ILWU Board
Bids for One
Marine Union

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

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

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

In accordance with the constitu-
tion the board set April 4, 1949,
for the start of the Eighth bi-
ennial convention of the ILWU. The
convention will be held in San
Francisco.

POSITION REAFFIRMED

Based upon reports from the
union's own rank and file com-
mittee which visited Europe last
summer and recent events, the
board also reaffirmed its opposi-
tion to the Taft-Hartley Plan, and
emphasized that it favors "true
and real relief to the suffering
people of the world wherever the
prime objective is aid and not
special profit to American big
business."

Other policy statements called
for strengthening of the World
Federation of Trade Unions, a
followup campaign on the elec-
tions to insure repeal of the Taft-
Hartley Act and delivery on cam-
paign promises, and commented on
the union's recent strike set-
tlement, attributing the victory to
the solidarity of maritime ranks
and support from other unions.

The latter statement specifically
thanked CIO President Philip
Murray, Vice President Alan Hay-
wood and R. J. Thomas and Rich-
ard Leonard of the CIO staff for
their help in negotiations and de-
clared the result was a victory for
collective bargaining.

A statement on the recent CIO
convention in Portland said in
part: "We are concerned as our whole
membership must be concerned
by certain developments within
the CIO which indicate a trend
away from CIO's traditional dem-
ocratic principles and the appar-
ent attempt to invade and destroy
the autonomy of these interna-
tional unions and councils which do
not readily accept political and
other decisions made at the CIO
and handed down."

(See Policy Statements on Page 4)

STORY IN HEADLINES

Dock Strike Vote Running
92 Percent; Parleys Resume
Dock Negotiations Break; Strike
Preparations Go Into High Gear

INJUNCTION DELAYS STRIKE
WATERFRONT BRICKS HOT
FINAL OFFER IS FULL OF JUNKERS

THE SHIPS ARE DOWN
TAFTHARTLEY KICKED IN TEETH
SHIPOWNERS SELL ALL THE WORKS
Ranks Hold Solid as Shipowners
Push Phone Line Propaganda Line
Murray Denounces Shipowners

Congress Strikebreakers Turn Tail
Negotiations Belong Resumed
Negotiations are the Continuing

Who Said It?

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

(Mail Early? Only 15 More Days Before
Christmas! (To turn to back page for name of author.)
ONE BIG UNION for maritime workers has been one big dream for a long time. It is time for the dream to turn into reality.

Every year we learn a little more distinctly and a little more bitterly that it's tough to go it alone. The ILWU International Executive Board meeting last week expressed the opinion that one maritime union could have won justice for all maritime workers in 1948 without a strike.

This is not to belittle the gains we have won through solidarity in our own ranks and magnificent support from other unions in this country and abroad. It is to point out that we still have a lot to win, and truly united action is the way to win it.

The ILWU has asked the CIO to call a conference of all CIO and independent maritime unions to arrange the mechanics by which the several small unions can become one huge industrial group in which the shipowners will be able to find no single weak spot.

We cannot rest easily on assumptions that the Taft-Hartley Law will be repealed and President Truman will keep all his campaign promises to labor or anyone else.

We must consider the strength of one national union of engineers, radio officers, deck crew and engine men, cooks, stewards, firemen, inlandboatmen, longshoremen, fishermen, clerks, clericals, painters and warehousemen. Democratically united we could achieve the long-time goal of a decent standard of living for every maritime worker and his family.

We regard such unity as our one chance for progress, and with this in mind we know that our ranks will wholeheartedly back the projected conference of maritime unions and hope for quick action from it.

Corruption Proof!

According to the dispatches Wellington Koo, the Chinese ambassador to the United States, has proposed a plan by which the United States could give "corruption-proof aid" to the Chinese Nationalist government.

What a wonderful confession! Billions we have poured in, and billions have been stolen. That is what Wellington Koo has confessed.

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CIO Demands Outright T-H Repeal

PORTLAND, Ore.—Outright repeal of the Taft-Hartley Law was demanded at a CIO state convention held here on the eve of the nation's CIO convention.

The 235 delegates from the lumber, maritime, textile and fishing industries called on President Truman "in the meantime" to respect the voters' mandate and treat the law as a "dead letter." They also demanded immediate removal of NRLB Counsel Rich, a "delegate of big business," and to return to the sawdust belt as labor's "public enemy number one." On the other issue, the convention acting on the planks of the Big Four for elimination of the American activities committee; condemned the court decision on "hearing on alleged Communist influence in the west coast maritime industry" as an attempt at strike harassment; and called for return of immigration and naturalization services to the Labor Department as a means of "stopping illegal surveillance" on union leaders practiced by this branch of the government.

Opposition to the Marshall Plan was also noted: Jim Hartzler, registered in European countries was voiced by Don Brown, one of four or five CIO members "shocked" at Europe recently under union suppression.

Brown said he would like to see "administering through the United Nations and not with a naturalized people" of the 1948-1947 under Maritime Commissioner.

The question of hiring was raised by a member of Local 8, who was trying to find employment in the thirties. The CIO then put the shipowners.

CIO strongly opposes President Truman's campaign promises of "labor's 40-man Coastwise Rank and File Committee mapped a program at a meeting November 28 in Brooklyn, New York, home of four of the insurgent locals.

VULGAR LOAD ISSUE

Reversing an earlier decision to continue the walkout, the committee recommended to a meeting of 1,500 longshoremen to bow to the decision of the minority the two-day period, a three-man committee will report back to the executive board.

In Chicago, on his return from a trip to the Philippines, CIO executive board November 27 ordered the United Farm Equipment & Metal Workers to merge with the United Auto Workers within 60 days.

The order was based on a resolution introduced by UAW President Walter F. Reuther and strenuously opposed by FE President Grant W. Oakes. A merger is not agreed on within the 60-day period, a three-man committee will report back to the executive board, which will then "set the process in motion for the unification of the industry."
Strike Victory

The longshoremen, shipowners, walking bosses and watchmen of our union have just achieved a momentous victory.

We congratulate these members of our union, not only for the victory itself, but also for the solidarity that won it. We are mindful that the Taft-Hartley Act was partly designed to break them, and that they had to be forced into the struggle, and we salute them for the way in which they struggled. We are mindful also that the Taft-Hartley Act was passed partly to break them, and that they had to be forced into the struggle, and we salute them for the way in which they struggled.

There is no question but that longshoremen have always been able to take advantage of Taft-Hartley and to win the battles of the struggle. We have always been able to organize and to win as well. We shall always be able to complete the task we have set ourselves.

One Maritime Union

The historic desire of all maritime unions to organize in one single union should be represented by one union confronting the other. That desire has been given new vigor by recent events. It is not beyond reason to assume that some union will in its resolve, have been strengthened by events. It is not beyond reason to assume that some union will have been strengthened by events. It is not beyond reason to assume that some union will have been strengthened by events.

The solidarity of longshoremen and seamen in nations outside the United States and the fact known to the employers that no scal cargo would be worked in these nations has been of great importance. It has had a significant contribution to the satisfactory settling of this strike.

The 1948 Strike

In the fall of 1947, the Washington State CIO executive board made plans for a maritime strike. The strike was called by the CIO maritime unions in protest against the Taft-Hartley Act of 1947. The strike began on September 11, 1947, and lasted for 11 months.

During the strike, the ILWU continued to picket and strike for higher wages and better working conditions. The CIO maritime unions were able to achieve some of their goals, including a reduction in the work week and an increase in the minimum wage.

The strike was a significant event in the labor movement, as it was the first large-scale strike in the United States since the 1930s. It also marked a turning point for the CIO, as it was the beginning of the end for the union's split with the AFL.
How do ILUW rank and filers feel about the waterfront settlement?

W. S. BURNS, Seattle longshoreman: After better than thirty years on the Seattle waterfront under all conditions, this is the best contract we have gotten yet.

MIKE SILK, San Pedro longshoreman: I think we have won a good agreement as we could get. After all the machinery is set in motion, we will have as good a contract as we have had since 1934.

A. THEODORE, Seattle longshoreman: So far as I am concerned, this is the best contract we've ever negotiated yet in my twenty-six years on the Seattle waterfront.

LOU BAKER, San Pedro longshoreman: With our hiring hall secured and with a long term contract we have won a smashing victory. During the next few years we should get busy rebuilding maritime unity.

W. A. ROWLANDS, Portland longshoreman: We won the strike and a lot of points. We had it won before the election, but the shipowners were waiting to see how the election went.

R. G. JOHNSON, Seattle longshoreman: This contract reached by the ILWU Negotiating Committee is the best I ever read in my eighteen years on the Seattle waterfront.

ALVIN ARISHIN, San Francisco longshoreman: It is a very good contract. The reason we got it is that we remained solid and that we kept up our morale so that we were able to win the strike with our full sails in the wind.

DAN. KELLY, San Pedro longshoreman: The agreement we have just voted on is just about as good as we could have gotten, and better than any we have had since 1934. This contract means protection of our hiring hall.

J. HAMMELL, Longshoreman: This contract is all right. It's a damn good settlement. We didn't get to picket lines for 90 days. Main thing is we kept the hiring hall.

AXEL M. WESTLUND, Portland longshoremen: We fought for our sons as well as for ourselves. I'm glad they don't have to take the bad conditions we used to take. I hope we get pensions next time.

O. L. VERSOL, Seattle longshoreman (33 years on the front): I am well pleased as to the result of our strike—the contract I have had the honor to read.

BILLY GOHEEN, Oakland longshoreman: In the overall picture, it's a damn good settlement. I think the biggest victory in the strike was that we got the actual employers to sit down and throw out all the ballyoney.

ALVIN ARISHIN, San Francisco longshoreman: The agreement we have just voted on is just about as good as we could have gotten. I think the biggest victory since 1934. It has been shown that when labor sticks together they can win any strike, despite anything the employers can throw at us.

M. O. S. BURNS, Seattle longshoreman: The new 2½ year coastwise clerks' agreement looks good — especially two wage reviews and each port negotiating its own working rules. The vacation plan is a step in the right direction.

French Miners End Strike; Still Seek Higher Wages

PARIS (ALN)—The eight-week general strike in the French coal industry was called off November 27 by the French General Confederation of Labor (CGT), after the right-wing Force Ouvriere (Workers' Strength) and Christian Federation of Trade Unions, which had at first participated, broke off negotiations, reiterated their anti-labor nature of all parties in the government, including the Socialists.

All unions in France, including those that deserted the walkout, are still pressing for the original 33 per cent wage raise demands of the strike. The increase was asked after an inflationary cost-of-living rise amounting to 215 per cent. Common action by all unions is also possible against anti-strike laws now being framed by French reactionaries.
Kids' Xmas Party
Set at Local 6

SAN FRANCISCO—More than 2,000 warehouse kids are expected at ILWU Local 6's annual Christmas party December 12 at 1 p.m. in the Civic Auditorium.

The party, financed by proceeds of the local's annual ball, will include a floor show, gifts from Santa Claus, candy and ice cream, and a raffle siring a television set.

Another 1,500 warehouse kids are scheduled to attend the East Bay division's Christmas celebration December 19 at noon in the Auditorium of the Merritt Business School.

Transport Local Reinstates Hogan

NEW YORK (UP)—The right-wing executive board of Local 100, Transport Workers Union (CIO) voted November 25 to reverse a previous action and reinstate its longshoreman president, Austin Hogan, and two other officials.

The reversal came a day before the New York supreme court was to have acted on a suit filed by Hogan demanding his reinstatement. The three men, who were suspended without trial, charge the board's action was illegal.

Clerks Win First Coast Contract

SAN FRANCISCO—With the negotiation of the new contract between the ILWU shops clerks and Marine Terminals Corporation, which was announced December 3, the shops clerks and longshoremen have reached a uniform coastwise clerks agreement for the first time.

Keynoted in the new settlement were provisions carrying a uniform coastwise 10 cents per cent differential for supervisors over the basic clerks' rate of pay. Also there will be a 20 cent per cent differential for chief clerks, chief supervisors and supercargoes over the basic rate. All terms of the new agreement applicable to the clerks were also won.

An extra basic wage increase of 5 cents per hour straight time and 7 cents overtime for San Francisco clerks will correct the inequity which herebefore existed between San Francisco clerks and those in other ports.

The San Francisco clerks vacation plan was extended to all clerks locally with a reduction in the quantity of work in all ports to conform to the longshore vacation pattern. The longshoremen pattern grants six weeks' vacation after 800 hours and two weeks' after 1,264.

Finally, monthly clerks in San Francisco will work on a 32-hour week employed under the preference of employment clause, thus extending to them uniformity.

The settlement gives the clerks a basic wage increase of 15 cents per hour straight time and 22 cents overtime, thus making the future uniform base rate $1.92 straight time and $2.88 overtime.

British Seamen's Strike

Aid to Local 17 Dockers

LONDON—The rank-and-file strike of British Cunard White Star Line employees called in sympathy with the recently concluded railroad coast AFL union longshoremen, was successful in every respect.

The seamen, which tied up the giant liner Queen Elizabeth, ended when the company gave in to the demands of the sea men's strike committee.

The company agreed not to divide its New York-bound ships to Halifax, Canada, as it had originally planned to do in order to bypass the American longshore strike. It also agreed to load and unload ships in New York until the U.S. strike ended and not to victimize any British seamen who walked off its ships in sympathy with American union men.

29, the workers could have their liquidation plans go for- ward.

By a vote of 13 to 1 Olaa Sugar Plantation workers have rejected the last proposal by mediator Ernest B. de Silva to cut wages.

Olaa Lockout

With a minimum of 72 1/2 cents, and fact-finding that will go on until February 15, with the wage cut still effective.

Local 17 has offered to take a flat 5 cent cut and demanded that if the company is in bad financial condition it economize in all other ways before it tries to push down its workers' standard of living.

The union has also made repeated offers to arbitrate.

Meanwhile money and food are pouring in from other plantations and banks in the state to help the 7-year-old daughter of the strike mistress.

The shipscaling contractors Association in San Francisco has agreed to buy six new air-supplied hoods on an experimental basis for shipscaling workers in December.

The services of the hoods will be available to all shipscaling contractors for the same price.

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This latest proposal provided a wage cut as demanded by Olaa with a minimum of 72 1/2 cents, and fact-finding that will go on until February 15, with the wage cut still effective.

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C&H Settlement

Local 6’s victory at C & H Sugar in Crockett, Cal., last week was highlighted by the signing of the workmen’s agreement to put 70 casual workers on the payroll as steady men and to grant a 10 cent per hour wage increase retroactive to June 14. 

The warehousemen won larger shares of the agreement from the company that all past practices will be buttoned down into contract language. 

Record contracts are in the union, though one of the company’s major demands was that they get out of Local 6.

SET NEW BASE RATE

Local 6 got $1.395, including the 2 cent back to back differential. All classified jobs were raised 8 cents per.

In 15 negotiating sessions before September 3, C & H had insisted on no foremen in the union, the right to change any past practice, plus increases in shift differentials and a November 21 strike date.

On September 2 maritime workers struck and C & H attempted to get the warehousemen moved out of the house so that when the refinery closed down, for lack of sugar buyers, it could go in, the workers would receive no unemployment compensation.

EXTENDED CONTRACT

The union, having already extended the contract from September 21, kept its members on the job, while the maritime workers struck and C & H agreed to reopen for the summer’s sugar crop and to send a wage offer to the union on the 21st.

The refinery agreed to reopen for the summer’s sugar crop and to send a wage offer to the union on the 21st. Before September only two Negroes were employed as steady workers, while a large proportion of the Negro workmen were used in the warehouse. New wheat will remain in the union, though one of the company’s major demands was that they get out of Local 6.

San Francisco—if you’re a warehouseman living on compensation and need a mattress for your child, or you can’t pay the rent because you know where to go for medical treatment at a price you can pay, the ILWU Local 6 Welfare Committee will very likely have the answer to your problem.

The committee has done a magnificent job since the warehousemen set it up to aid hardship cases in their strike last June. The idea was that the union can be useful off the job as well as on. 

Working with John Lindberg, director of the San Francisco CIO Council’s Community Service Department, and Allan Rosenfield, director of the Council’s Welfare and Employment Department, 25 committee members help the warehousemen who have been injured, lost their jobs, were laid off, lost their homes, are in receipt of state unemployment insurance and home insurance compensation.

TAKE COUNSEL COURSE

Many of the members took a union counseling course with Lindberg. They learned the ropes on state and private welfare agencies.

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Safeway Agreement

A majority of the workers at Safeway in San Francisco who had been laid off by the company in the strike were rehired in time to get their pay. The company agreed to live up to the master contract and pay the 10 cent increase set in master contract rates after the warehousemen struck last June.

The increase will be retroactive to June 14, day of Local 6’s strike settlement.

Preceding Safeway’s capitulation were a series of industry meetings where members discussed the question of a master contract or not? Safeway had pulled out of the Distributor’s Association during the strike, and though signatory to the master contract had refused to raise wages. Later the company raised the base rate, but continued refusal to raise classified jobs, at which the majority of Local 6 members work.

Efforts of the union to arbitrate the beef were stymied by company insistence on having employer attorneys for arbitrators. Included in the December 2 settlement was agreement that arbitration proceedings and NLRB charges be disbanded and that both company and union will apply to the courts for the temporary injunction which found them bound by the master contract.

Strike Committee

Part of the strike committee of the ILWU Local 17 waged a 103-day strike against the company for union security, a wage increase and a new contract. In addition to fighting their own battle on the picket line, local workers were able to raise $1,000 war chest for the waterfront strike. Men returned to work November 15 but a number were laid off immediately because of the lag in orders for flour due to the waterfront strike.

Welfare Committee Offers Many Services to Local 6’ers

The Welfare Committee keeps office hours every afternoon from 5 to 6 at 295 Ninth Street and Saturday from 10 to 12 a.m.

Rosenfield is at the union hiring hall, 397 Fremont, every Monday morning from 8:30 to 11.

Diversified Occupations Take Monotony Out of Local 6 Operations

SAN FRANCISCO—Local 6 of the ILWU is a versatile union. Its members not only do warehouseing but are also involved in funerals, running from flags to mayonnaise to hair dye.

Then there’s a fire in the city, Local 6 salvage workers clean up the mess while it’s still soaked. And when a fireman’s hose is broken, Local 6 warehousemen clean up the mess while it’s still soaked.

At Glaser Brothers a warehouseman grades displays of expensive meat and other refrigerated products on the shelves. At Bissinger Worker's, the inspection of hip bones, heart and calves comes in from slaughterhouses all over the country, grade them by weight and quality and color, salt and season them and stack them in huge piles.

The floors are always wet and the work is physical. The only woman in the warehousemen set it up to aid hardship cases in their strike last June. The idea was that the union can be useful off the job as well as on.

Before September only two Negroes were employed as steady workers, while a large proportion of the Negro workmen were used in the warehouse. New wheat will remain in the union, though one of the company’s major demands was that they get out of Local 6.

In the coffee houses warehousemen fill orders for reams of candy and tobacco are stacked neatly in bins where the floors are always wet and the work is physical. The only woman in the warehousemen set it up to aid hardship cases in their strike last June. The idea was that the union can be useful off the job as well as on.

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SAN FRANCISCO—The seafar-  
ings unions reached the following  
agreements with the shipowners  
last week:

The National Union of Marine  
Cook, Firemen, Engineers and  
Radiomen

The agreement runs to June  
15, 1951, with a wage review  
every September 30.

The agreement runs with a  
new overtime rate for one  
week, 80 hours at the prevails  
straight-time rate to $1.45.

The area arbitrators' decisions  
are final, and applicable arbitra- 
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