages.

Monopoly rates brought Alaska Steam $3.55 in gross profits for every dollar paid the crew in wages on one voyage last year of the SS Harold D. Whitehead, chartered from the U.S. Maritime Commission at the cost of $150,000.

The SS Reef Knot enriched the company $100,654 in 70 days. The crew received $33,250 for the voyage.

In 90 days Alaska Steam scored $48,906 in direct profits from a voyage of the SS Coastal Monarch, paying out only $17,215 in wages.

The SS Peter J. McGuire’s crew received $32,368 for 47 days work while the company bashed in $80,483.

These figures explain why in the 41 years of its operation Alaska Steam has only twice failed to pay cash dividends to its stockholders.

Alaska Steam, Northland Transportation and Alaska Transportation, all under the control of one family are subsidized by the United States Maritime Commission to the tune of $94 million a year.

Besides supplying ships out of taxpayers money for $1 a year charter fee, the commission pays all hull insurance.

The monopoly is complete—no other line receives subsidies from the government and only Alaska Steam can call at Seward and Whittier where freight for the interior is discharged.

Consequently it costs $28 a ton to ship fresh vegetables the 1,400 miles from Seattle to Cordova; the rate from San Juan to New York City, an equal distance, is $18.80.

This monopoly juggles rates at will, with no objection from the Maritime Commission. Alaska Steam reduced the freight on bulk-salting cox by 75 percent when its president was engaged in building a cold storage plant.

On the same day it hiked the freight on floor to Fairbanks from $2 to a hundred-weight to $3.81.

The average Alaska family must spend $450 a year in ocean freight for food alone.

Portland’s Bloody Thursday Ceremony recalls Bitter 1934 Strike

NEW YORK (FP).—An NLRB trial examiner flatly refused to dismiss unfair labor practice charges brought against the National Maritime Union (CIO) by the United States government.

Acting on a complaint of major shipping companies, the NLRB accused the union of violating the Taft-Hartley Act by insisting on retention of the hiring hall in contract talks with shippers.

NMU Attorney Herman Rosenfeld argued that the anti-labor set abridged the right of the union and its members to free speech, press and assembly. He also alleged infringement of a worker's right to contract freely for services and to be free from involuntary servitude.

Hiring is crucial

The NLRB insisted that the right to bargain collectively is meaningless if companies can ship non-union men at will, Rosenfeld declared: “The union cannot throw away its gains. It cannot surrender its control over the most crucial factor in labor relations—hiring.”

While this hearing continued, the National Maritime Union (CIO) faced similar charges at a trial set for July 15. Both the national union and Local 8 are being accused of striking by a Taft-Hartley injunction that runs until September 2.

In some states mental hospitals are overcrowded by more than 50 percent because the national percentage of overcrowding in these institutions is 16.3.

By KATHLEEN CRONIN

PORTLAND, Ore.—The July 4th holiday this year meant just one thing to 1946 Portland Longshore Workers—Bloody Thursday.

Marching five abreast from the NLRB hearing at the V.F.W. Hall on 8th & Everett, they gathered at the Everett Street bridge where their legendary wreath on the Willamette and to hear again the story of the bareheaded workers, who, by the thousands, went out in 1944 on Bloody Thursday.

HUNGRY AND ILL CLAD

We know what it is to go hungry and ill clad for the sake of democratic principles and the right to govern our own destinies. . . . We know what it is to lose our hiring halls and we are determined as a debt we owe our lost brothers to retain the gains they helped secure with their lives’ blood.

Another speaker was Matt Methan, ILWU international representative in the Columbia River area, who said he had hardly stepped off the planes from San Francisco when he saw in the Oregonian that longshoremen were gathering today to commemorate the rioting and violence of the 1934 strike.

“When I thought for a moment it was the inquest into the murder of Rev. Gilbert Christian, who said, “We are here to pray for men who gave their lives in the path of duty.”

The speakers included Tommie George, president of the local, who also spoke of the Local 8 members shot down 14 years ago at Pier Park. “In commemorating those who fell in other ports, we are not overlooking the bullet wounds some of our own members bear.”

HIGH DRAMA

At the conclusion of the ceremony, the six rank and file pall bearers bore the huge casket-shaped wreath of red and white roses and lilacs to the seawall, and lifted it over the railing to the river below. The water, still at flood stage, carried the wreath into the ship lanes, and at that moment adding a high note of drama to the occasion, an unknown aviator, flying low over the bareheaded workers, dipped his wings and dropped a wreath into the river.

This unscheduled happening symbolized the interest taken in today’s ceremony by other workers and by the general public in Portland. Earlier, as the marchers had passed through the area below, crowds of unemployed workers had crowded to the curb, removing their hats as the blue and gold maritime banners and the flower-simulated casket were carried by.

The local’s public relations committee, at the end of the parade, arranged the wreath which was presented to the local, who also spoke of the Local 8 members shot down 14 years ago at Pier Park. “In commemorating those who fell in other ports, we are not overlooking the bullet wounds some of our own members bear.”

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NAM Seeks to Make Converts to ‘Industry Peace’ Formula by Organizing Nazi-like Underground

By MILLY SÅLWEN
TRENTON, N. J. (FP)—Big business, organized labor, is going underground.

Instituting a new blueprint for action, industry has embarked on a scheme to sell unspeakable Americans the National Association of Manufacturers’ “industrial peace” formula, a test case in Trenton, New Jersey.

Housed at the Work & Unity Group, the New Jersey Manufacturers’ Association has sponsored meetings before church groups, consumer and veterans’ clubs and passed out 89,000 copies of a slick paper 16-page pamphlet called “Free Market Business.” Ignoring high prices, the Taft-Hartley labor and the housing shortage, it deals with “public opinion, price control, government planning and excess profit taxes.”

Nowhere in the booklet is there any mention of the NJMA. Another number, The Work & Unity Plan, intended for industrialists only, specifically explains why:

HIDE NAM TIES

On the pamphlet’s cover says: “It is made clear to those present that the Work & Unity Group should be considered a committee of the Manufacturers Association. In all publicity, the representatives of the delivery of talks before local audiences, any publicity should publicize the speaker through his local connection.... BUT NOT AS A REPRESENTATIVE OF THE MANUFACTURERS ASSOCIATION.”

There’s logic behind this. The industrialists are going underground. NAM is a committee of ‘industry cells.”

“The plan (p. 3) says: “The (p. 3) says: “The cell structure of the ‘industry cell’...”

The pamphlet gives Communists a red rag to the beasts in the organization of Work and Unity. It was decided to fight—with the same weapon.

Each cell is formed at a private luncheon from a list of 12 to 20 men representing a company in the industry, notes of the program.

With headquarters in the sumptuous, white marble home of the Unity, he explained, is working underground, in sets to set a “chain reaction of public opinion.”

Through three so-called comic books to be issued this year in full color, they hope to sell “free enterprise” to school kids. Illustrated speeches backed up by pamphlets are planned in public schools. Eventually the big business boys hope to infiltrate labor unions.

Watt described the plan’s operation as “simple,” since “a speech...”

He disagreed with big advertising campaigns to put over the plan line, “We didn’t think it was the right way to do it.”

Work and Unity, he explained, is working underground, in sets to set a “chain reaction of public opinion.”

The pamphlet claims Communists are doing it, too, and they organize a cell in the organization of Work and Unity. It was decided to fight—with the same weapon.

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Manhandled. Business Manager Samuel Lewis of Local 2, Retail, Wholesale and Department Store Union, CIO, was one of two witnesses seized by marshals and forcibly escorted from the room at the House Labor subcommittee hearing in New York.

Marcantonio Praised by ILWU for Fight Against Anti-Labor Measures

SAN FRANCISCO—Representative Vito Marcantonio (ALF, N. Y.) received thanks "for a really swell job done under the most difficult circumstances in the 80th Congress" from the ILWU June 26.

ILWU Secretary-Treasurer Louis Goldblatt wrote Marcantonio special praise for the interest he took in legislation directly affecting this union. Such as the Sugar Act, and for repeal of the section of the sugar act aimed against Cuba that allows the Secretary of State to cut wages of $5 a clay as condition of perjury.

Marcantonio introduced a bill for establishment of minimum wages of $5 a day as conditions for payments to industry under the Sugar Act, and for repeal of the section of the sugar act aimed against Cuba that allows the Secretary of State to cut wages of $5 a day as condition of perjury. He further took in legislation directly affecting this union. Such as Georgia's sugar plantations, where "the state supreme court, the immigration service which had brought suit of justice is not without penalty."

HELPED SUGAR WORKERS

Marcantonio introduced a bill for establishment of minimum wages of $5 a day as conditions for payments to industry under the Sugar Act, and for repeal of the section of the sugar act aimed against Cuba that allows the Secretary of State to cut wages of $5 a day as condition of perjury.

Marcantonio, who has been a member of the Communist party since 1943, is actively fighting the persecution. He s aid: "It seems to me that we are confronted with some delay and uncertainty due to the non-operative attitude and failure of our longshoremen to use the present year to advantage and to get more from it than a fraction of its productivity." In other words, he charged that the dockers were refusing to go along with a shipowner speedup.

APL AGAINST LOAD LIMITS

The APL mouthpiece added that "at the present time the cargo-handling equipment, both shore and abashore, that has been furnished by management to get the job done, is capable of creating a performance 90 percent better than is realized and it is manpower and not the tools that must be improved before the present equipment can be declared unimpaired."

Hitting at sling load limits, Kilpatrick also blamed longshoremen for not encouraging the use of gantry cranes. "Gantry cranes," he said, "have not come along as they should, for reasons of labor restrictions, or because the number of men in a given gang and the size of the sling load." What he meant was that there might be no limitation in sling loads or else output might be increased.

He concluded that what the Pacific Coast needs is "stabilization of the war load."}

PROBLEM IN RELATIONS

Cushing, head of Matson, said at the July 17 panel on problems of waterborne commerce on the Pacific Coast, that one of the four major problems to be overcome is the intercoastal traffic is declining. It is manpower and not the tools that must be improved before the present equipment can be declared unimpaired.

Don't Cross Up the Government! Penalties Will ENSUE

SEATTLE, Wash.—The pursuit of profits by United Fruit Company officials in this state, particularly if the immigration service of the Department of Justice is crossed.

As a result of thwarting the infamous Cawdell legislative committee investigating international communism in this state supreme court, Attorney John Cawdell, noted civil rights fighter, faced trial in federal court here August 3 on a charge of perjury.

Federal attorneys reached back two years to dig up something on Cawdell after the supreme court had dealt with a suit presented by Cawdell as attorney for the Maritime Union of the Pacific Union, declared the Cawdell committee illegal, thus shutting off state funds for its smear activity.

ASK IMPROPER QUESTION

The judge charged Cawdell with representing a foreign born worker seeking citizenship, Cawdell testified for theclient as a character witness. Instead of inquiring into the character of the client, the naturalization attorney asked Cawdell if he was or ever had been a member of the Communist party. Cawdell replied in the negative. The question was wholly irrelevant to the issue of the hearing.

Early this year, as attorney for the Maritime Union, at a seamen's welfare committee, a carbon copy of the Thomas-Rankin un-American activities, sought to destroy through typical Thomas-Rankin smear techniques, Cawdell obtained his living by shunting away state funds for the investigation.

When his suit stood up through the supreme court, the immigration service which has been working with us, with the Cawdell committee vindictively demanded that the justice department go after Cawdell. The perjury indictment was the result.

CITIZEN BODY SET UP

Cawdell represents many CIO and AFL unions in the Puget Sound area and is nationally known for his frequent fights to protect the civil rights of the United Fruit Company officials.

A Cawdell Defense Committee, which includes Bishop Francis J. McConnell, Paul Robinson, several locals of the ILWU and many others, is actively fighting the persecution.

Port Authorities Confab Says Labor Is To Blame for Shipowners' Ills

SAN FRANCISCO.—A three-day session of the Pacific Coast Association of Port Authorities here made maritimes labor the whipping boy allegedly responsible for the decline of coastwide and intercoastal trade.

Three shipowner-minded representatives of the various public and private port authorities proposed to conduct a conference of all parties interested in Coast shipping, including the shipper, the shipowner and labor, which would "sit down and lick this situation."

This suggestion was first made by Charles Wheeler, a vice-president of Pope and Talbot, Inc. Later in the convention John R. Cushing, president of the Golden State Lines, called for the Port Authorities "to adopt a 'neutral' study of labor relations."

COAST DECLINE

On the first day of the affair, July 15, various spokesmen for the shippers and the steamship owners sought answers to the question of why Pacific Coast and intercontinental traffic is declining. They sketched out work stoppages and union activities, and reasons for shipper's lack of confidence in the industry to deliver the goods. Among the speakers were L. H. Wolters, transportation manager of the Golden State Co.; Charles Wheelor of Pope and Talbot and James V. Forrestal, chairman of ILWU Local 10.

During the panel discussion July 16, on reduction in terminal operating costs, John Kilpatrick, sailing manager of American President Lines, while favoring improved cargo handling methods, took a direct swipe at the longshoremen. He said: "It seems to me that we are confronted with some delay and uncertainty due to the non-operative attitude and failure of our longshoremen to use the present year to advantage and to get more from it than a fraction of its productivity."

Other problems. Cushing was concerned not so much as to how they could be solved but more so for their success. These are: 1), cost, 2), distribution of passengers, 3), selling facilities to meet competition; and 3), a fairer break from higher headquarters. What he meant was that "at the present time the cargo-handling equipment, both shore and abashore, that has been furnished by management to get the job done, is capable of creating a performance 90 percent better than is realized and it is manpower and not the tools that must be improved before the present equipment can be declared unimpaired."

Hitting at sling load limits, Kilpatrick also blamed longshoremen for not encouraging the use of gantry cranes. "Gantry cranes," he said, "have not come along as they should, for reasons of labor restrictions, or because the number of men in a given gang and the size of the sling load." What he meant was that there might be no limitation in sling loads or else output might be increased.

He concluded that what the Pacific Coast needs is "stabilization of the war load."

Shippers Reap Profits From Abroad

American shipowning companies may be making huge profits off American taxpayers, shippers and importers. Such is the situation. Investigations and connections bring in millions more untouched by federal taxes and unaccounted for the wages and working conditions established by American law.

Members of the Waterfront Employment Commission were agents for foreign lines, operate under foreign flags, charter foreign vessels, and collect foreign charter fees for hiring out their own vessels. Some own foreign lines outright as well as other foreign concerns.

CITIZEN EXAMPLES

W. R. Grace and Company, for example, owns cotton and woolen mills, sugar plantations in Central and South America, and Bolivia, besides having several affiliated shipowning lines in Central and South America.

Moore-McComb Lines own a number of foreign companies under the flags of Sweden, Denmark, Norway, Brazil, Uruguay and Chile.

United Fruit boasts a total of 150 vessels under the Panamanian and control companies in Central and South America and the Mediterranean, and another 20 vessels from bananas to telegraph service.

The Mariner, a United Fruit Company Pacific, American President Lines, Coastwise, Matson, Shep-

Analyzed by Charles Wheeler, a vice-president of Pope and Talbot, Inc. Later in the convention John R. Cushing, president of the Golden State Lines, called for the Port Authorities "to adopt a 'neutral' study of labor relations."
Letters to the Editor

Heide Mounce

I was deeply shocked and grieved when the news of the very sudden and untimely death of Ray Heide reached me.

This was also apparent with thousands of other Local 6 members past and present and friends in other ILWU locals. Thousands of CIO and AFL unions and persons likewise voiced the trade union movement.

The welfare of the membership that Ray represented seemed to come above everything, even that of his own personal and social sacrifices. There was no “beef” or problem on the job site. Ray was too busy to tend to. The members knew that Ray was a friend and a brother.

SPIRIT AND COURAGE

Ray lived a very short but a full life on this earth.

He believed in every right of a citizen, of a worker, and of a union member. His devotion to the working class was never shown in any better way than in his constant fight for the union members, usually against seemingly overwhelming odds.

Ray believed that the trade union movement was the most effective force for the safeguarding of the rights of the working class. He held that the ILWU was the most effective union of its kind in the world. He believed in an effec- tive union of the American working class and that nothing else would do. He believed in organized labor.

RAY'S BLESSING

Ray was blessed with a special devotion to the trade union movement, to the labor movement that his father, Joe Heide, started and was a prominent part of.

FOUGHT FOR DEMOCRACY

Ray was one of those persons outside the trade union movement who gave his all. He was the very essence of a working-class hero.

We must continue to fight for the union movement in the same way that Ray Heide fought. We must continue to fight for the American working class in the same way that Ray Heide fought.

Ray lived a very short but a full life on this earth.

Matt Meehan

Takes Job For ILWU

I am writing to inform you of the appointment of Leonard Wilson as the new president of the ILWU.

Matt Meehan

The Open Shop

Two generations ago Finley Peter Dunne, through his famous and philosophical character, Mr. Dooley, expressed himself on the open shop.

Mr. Dooley said: "What is the open shop? Sure, 'tis where they keep the doors open to accmore the current stream av' min comein' in. 'Tain't job cheaper than them that has jobs."

"Tis like this, Hinessee, Suppiger. An' how would they then born citizens is workin' in an open shop for the prince'ly wages of a large iron dollar a day av' t'ins hours."

"Along comes another son av' gun an' he set t'ih his boss, 'Ole could handle 'ih job nicely 'F' sin' 'ih had the money, 'and 'ih was cow' man dollar man gets, 'ih goes to the South Pacific an' exercise his inalienable rights as a freeborn American citizen."

"An' if it go on, Hinessee, An' who gits 'ih binfin'? True, it saves 'ih boss money, but he don't care any mo' money. 'F' money than he does his right eye."

"In a principle wid him. He hates t'is min robbed av' 'ih, no strikers, no rules, no controls, no scales, hardly any wages, an' dam few 'embers.

MATT MEEHAN

Bridges Meehan said that "it has been an honor to serve on the Board and I wish to thank you and all the members for the courtesies and cooperation extended me.

As ILWU representative, I shall continue to strive towards the building and strengthening of our International Union and shall make every effort to translate our progressive program into action.

Meehan was first secretary-treasurer of the ILWU.

Pan American Beef Arbitrated

SAN BRUNO, Calif. — A dis- pute between the navigators at Pan American Airlines, members of Transport Workers Union of America, CIO, Local 500, and the company was scheduled to be arbi- trated starting July 14.

An announcement by the union's National Maritime Board to draw up arbitration machinery temporarily suspended picketing of the company's offices and passenger terminals at the San Francisco airport.

The dispute arose over the re- nailing which FAA pulled on an earlier agreement to arbitrate the question of dismissal of navigation officers employed on the company's airplanes.

WASHINGTON, D.C. — The recently concluded convention of the Democratic Party was a last desperate attempt to present the party once more to the American people as the party of the New Deal, and of Franklin Delano Roosevelt. The platform, like the campaign, was a propaganda for the New Deal, and of Franklin Delano Roosevelt. The platform, like the campaign, was a propaganda for the New Deal.
The amendment to end segregation in the armed forces was defeated by a vote of 67 to 7; only 2 Democrats and 5 Republicans voted for the amendment. 33 Democrats and 34 Republicans combined to defeat the amendment. Likewise, the amendment to lift the poll tax requirements from draftees was passed by a vote of 37 to 25. Thirty-four Republicans and but 3 Democrats voted for the amendment while 26 Democrats and 5 Republicans voted against it.

At the same time, it must be remembered that it was President Truman's loyalty order of March 1947 which stimulated the un-American Activities Committee, the House Labor Committee and the Department of Justice to new heights of intimidation against unions and progressives. In the vital Mondt bill fight, President Truman refused to take an outright position in opposition to this fascist bill. The vote for passage in the House, 319 to 107, showed 104 Democrats and 215 Republicans voting for the bill. And during the entire period of the Senate hearings, the Democratic members of the Senate Judiciary Committee were conspicuous by their absence.

The President's acceptance speech demanded an improvement in the minimum wage. He made the same demand in September 1945 when the Democratic Party was in control of both Houses. The only legislation produced by the Congress was the infamous Gwynne bill on rent control which weakened the Fair Labor Standards Act, and which the President approved to veto. In the same manner, the present measures for federal aid to education which have been introduced into Congress in every session over the past thirty years were never voted on by either party when it had the power to do so.

President Truman chides Congress with the fact that the Wagner-Elender-Taft long-range housing bill was passed in the Senate, "away back four and a half years ago!" Of those four and a half years, the Democrats held a majority in the House for 3 years but nothing was done. When the bill came up again towards the end of the 80th Congress, the House, with bipartisan Democratic and Republican support, adopted the Republican-sponsored Wolcott bill which eliminated low-cost public housing and slum clearance features from the bill. Nothing was done by the Administration to push the Douglas-Taylor housing bill providing for one billion dollars to construct emergency housing which would rent for less than $50 per month.

President Truman is continuing Congress to deal with high prices. Yet recall a year after OPA's death, President Truman in another session into special session to deal with foreign aid and price controls. For the first time, President Roosevelt, in a presidential address, asked Congress to pass a price control bill. The bill, the 

President bill -- illustrating a few lines of italicized, "too little, too late," approach to the problem. Experience in World War II showed that to stop inflation all prices throughout the economy had to be frozen at once. The Barkley bill merely gave the Administration authority to fix prices of various commodities piecemeal fashion in its own sweet time.

World War II experience showed you had to back up price ceilings with rationing; the Barkley bill ignored rationing. World War II experience showed you had to have a single national pricing agency to administer price controls; the Barkley bill left it up to existing agencies like Commerce and Agriculture to control prices, each in its own way. The one thing the RFC refused to comply with his requests for loans to producers of prefabricated housing.

In Memoriam

Four ILWU locals in the Hawaiian Islands sent a check on July 7 for $1,250 to the widow of the recently murdered Cuban Sugar Workers' Union, Jesus Menendez. The money was realized from a series of concerts given in the islands by the noted American singer Paul Robeson. Accompanying the check was a letter signed by the four local presidents, Jack Kawano, of Local 136; Antonio Rania, of Local 142; Ernest Arena, of Local 150, and H. J. Horn, of Local 152, explaining that the money was to help the family of the slain leader ease the burden resulting from Menendez's death.

In Memoriam

The Jewish Labor Council extended its heartfelt thanks to ILWU Local 13 for respecting the picket line. This action was taken by the union in spite of the shipowner's threats to use damage suits.

Sanford Goldner, president of the Los Angeles section of AJL, and the other local officials in Long Beach would keep Jewish and labor groups in Beaumont alert to guard against trans-shipment of the pipe when the Governor Bibb reaches that port.

ILWU Leads New Party In Oregon

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ILWU Rank-and-File Delegates Told To Keep Eyes Open on Europe Trip

SAN FRANCISCO — ILWU’s four rank-and-file delegates to study conditions in Europe left here last week for an official luncheon in their honor at the Palace Hotel.

Final briefing of the delegates was in the presence of civic and religious leaders at the luncheon, at which the leaders said that paper would watch the committee to take factual information which may think, the ILWU has an intensely critical approach to the organized conspiracy of employers to “Taft-Hartleyize all American unions."

Regardless of what its critics say, the ILWU has been founded to give "a practical demonstration of the solidarity of the working people of our union to reach proper and fair living standards of the working people." said Goldblatt.

"These are big questions. In theory, the ILWU has an intense interest in Soviet conditions. They expect to keep them such a trip seems a waste of workers’ money. If our committee could catch up with the committee, which is already en route elsewhere, we’d like to advocate an intensely critical approach to the whole working man’s life in each of the countries visited. A rather wise man once said, ‘Never underestimate the people’s knowledge, never underestimate their interests.’ We think it’s just possible that four rank-and-file Pacific longshoremen, given an honest look at a lot of things in Europe, may come up with some answers that will not only furnish interesting facts to ILWU members but might get some kind of a constructive response from the leaders in the countries they visit. We shall watch their progress and read their reports with interest.”

ILWU Flays Suppression Of Greek Marine Unions

SAN FRANCISCO — Strong protests against the arrest of 11 members of the Greek Maritime Union Federation, closing of the Federation’s office and suspension of its publications went to the Greek Embassy and Secretary of State George Marwick from the ILWU along with many other American unions.

The seamen were impressed on charges of “involuntary to riot” and the fact that the liberal government under whose regime striking is an unpunishable by death.

“Our union has known for a long time that the Greek Government is anti-labor, viciously opposed to trade unions, and just a branch office of fascism.” ILWU Secretary-Treasurer Louis Goldblatt was quoted.

GREEK DEFY WORLD

“The Greek officials hesitated to suppress the Federation of Greek Maritime Unions solely because of the immediate reaction it would cause throughout the world,” said Goldblatt.

“Appalling to see how Greek seamen come in contact with other union people and world spreads quickly.”

“Here in Greece we are therefore at liberty to take any steps to suppress the Federation of Greek Maritime Unions and their fight against the fascist powers.”

ILWU BACKS Hawaii Butch Union Beef

HONOLULU, T. H.—The ILWU has endorsed the motion of the Transit Workers Union of Hawaii in its wage dispute with the Honolulu Rapid Transit Company and the Hawaii Employers Council.

The ILWU, as the Transit Workers that it is prepared to give a practical demonstration of its support of the stand taken by shoulder to shoulder in defense of our rights and against the face of the organized conspiracy of employers to “Taft-Hartleyize all employees.”

The ILWU has received substantial appropriations to Greece are you therefore at liberty to keep this money with the ILWU backs Hawaii Butch Union Beef.
Dollar Family Seeks To Regain Control of Rich President Lines

The Dollar interests, masters in the art of making money at other people's expense, are once again trying to recover complete control of their once rich President Lines. It is evident that the taxpayers of the country have pulled the plug on the monopoly, which was once a profitable basis.

At Last — The Fabulous "Satchel" Paige

Negro pitching ace "Satchel" Paige, by the Cleveland Indians of the American League after a lifetime of toil and trouble, has finally broken out of the legal confines of the near-dead Major League Baseball. The Cleveland Indians recently signed the legendary pitcher to a two-year contract, marking a significant turning point in his storied career. Paige, known for his incredible pitching skills and unforgettable demeanor, had been a cornerstone of the Negro Leagues for many years. His signing marks a historic moment, as it brings attention to the contributions of African American baseball players and the ongoing battle against racial discrimination.

Klein Asks Probe's End

WASHINGTON (FP) — The House labor committee must investigate preliminary charges that some retail store unions should be excluded, Representative Max Truitt (D, N. Y.) told the subcommittee Friday.

"I believe that the subcommittee should investigate these preliminary charges," Truitt said. "These preliminary charges, I believe, are indicative of what is going on in the retail store industry."

House labor committee chairman John Dingell (D, Mich.) said he would consider bringing the matter to the floor for a vote on whether to exclude the retail store unions.

Local 209 Votes for Aid to Wallace

CLEVELAND, Ohio — ILWU Local 209 voted full support to the Wallace for President drive, with every member voting for Wallace.

The members also approved the plan to send a delegate to the national convention in Washington, D.C., in April to support Wallace's campaign.

Klein Asks Senate to Conclude

"I am writing to you in order to urge the Senate to conclude its investigation of the maritime industry with a view to bringing about a settlement of the labor controversy in that industry," said Senator Charles I. Mathias (R, Idaho).

Mathias also called for an end to the war on the West Coast, which has been ongoing since September 1946.

A Hazardous, Arduous Work Depicted As Acquaintances

BY JEAN BRUCE

Last week, in a closed meeting of the Seattle Scalers' Union, the executive officers told the Scalers about the hazards of their work.

"Some people can't take the jobs because they are hazardous and arduous," said the Scalers. "We have to be careful and take precautions to avoid injury."

The Scalers work in the shipyards and repair yards, where they are exposed to dangerous conditions. They must wear protective clothing and use safety equipment to avoid injuries.

The Scalers also work in the ship's holds and on the deck, where they may fall overboard. They must be careful to avoid accidents.

A recent study by the Scalers' Union found that over 100 Scalers have been injured on the job in the past year. The Scalers are working to improve safety conditions and prevent injuries.

A New Party Organized

The Party Platform in 1946

"The Republican Party pledges that it will support the new party of the white-collar workers and the working class," said Senator Robert M. La Follette (R, Wis.).

"I believe that the Republican Party must be the voice of the working class," said La Follette. "We must support the new party of the white-collar workers and the working class."

Zero in 1947

"We will not tolerate any form of discrimination," said Representative John L. McCloy (R, Calif.).

"We will not tolerate any form of discrimination," said McCloy. "We will fight for the rights of all Americans."

Terrorist Congress Hits Zero

"This is a time for the Congressional members to step up and do their duty," said Representative John L. McCloy (R, Calif.).

"This is a time for the Congressional members to step up and do their duty," said McCloy. "We must stand up for the rights of all Americans."
Back Door Deal

Charges were filed July 19 with the NLRA in the name of individual members of the ILWU at Young's Patrol against the company for signing a "back-door deal" with Harry Lundeberg's Seafarers' Guards. This deal was branded by Michael Johnson, organizer for the ILWU contract guards, as the "worst sellout on the Pacific Coast since Lundeberg's 'open shop' agreement for the sailors."

The agreement is:
1. It excludes warehouses and production plants away from the waterfront.
2. No one is required to pay dues or belong to the SIU.
3. Grievance machinery is completely in the hands of the employer.
4. Uniforms must be bought by the men.
5. Men get travel time for only one way.
6. Men will get a vacation minus 10 days if they have worked 1,500 hours.

"We are advising all our members in Young Patrol that they are not required to join the 'open shop' agreement. We are advising all Young Patrolmen not to pay dues to the Seafarers. This point is nothing in the agreement that says you must belong or pay dues.

'Light Work'

Shipowners even get a break from insurance company doctors when it comes to on-the-job accident to a longshoreman.

The case of Henry Mateo, who was wounded March 30 and is to be under doctor's care for injuries to his back and right arm, until April 18, 1948. But on that day doctor J. W. Shumate wrote Mateo that he was instructed to return to work as of April 10, and we advise that he be given light work for a period of several weeks to allow him a break.

Julius Stern, Welfare Director for the ILWU, said what actually happens is that other longshoremen must carry this injured man along, doing his work for him, while the ship owners save on workmen's compensation and medical attention.

Penalty Beef

Cargo aboard a Panamanian ship, the SS Despina, was so badly damaged when it arrived in San Pedro that Local 13 longshoremen refused to unload it until they were assured the penalty for work done.

Fletchers taken the day the vessel arrived July 6th, show not only damaged boxes and materials in the holds but dangerous condition of the gear and winches. Frozen gear and frayed screw pipe and rope yarn to hold winches in gear were observed and declared "unsafe" by a safety engineer.

The master of the Despina, V. Sarantidis, reluctantly agreed on July 8th to pay the $1 per day for the first three days and $5 for each additional day, for delinquents.

The strike assessment of $11,200 was worked out in accordance with the stewards working rules.

Matson Pays

During the loading of the Matson Line ship SS Hawaiian Lumberman, at Eureka, Calif., June 20, the company agent sought to put two units of lumber under the hook. The men refused to place slings on the load as they had to use a ladder. According to William Hazzard, secretary of Local 14, this was against safety rules.

Hazzard said that in the past Army and Navy officers agreed this practice of loading two units onto a boss carrier, the equivalent of four slings load, was dangerous and ordered the loads cut in half. "They are now trying to get us to set a precedent so we would have to go back to the old tandy days which the men won't do," Hazzard stated.

When the longshoremen refused to obey these orders, they were told by the master over the gang steward to sling up the load or their money would be stopped. The hold foreman told shorthorn refused to unload it until they were assured the penalty for work done.

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The employers made no full proposal on classifications. On the contrary, they gave no guarantee that the plantations will prove they are necessary. They made no recommendation to give the union the real facts and open their book to union eye and ear.

Other economies beside wage cutting are not a matter for collective bargaining. They are a part of industry policy. It is not within the directed agreement of the employers to make any recommendation which might cost them a single cent.

The men who repair equipment and facilities, to mend and make good what the cane and sugar have done to them, should be treated with the understanding and respect they deserve.

COVERS MANY SKILLS

Justices, electricians, carpenters and painters in the mills are also covered.

The sugar plantations did not appeal one part of Metzger's decision, that granting overtime to employees who had only recently been hired and therefore had no home, in fact no place to go after they worked, and the seven cents an hour which the union had to pay, according to the contract, to anyone who worked more than 10 hours a day, was not necessary for the completion of the plantations.

The sugar plantation gave no guarantee that the industry would return to normalcy and that it would continue to operate even if the unions would accept the unfair contract.

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ILWU Report

them in place of the Ryans, for higher wages Which had the French Longshoremen's
from Washington, and after it known that the thing was time ago. And in case that
been promised them a long
union and his assistants.

From Europe

To assure free

on Repeal of T -H Law

On Repeal of T -H Act, but left plenty of elbow
tions similar to those in practice

mosquito are on strike. Then, and only

may get damages against any em-

That the hiring hall has been satis-

wards to avert a strike by offer-

national emergency ex-

court injunction by a "slow-

A DEADLOCK

"Wednesday, July 14th, the

officials that a national emergency ex-

a damage suit.

That means whatever it means according to which side of the fence the interpreter

Waterfront Strike Becomes Certain as WEA Stalls

(Continued from Page 1)

made it clear they would disgorge none of their stolen profits in the form of a
* Turned to the conciliators and said:

They will do nothing until we are on strike. Then, and only they have stolen the

a more union can only recommend.

the court injunction, to milli-

guage, their rights were pointed out that the court injunction
did not say: "Slave harder for those slave drivers."

FURTHER is tasked to harrass the union, the

Answer to Who Said It

Henry James, 1918

"Nice voice, but he doesn't appear to be much of a musician!"

Berlin Scare Stories Don't Give

The Facts About Russian Actions

By ISAEL EPSTEIN

No one can tell, from U.S. press headlines, that the Russians have refused to feed west Berlin Germans to whom food was flown by such huge U.S. and British plane armadas during past weeks. Nor can anyone read the Berlin Times, (in English) ad

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