Public Goes For Cheap Albacore
SAN FRANCISCO — The public of the San Francisco-Bay Area has rushed to Fisherman's Wharf, Oakland, Richmond, and Hunters Point to buy albacore, a fine white meat, listed at $225 a ton, put on sale by the ILWU.

The price at which the fish is being sold is at least 40 cents less than it has ever been sold in recent years.

On the morning of October 9, albacore fishing boats returning with their catch were offered $225 a ton by buyers. Some fishermen were so burned up that they threatened to throw their catch onboard rather than sell it at such a low price.

The ILWU Fisherman's Union, Local 3-34, stepped into the breach, offered the fishermen $250, a ten-cent premium, for their fish on sale in the public at 25 cents a pound.

WORK FAST

Working fast and between editions of the newspapers, the Locals put up fliers, and arrangements were made in the San Francisco morning newspapers of October 7, headed, "Good Fish!"

The advertisement offered albacore at 25 cents a pound and said:

"Cheap Japanese tuna has flooded the American market with its wharf after shipfishermen and with ruin to American fishermen."

"This was the reason why hundreds of American fishermen paraded in protest when the soft Japanese Treaty was signed in San Francisco.

"We are your fishermen, American fishermen, who are buying Japanese produced tuna at a price that's even less than the for the all or we gas we use in our basic."

"Rather than give those fish away in the canners, we have choice to give the public the benefit of our labor."

START WITH ONE STAND

The fishermen started with one stand at Fisherman's Wharf on October 9. By afternoon they were forced to open a second stand. By the next day they were forced to open five more stands. Then, in public also increased.

(Continued on Page 7)

WSB Wants Unions to go Along with Wage Freeze

(see Editorial on Page 3)

WASHINGTON — The Wage Stabilization Board announced September 22, advised union and management negotiators not to attempt to bar gain for wage-gains over the 10 per cent wage freeze.

In an official release the Board said that it could not advise em ployee-union negotiations in advance as to the permissible limitations which they may be placed upon any such negotiations, under the stabilization program, rather than the parties who have negotiated the agreements." "Wage increases," says the WSB statement of policy, "which do not come within the stabilization program, rather than those parties who have negotiated the agreements." "Wage increases," says the WSB statement of policy, "which do not come within the stabilization program, rather than those parties who have negotiated the agreements." "Wage increases," says the WSB statement of policy, "which do not come within the stabilization program, rather than those parties who have negotiated the agreements."
WAGE INCREASES

THE WAGE STABILIZATION BOARD, with its so-called "labor" members agreeing, has just warned management and union negotiators not to agree to terms that are better than what the board will allow.

Put in simple, everyday American lingo, this means: "Workers—don't ask for more wages; you won't get em."

Not only doesn't the WSB want us to ask for more wages, but it says it is embarrassed when it has to turn us down. Getting the boss to agree to better terms, says WSB, when it is going to turn us down anyhow, tends "to raise false hopes among the workers and provoke industrial unrest."

You get the point? WSB is controlled by the boss, which is bad enough. But on the Board there sit certain pie-card "union" members who agree that we shouldn't ask for more.

This is the line that was peddled by Joe Ryan, now "King" of ILA, when he came out here in 1934 to sell us on his "program" of not fighting for a higher standard of living.

Well, Ryan never stopped ILWU from fighting for more pork chops and neither can the WSB, with or without its "labor" members. A higher standard of living is going down every day.

And the workers and union leaders, both in and out of the courtroom to the defense of unions and to political progressivism, his troubles began to pile up.

This is the real issue behind the trial of Hallinan and MacInnes, which is taking place in San Francisco behind a smoke-screen alleging that Vince and his law firm helped a client evade his income taxes.

In his opening statement, the prosecutor charged that Hallinan was the central figure behind this "conspiracy." Curiously enough, the conspiracy was supposed to have taken place at precisely the time both lawyers were devoting all their time, day and night, to the bridges trial.

Ironically, this is going on in a city where the top officials of the Bureau of Internal Revenue have been removed following following exposures by the Kefauver Committee.

There are millionaires and lawyers who conspire to evade taxes, but they never get prosecuted. Neither would Hallinan be prosecuted if he were not in favor of unions, peace and civil liberties.

ILWU MEN know Vincent Hallinan. He defended Bridges, Robertson and Schmidt and thousands of our rank and file have heard him. Delegates to the last convention elected him, by unanimous vote, an honorary member of our union.

So long as he was willing to devote his time to making money at the law he had little trouble. But when he began to apply his talents in the courtroom and his eloquence in and out of the courtroom to the defense of unions and to political progressivism, his troubles began to pile up.

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WELL, what's it all about? This MRA was founded by Frank N. D. Buchman. It has been denounced by the Episcopal <censored> as "frank for labor." To me, it was just the kind of religion MRA practised was a "higher" form than the Catholic, Protestant or Jewish religions, or any other.

For the last couple weeks there have been a number of characters running up and down the west coast representing a movement that calls itself Moral Re-Armament.

These boys have been trying to introduce a program among the ILWU rank and file and a few of our members just look off in a chartered airplane for an MRA conference in Switzerland.

Now chartered airplanes don't come at bargain prices—not to mention all the other expenses involved in such a trip—and the way the thing was organized and pulled off caused a lot of questions to be asked of international headquarters. Here is what we have been able to find out about the trip, MRA, its background and its program.

First thing is that MRA controls individuals up and down the coast, and no attempt was made to invite locals or the International to send official delegates or observers.

The way they operated created suspicion among many people as to what they were up to. This is how it worked: They went to individual locals, met with a few officers and indicated that other locals and the International itself had endorsed the conference and had agreed to send representa-

ives. They named names; said, for example, that the vice-

president of Local 10 was going and gave the distinct impres-

sion that this was with the knowledge and at least indirect endorsement of the local.

I was present at the membership meeting of Local 10 on September 24 and I was sitting on the platform when the MRA representative made his address. The deal to send the vice-president of my local had already been set, but it was kept a strict secret from the membership. I spoke to this MRA man about their program and in-

dicated some curiosity about where they got all their money. Said the MRA man, "You get the money from people who have plenty and we use it to send workers all over the world to preach the emancipation of the working class".

I told him that if that was their program, there wasn't much fault I could find with it. And two days later an MRA delegation came to my office and in answer to my question they admitted that the Swiss delegation had been financed by money from employers, including shipowners like PMA.

TOOK the opportunity to point out to these men that it had been my experience that any attempt to run a religious program into any trade union means that that union will be wrecked as an effective fighting organization. I also told them that if it was that program in their program I couldn't see why they were afraid to trust the rank and file by inviting us officially, instead of misrepresenting the actual situation and going around behind the scenes.

Their only answer, however, was to say that that was not the way they worked. They only seek out individuals, they said, and are primarily concerned with changing the minds of individuals. Then they tried to sell me on how they had "changed the minds" of British shipowners and French industrialists.

One example they gave was a 15 per cent wage raise they claimed MRA principles had brought about in textile manufacture. The answer to that one, of course, is that the French government controls the basic industries and it was recently forced to give all French workers a 15 per cent raise or have the Socialist members of the Cabinet walk out and the government crash.

They admitted, again, that the joint delegation that left San Francisco last week for Switzerland was mainly financed by employer funds and may have been a trip meant to create the kind of religion MRA practised was a "higher" form than the Catholic, Protestant or Jewish religions, or any other.


**ILWU Will Help End Negro Problem**

SAN FRANCISCO — WilliamChambers, Secretary-Dir ector for North California, will be a delegate to the Founding Convention of the National Labor Council to be held in Cincinnati, Ohio, on Oct. 27 and 28.

Clyster will represent both the International and the Northern California District of the Labor Council, and is a member of President of ILWU Local 208 (Chicago) will also be a delegate as a member of the Negro Council. The ILWU will attend the convention.

The council has already decided to help end the Negro problem in the United States. It has 208 Negro members and their problems are similar to those of the ILWU. Its objectives are to help the Negro people find work and improve their living conditions. The council has also set up a fund to help Negro workers in crisis.

**Support for Bridges, Robertson and Schmidt Groves as ‘Uppe’ Nears**

NEW YORK—The Columbia Broadcasting System, in its documentary series called “The Nation’s Nightmare,” has named the labor leader, Joe Ryan, a former labor leader, as one of the most influential figures in the United States.

Joe Ryan's Shapewood Violence, Thievery, Murder

Joe Ryan’s Shapewood was an episode of the documentary series “The Nation’s Nightmare,” which aired on CBS. Shapewood Violence, Thievery, Murder focuses on the Shapewood Incident, a labor dispute between the International Longshoremen’s Association (ILA) and the waterfront workers.

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**The Big Strike: Edward Melcarth’s dramatic mural**

The Big Strike is a mural painted by Edward Melcarth that takes for its inspiration the 1934 longshoremen’s strike, which was a significant event in the history of labor activism.

Edward Melcarth was an artist and muralist who was active in the 1930s and 1940s. His work was often political and focused on labor issues. The Big Strike is a large mural that depicts the 1934 strike and the subsequent occupation of the Port of San Francisco by the ILWU (International Longshoremen’s and Warehousemen’s Union).

**Statement of the Owner**

The statement of the owner, the Progressive Party, was issued in response to the case of Harry Bridges and Henry Schmidt, who were convicted of criminal acts.

The Progressive Party is a political party that was active in the early 20th century. It was a left-wing party that supported workers’ rights and opposed anti-Semitism.

**The Merry-goa-round, So Far As the Average Longshoreman and the docks are concerned, is a labor-management problem.**

The Merry-goa-round, So Far As the Average Longshoreman and the docks are concerned, is a labor-management problem. This phrase is often used to describe the cyclical nature of labor disputes, where workers and employers continue to negotiate and re-negotiate contracts.

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Call It Alice in Plunderland . . .

THIS is not a musical comedy. Neither is it a Dashiell Hammett detective thriller. This is about the astonishing shenanigans of the U. S. Maritime Commission, now known as the Federal Maritime Board, and it is tragically funny rather than a mystery.

The story teller is Lindsay C. Warren, Comptroller General of the United States. Mr. Warren audits the books for the United States Government, including the books of the Maritime Commission. He is a very conservative government official. He doesn’t knock easily; he’s been around Washington too long. He doesn’t exaggerate. He just says what the books show. For instance:

"The Maritime Commission could not account for 2 billion dollars . . . There was no charge, or even any suspicion, that that particular 2 billion had been spent . . . They yelled holy murder . . . denied it, and so forth . . . To this day, that money has never been accounted for and never will be." (U. S. News and World Report, July 20, 1951, p. 17.)

Two Billion Gone Forever

This is strong language indeed for a conservative Comptroller General of the United States. But obviously it was neither shocked and, as we see, he is not concerned with trifles.

A ten cubic foot bale of dollar bills is only $500-600. An average bouseful of dollar bills is only $40 million. Two billions of dollars is a mountain of money, and how can anyone misplace a mountain of money?

This two billions was part of the money spent by the Maritime Commission during World War II for building and operating ships, mostly using private shipowners as general agents of the government. Under these general agency agreements (or cost-plus agreements) the more cost, the more plus.

"The analysis also shows that the Federal income taxes of these operators averaged only 20 per cent for the pre-war years 1938 to 1941, inclusive. Of their net profits for 1949, Industry, generally, would be required to pay 38 per cent tax on comparable earnings."

Fantastic Subsidies

But this is not the only money which the U. S. Maritime Commission dispensed. Under the Federal Maritime Board and its predecessor, the Maritime Commission, some $394,006,000 of our money was given to shipowners and shipbuilders in the form of "construction differential subsidies." This was supposed to make up to U. S. shipowners the difference between foreign and domestic shipbuilding costs.

Mr. Warren trained his gimlet eye on this one and he got shocked again. Being a conservative gentleman, he turned his findings over to the Government Operations Subcommittee of the House Committee on Expenditures in the Executive Departments. This Committee investigated, held public hearings and finally made several official reports, to wit:

... that the Commission’s determinations were based upon assumptions almost devoid of foundation, and that the calculations were replete with errors and inaccuracies. It stated that the determinations in connection with operating-differential subsidies were inadequately supported and the results unreliable. In addition, the Committee commented on the many instances of inordinate delays, extreme administrative lassitude and indecisiveness, and the marked lack of training and experience of staff members occupying key positions.

Paid for Non-Existing Competition

As Comptroller General of the U. S. Mr. Warren has the responsibility of seeing to it that government money is spent in the way the law says it should be spent and that the whole basis for the payment of operating-differential subsidies is to meet foreign competition.

Yet Mr. Warren found the Federal Maritime Board paying out millions of dollars in subsidies to shipping companies where there was virtually no foreign competition to speak of.

"In the case of American President Lines, Ltd., (Trans-Pacific service), the Commission found that foreign competition of 2 per cent was sufficiently substantial to justify payment of subsidy."

Patiotic Robbery

Moreover, our shocked Comptroller General found that the Maritime Commission and the Federal Maritime Board were paying more construction-differential subsidies to the shipowners than the law itself permitted.

On six vessels under construction the United States Maritime Commission obligated itself to pay $28,013,114 for so-called "defense features." It turned out, however, that these "defense features" were not really for defense at all.

Says Mr. Warren:

"Most of these features were requested by the applicants (the shipowners) for commercial use . . . and that . . . the former Maritime Commission had used its authority to pay for national defense features as a vehicle for general subsidies in excess of those authorized by the Act."

So, the skulduggery of the shipowners was draped by the American flag under the guise of "national defense." Mr. Warren would have Congress stop this robbery by recommending:

"That the Government pay for the cost of features incorporated for national defense uses only if and to the extent that such features do not have commercial utility, or if and to the extent that their cost is disproportionate to their value for commercial purposes."

Basis "Totally Unreliable"

The U. S. Maritime Commission, now the Federal Maritime Board, also hands out to our shipowners "operating-differential subsidies." In 1951 alone some $2 billion dollars is a mountain of money, and how can anyone misplace a mountain of money?

These subsidies are supposed to enable our U. S. shipowners to compete with foreign shipowners. We are told that this subsidy is to permit American seamen to get American wages. Mr. Warren took a close look at this one too and concluded:

". . . our analysis revealed that the calculations supporting the approved rates contained so many errors and omissions as to render the results totally unreliable."
Subsidies to Cartels

And Mr. Warren reveals even more about some of these shipping companies which are receiving millions in subsidies allegedly in order to make "foreign competition." He found that some of them have pooled agreements (cartel agreements) with you with the same foreign lines with which they are supposed to compete. For instance, "On June 24, 1947, Lykes Bros. Steamship Company, Inc., entered into an agreement with Thos. & Jas. Harrison (Harrison Line), a British steamship operator, providing for allocation of sailings and pooling of cargo and revenue on eastbound voyages from West Gulf ports to the west coast of the United Kingdom. A similar agreement had been in effect previously. Lykes Bros. receives an operating -difference subsidy on this service, which is identified only established foreign operator on the route."

And yet he found that the Federal Maritime Board has approved "waivers" so that some of the subsidized lines act as agents for foreign flag operators. Lykes Bros., for instance, provides agency service for entry and clearance of the vessels of 22 foreign flag operators in U. S. Gulf ports and Tampa, Florida, and the subsidized Mississippi Shipping Company, Inc., has been allowed to retain its stock in Standard Fruit Steamship Corporation, a U. S. corporation operating foreign flag vessels. What is not revealed by Mr. Warren's audit are the intercorporate connections between the American shipowners who now own and operate 362 vessels under foreign flags, according to the Senate Merchant Marine Study and Investigation and those shipowners who receive outright subsidies.

The blunt fact is that all U. S. shipowners are subsidized one way or another. The tax benefits alone are $50 millions in dollars and cents the amount of financial benefit the operators have realized under these statutory provisions," says the Comptroller General. He hastens to add, however: "That it is substantial is beyond question."

He did figure it out for one subsidized shipowner who, were it not for these tax benefits would have paid $2,615,000 in taxes in five years. This shipowner actually paid only $570,000. Mr. Warren draws the obvious conclusion: ... beyond a doubt the benefits are very substantial.

This is a masterpiece of understatement. He quotes a representative of the subsidized shipowners to the effect that these shipowners saved 50 million dollars up to 1948 as a result of these tax benefits alone.

Middlemen's Profits

Unless you knew beforehand that the Federal Maritime Board was of, by and for the shipowners, you could not possibly understand the following statement in Mr. Warren's audit:

"During July, August and September, 1950, 130 Victory-type dry-cargo vessels were reactivated and bareboat-chartered to private operators for re-charter on a time charter basis to the Military Sea Transportation Service of the Department of the Navy for use in transporting military and other Government-controlled cargoes and passengers in the trans-Pacific service."

This may sound complicated, but if you read it carefully, it means the government is paying private operators a middleman's profit for the privilege of using its own ships to carry its own cargo.

While you are thinking of the implications of this one, you might mull over another action of the Federal Maritime Board.

For those who have not caught on yet, the business of the Federal Maritime Board is handing out subsidies to cartels consisting of people like A. W. Gatov, ex-President of the Pacific American Steamship Association? What would you expect from a Maritime Board that the benefits are subject to profits taxes when ships are sunk at sea—all these are not subject to profits taxes when put into reserve funds.

"Our accountants have been unable to determine in dollars and cents the amount of financial benefit the operators have realized under these statutory provisions," says the Comptroller General. He hastens to add, however: "That it is substantial is beyond question."
Local 6 Set For Election October 18

SAN FRANCISCO — ILWU Local 6 members in all divisions will go to the polls at 10 a.m. on October 18 to elect their officers in their annual election.

Running unopposed for president of the huge warehouse local is incumbent President Charles (Chili) Duarte. Three candidates are contesting the post of secretary-treasurer — Ace de Losada, president of the Warehousemen's Benevolent Association (owners of the property); Walter Smith and incumbent Richard (Dick) Lydon.

The entire list of additional candidates follows:

San Francisco — For Business Agent "A," Joe Munoz (unopposed); for Business Agent "B," Swede Carlson, Ray (Henry) Mural, for Business Agent "C," Sam Bailey (Tony) Gomez; for Business Agent "D," Joe De Maggio, Joe Lynch; for Dispatcher, Billy Lefrancois, Leo Busking, King Jim, Jem Shea; for Board of Trustees (3 to be elected), Connen, Eloise Sawyer Suso, Albert Morales; for Executive Board (unopposed), Emilie Figueroa, Betty Ludlow de Losada, Frank Malvino, Nellie Gianetti.


Stockton Division — For Business Agent, Al Belletti (unopposed); Board of Trustees, A. L. Bergstrom, T. C. (Ronnie) Rabun, A. V. Galer; for Executive Board (3 to be elected), A. G. DePaul, T. C. (Ronnie) Rabun, James Harris (Port of Stockton).

San Francisco — For Supervisor Is Rolling

FRANKFORT, Ky. — Early in the morning of September 24, the polling places opened to the downtown crowd, and the turnout was more than expected, with the lines running around the voting stations.

BARTON, Ore. — The voting was slow in the early hours, with only a few voters coming out to cast their ballots.

A New Gimmick To Lick Dockers

TOKYO — The Japanese government has designated the stevedoring industry as a "public utility." These 1500 stevedoring firms in Japan, employing 60,000 longshoremen.

With this designation as a public utility, no strikes will be permitted on the Japanese waterfront.
ILWU has won for its men in the coast firing inquiries at Interfishermen was whether they had organizing drive a shot in the a whale by the tail or a bear by October 11, and photographed by time nearly 250,000 pounds of the Fishermen's Farmer's Market Richmond and Hayward, Calif-pany over the screening program. Stewards, for the support ac-expressions of gratitude from the questing that ILWU President received pay for the balance of to the end of the season will an additional 4 per cent general wage increase as well as the margin allowed under revised gem_crease of 1.7 per cent, being the a supplemental agreement provid-ther negotiation. As of October 2

Local 10 Action (Continued from Page I)

Local 10 (Seattle) has received expressions of gratitude from the local's executive committee in man from their employer. The proposed workers in the industry.

Local 26 in Confab

ILWU's annual meeting will be held in Santa Maria Hall, 150 Golden Gate Avenue, San Francisco, begin-ning that event. International Officers and Coast Labor Relations Committee mem-bers will be present for determining eligibility for pen-sions, which will report on the latest developments in WSILWU pension pro-gram

Local 26 in Confab

ILWU workers at Western Commodities Company (San Diego) have been in negotiation with their company for a week ing wage parity and the same level of benefits enjoyed by other ILWU employees in the harbor area. So far the company has refused to negotiate any more than a meager wage increase, dependent on WSILWU approval and corresponding to the morals- around the vacation and health care benefit.

Full power to call a strike has been given by local members at Western Commodities, if such action should be necessary to win the workers' demands. Local 26 is re-riving full support from ILWU Local 13 longshoremen in the harbor area.

Local 11 Wins

ILWU's Local 11 has swept two counties in recent elections for union shop. Three houses were involved in San Jose (Santa Clara Co.): Security Warehouse, Cold Storage and Naco Farmer's Club. A total of 1,183 votes was recorded as being in full support.

Interim agreements have been reached with several local mercerers, which will be written into the collective bargaining agreements of the ILWU through negotiations.

Tons With Albers

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Atlantic Tuna

The largest catch of bluefin tuna ever made in Atlantic waters was landed at Gloucester, Mass., last month when the Western Explorers X plor, operated by the Albers Co. Tuna, was landed on September 18. Taken with the help of a small school of fish around 50 miles east of Cape Cod, the fish ranged in size from 25 to 40 pounds.

Clam Diggers Note

The State of Washington, in compliance with action taken at the last session of its legislature, has established a clamb diggers' license fee for the purpose of setting aside funds for hard shell clam. The new li-ence went into effect on October 15. The fee is $300.00

Clam Diggers Note

Frozen food processors are buying up to big business and are becoming more import-ant distributors of fish products, The Fish & Wildlife Service states in a recent bul-letin. There are over 11,000 local dealers in the country selling approximately 166,000 tons of fish per week, according to a report just re-ceived from the Department of Commerce.

Atlantic Tuna

An increase in this year's Southeastern Atlantic catch was reported by the Department of Commerce, which said that the average fisher-people of the industry.

Big Trawler

The world's largest trawler was delivered to a French firm in Bordeaux by a Danish shipyard in July. The trawler, christened Jutland, is 250 feet long, 1,582 gross metric tons and is powered wind is a 1,800-horsepower Italian engine which gives it a speed of 12 knots.

Import Headache

Imports of groundn—cod, haddock, hake, pollack and ocean perch—for the first 8 months of 1951 amounted to 59,617 metric tons, or 24 per cent greater than during the same period last year. Groundfishermen, take no-notice of the reduction.

Iceland Herring

Poor herring fishing is being reported off the coast of Sweden, according to a report just re-ceived from the Algers. Since the promising fishing season ended, only the first two weeks of the season, which opened on July 1, herring has been significant quantity and in relatively small numbers. The total catch on Au-gust 11, estimated at 53,904 metric tons, is below the average for the past six years, all of which were considered failures.

Numerous dimensions: 837.0x1208.0

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Steamboat Bill, Old Time Seattle Dockers, Is Dead

Seattle—Steamboat Bill Vieux has attended his last caus- cus, had his last Labor Relations meeting with the Waterfront Em- ployers, made his last report to his Local on negotiations or the settling of a beef — rised to a panel of order for the last time.

On the afternoons of October 4 employers and working long shor- eibers rubbed shoulders in the crowded chapel of the Home Undertaking Parlor to pay their last respects to the man who had been a colorful figure on the Pacific Coast for 40 years of sail- ing and longshoring. "Steamboat" he was called by the shor- eibers because he had sailed around Puget Sound and up the Colum- bia River in the old steamboats just past the turn of the century before he went longshoring.

FOR UNION: For 25 years, he fought with the early efforts in 1916, Steamboat Bill raised his voice in defense of his fellow workers; Steamboat fought for a strong democratic union, and shyly and fairly and unselfishly represented his fellow members in one elected office after another.

In negotiations with the em- ployers, in the setting of safety standards and establishment of terms of work, his leadership was relied upon. His ramrod back, his broad shoulders and tall carriage, his broken English and broken language made him stand out in any gathering as he participated in maritime councils up and down the coast.

His term as Business Agent of the Seattle Longshoremen's Union comes to an end, but his efforts succeed in finally establish- ing safety standards and load limits, and in stabilizing the work force in an industry which had previously had a reputation of "working a man out in 10 years."

LEFT A MEMORIAL
Steamboat Bill Vieux was a working longshoreman, a hatch- tender at heart, even when func- tioning as Business Agent or Secretary of ILWU Local 26. He was a member of the important Labor Relations Committee of the Port. He be- longed to the ILWU Men Provide Free Movie Show for Children

Local 26 Convention Pledges Big Organizing Drive in Los Angeles

The avowed intention of an unholy trio—Dave Beck, of the Teamsters Union; Harry Landberg, of the Sailors Union of the Pacific; and Joe Ryan, AFL Longshoremen's Union—to save the west coast waterfront workers from the dangerous plague known as "Communist infiltration" gives cause for serious thought to people vitally interested in the waterfront as the backbone of the economy of the nation.

Since before it became fashionable to save America from Communism, these three were attempting to take over the International Longshoremen and Warehousemen's Union and the Marine Cooks and Stewards. This talent salting the old salts aboard under a different banner.

Even a quick glance at the past performance of these "saviors" shows the following:

The Teamsters Union, under Dave Beck, is the most undemocratic, restrictive, Jim-Crow trade union organiza- tion in America. Negroes are denied gainful employment in such occupations as taxicab drivers, truck drivers for milk, bakery, bottling, and other basic commodities; chaf- fering, and almost all trades having to do with the trans- portation of products.

The Sailors Union of the Pacific, with Harry Landberg at the helm, has refused to allow Negroes to membership. The perpetuation of the restrictive practices of the SUP would certainly result in sweeping minority workers from the waterfront on the west coast.

Joe Ryan's policy as regards labor racketeering, biring of hoddlers, on the east coast waterfront is matter of public record. In many east coast ports no Negroes belong to Ryan's union, and in areas in the south Negroes are relegated to Jim Crow union auxiliaries.

Our common sense point of view the issue on the waterfront is not necessarily one of Communist infiltration as much as it is a movement of labor power politics. The efforts to crowd these workers into the waterfront in an area of "pork chops."

We are convinced that these raids will fail as have the other attempts if minority members of the ILWU and M&WS will stand firm. This is the time when we can ill afford to give heed to mountings of reactionary labor leaders, when what they have done in the past speaks louder than any promises for the future.

When the members of these west coast unions become convinced that Harry Bridges' and Hugh Bryson's leadership does not reflect the will and wishes of the rank and file, then is the time for them to save themselves from Bridges and Bryson.

Our last word is—Now is the Time to Stand firm.