Sugar Talks Deadlocked On Pensions

HONOLULU, T. H.—In recent sessions nearly in October, formal negotiations for a renewed contract between ILWU and the sugar industry resumed December 18 and then deadlocked again after the employers submitted what was described by union negotiators as a "completely inadequate proposal on pensions.

In recent secret balloting, in which the 18,000 ILWU sugar workers cast a record 96 per cent vote for a strike, the ILWU negotiators were authorized to call a strike if an agreement is reached. The strike vote was taken after a three-months of repeated efforts by the union to work out an agreement.

Another major issue is an em- ployer demand on incentives.

Last week's negotiations were conducted on the union side by a sub-committee of the territorial-wide committee with ILWU Secre- tary-Treasurer Louis Goldblatt and Regional Director Jack W. Hallin as chief spokesmen.

PROPOSAL IS SHORT
The employers submitted a for- mal proposal for a two-year agree- ment. The proposal included a 2-cent hourly wage increase for the first 40 working days, the 40-hour week on ten planned holidays, modifications on pension plan with a benefit of $50 a month.

The proposal was far short of the modified union demands. Those demands, in addition to a satisfactory uniform pension plan which would extend the age of the extension of the agreement, were for the 40-hour week, year around, 10 union holidays, and in the union areas in carrying out the Welfare and Pensions programs and in using all the locals in area in union agency.

The proposal for area wel- fare offices was made by the union trustees.

Hallinan To Jail on January 3

SAN FRANCISCO—Vincent Hallinan, who defends the ILWU president, Harry Bridges, was sentenced by Federal Judge Edward P. Murphy, and was ordered on January 8 to begin his one month sentence which he hoped would not appeal his con- viction on charges of income tax evasion.

Hallinan was sentenced to serve 15 months in jail, the Federal Judge Edward P. Murphy, granting all of his request for executive clemency for Wells.

The ILWU trustees have more service to the membership.

They will have headquarters in Seattle, Portland, San Fran- cisco and San Pedro and assist all the locals in areas in carrying out the Welfare and Pension programs and in using all the locals in area in union agency.

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Area Welfare Heads To Be Chosen Soon
SAN FRANCISCO—ILWU PFA Welfare Fund joint trustees agreed in a meeting last month to add area welfare officers to the Fund staff in order to place his men aboard and do the longshore work. He was re- fused service on a "credit union."

As the great finale is the claim by Lundeberg that the whole thing was a communist plot engineered by the shipown- ers, the San Francisco Police Chief and the ILWU.

"Every possible compromisewas offered in order to man the ship and get it off to Hawaii on its sailing date. These includedseveral suggestions made by the presiding judge of the Superior Court. They were all rejected by"..."the operators of the Aleutian, who insisted on a "credit union."

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Aquitina, Bronson, Hoffman Win Local 10 BA Positions

WASHINGTON, D. C.—The Su- preme Council of the United States declined last week for the second time to review the case of Wesley Robert Wells, Negro civilian con- demned to prison for a 18 months in jail by Federal Judge Edward P. Murphy, and was ordered on January 8 to begin his one month sentence which he hoped would not appeal his con- viction on charges of income tax evasion.

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Robertson's letter, dated De- cember 18, made the following point: "The Aluitian left it had existed in our de- partments except the stewards de- partment under which the vessel..." had set an agreement with ILWU covering another work. It is never estab- lished an agreement with any un- ion members set any limits on the personnel of the Aluitian; but ILWU* headquarters demanded that he, and be alone, supply all men for that department.

LUNDERBERG BALE;
All West Coast stewards de- manding a settlement issued a letter demanding that receiving a strike ballot is only for the members and many friends of ILWU the officers and staff and staff of the Dispatcher extend greetings of the season.

HARRY BRIDGES, President
J. R. ROBERTSON, First Vice President
GERMAIN RULCKE, Second Vice President
LOUIS GOLDBLATT, Secretary-Treasurer

WILMINGTON—First steps to- wards a better union image for the members of ILWU Local 10 BA were taken recently, when members met with a credit union Represen- tative who explained what a credit union was and how it functions.

Local 10, in Los Angeles, recently established a credit union.

To whom it may concern:
The tremendous misunderstanding that has existed here . . . The ILWU of Wesley Wells Rests with Gov. Knight

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ON THE BEAM

By Harry Bridges

THE CONSTITUTION of the United States is the basic law of the land, the code to which all laws passed by Congress and the various legislatures are supposed to conform. Great men labored to write a good constitution, Washington, Jefferson, Benjamin Franklin, John Adams and others, and the people of the new nation made a direct contribution by demanding and winning the first ten amendments which came to be popularly known as "The Bill of Rights.

For one hundred and sixty years the Constitution, including and especially including the Bill of Rights, has been interpreted by the courts. The courts have been going to the socialist countries "ganging up" on the USA, and for that matter, how would we feel if we were the diplomat working for the Soviet Union and other countries in the communist orbit is "justified" by the fact that it has been banned under current US policy.

Well, the Constitution is still there. But the men elected and appointed to enforce it, and sworn to enforce it, are doing everything else but. They are censoring, dissuading, and using their distortions to feather their own political nests and class interests.

And chief among these is the main law enforcement officer of the United States, Attorney General Herbert Brownell, Jr. Under his domination, careerists in the Department of Justice and its subdepartments, such as the Immigration and Naturalization Service, are lastingly tarring and feathering the critics of the right, and against democratic and effective trade union organization.

THE CRV is "Communism!" And if that is not enough to justify wholesale flouting of law and due process, there is added the sheet at "spy!" And we're to be it as as is — needs to trade or die.

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Legal Action
On Screening
Is Discussed

PORTLAND, Ore. — A discussion on screening and possible legal redress open to ILWU pensioners has been suffering work losses as a result of the humanitarian appeal for port security cards featured the Columbia River District Council in session December 13. The screened work has not only been declared eligible for rehiring (due to recent rulings on the illegality of original screening procedures), but may also have been denied as a result of the screening, the delegates were told.

QUESTION OF SUITS

It was convenient opinion that inquiry should be made at once as to whether such suits could be brought. Charges have been filed a fair share of the work at the Army ammo dump at Beaver and by men who claim the screen has denied them the opportunity of being paid union wages.

New regulations of the Coast Guard have been forced to adopt at assuring the extended of other positions in the Coast Guard, and a Seattle mall, also are favorable. The Seattle mall plan has been under consideration for several months.

DEFINITIVE IDEAS

Just when both are done is saying he have definite ideas on the subject. He always of Dave Beck, head of the powerful AFL, and unionist. A Seattle gent, also braced. Stewards have filed a whole protest on behalf of Steverson.

There are suspensions that Steverson, Beck are interesting in happen when they come forward. A suspension against the former's was by U.S. Marine Corps and U.S. Navy.

Definite of this theory say Steverson was told by Beck that the idea must be to make sure the ideas are new and not the same idea is not around it all settle.

It is pointed out, it becomes more and more interest and extended in waterfront and wave activities, up to now not of militia. Beck, however, is of the contrary. Hawaii Pacific-operators business, Beck, is labor relations agent for the Pacific Steamship Association.

OCEANSIDE CITIES

The anti-labor, super anti-ILWU and pro-Lundeberg, pro-Beck San Francisco Call-Bulletin, which usually gets tipped to what's up by the Beck-Lundeberg raiders had some interesting speculations for the Velde House Union in 1954, which are of interest.

The union submitted five proposals which the employers rejected and rejected. The proposals provided for settlement of the issue of the ILWU's controversy or the basic principle of starting retirement at once on a benefit schedule of 42 years at 50 percent of salary, while negotiations continue. The union's last proposal was for a formal plan. (Many sugar workers started work at an early age.)

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Lumber, bulk wheat and other grains, flour and packaged manufactured goods are ony a few of the many cargoes for Asian trade worked up and down the Coast in former years by ILWU longshoremen and handled by ILWU warehousemen. Of the many foods, medical supplies, oils and all the things that Asian ports need in order to keep their ships in full operation, hemp is one of the export items of the Far East, which is needed in the USA by many industries which depend on it. Very little hemp is reaching our ports these days, thanks to the embargo on the East.

Demand for Asian Trade

The need for trade with the Asian nations grows more acute each year. ILWU jobs depend on it... What is happening to one-third of the world's population? Is it being left outside of the Administration's foreign policy?
Trade Rises

with China and the

is more urgent...

on it... Industry re-

is holding up trade

the world? Nothing

nation's embargo...

ness is concerned.

For Oregon alone in 1939, Asia accounted for 63.6 per cent of all imports. In 1950 that figure had shrunk to 34.1 of the total.

Important imports included tin, copper, chrome, mahogany logs and hewn timbers, manila, crude bauxite, manganese ore, lead, nickel and alloys, pulpwood, raw cane sugar.

Not all of these came from the East but many of them did, and Oregon industries such as those fabricating metal parts, machinery, transportation equipment, household furniture, printing and publishing, canning and preserving, are dependent in whole or in part on imported materials.

To narrow down what the total embargo on goods to China means, in one specific area—Portland and the Columbia River—we need examine a single industry: logs and lumber.

In 1931, the peak year, Portland and the Columbia River district exported to China 163,272,000 board feet.

Local 8's dispatcher has estimated that this number of board feet of lumber would furnish 3,112 gang days of labor for ILGWU longshoremen, or 40,456 man days, and represent a payroll of $928,963.12 in terms of today's pay scales.

The fact that not one board foot of lumber is being shipped to China has therefore deprived ILGWU longshoremen in Portland, Vancouver, Longview, St. Helens, Rainier and Astoria of exactly that much in wages, and also helps to account for the fact that 27,000 woodworkers are out of work today in the state of Oregon.

The pressure for trade with these embargoed countries has not yet moved the Eisenhower Administration to re-open commerce with them. But in November of this year stories began appearing in the newspapers to the effect that "US SAID SOUNDING OUT RED CHINA TRADE IDEA."

These stories indicated that the US Department of Commerce had been sending questionnaires to important American firms, to test sentiment for resumption of trade "on a limited basis."

Both the Commerce and State Departments, when queried about this, promptly denied they were doing any such thing, or engaging in any "studies" looking to a lifting of the embargo.

However, the sentiment for resumption of trade is obviously growing and business men are anxious to get a cut of the rich profits to be made from such trade, going now to their competitors in other allied countries.

The San Francisco News, no friend of China or the countries in the socialist orbit, said on November 17:

"While Russia and Red China have proved extremely unpleasant neighbors, there is a growing belief among Western business men that their money is as good as anyone else's when shoved across the counter... A scramble for trade with the Communist nations already is on in Western Europe, and conceivably could extend to the United States whose manufacturers would be reluctant to lose a potentially rich market by default."

A more moderate statement of the case for resumed trade between the Western and Eastern nations, which could go a long way toward relieving the pressure of mounting surpluses, came on November 2 from the governor of the British crown colony of Hong Kong.

Quoted in Newsweek magazine, the governor said: "The potential for trade between China and the rest of the world is immense. To develop herself China will need much capital equipment for many years to come. The countries which can best supply her are the industrial countries of the world, notably the United Kingdom, the United States and Germany."

The graphic result of the embargo imposed on the Far East by Administration policy is this "bone-yard" of dead ships tied up on the James River in Virginia. Over 100 ships are tied up here alone. Thousands more are tied up in other harbors and streams.

The port of Shanghai, showing a portion of the street known as the Bund. This is the principal port of China, which has been modernized since Chiang Kai-shek is out, is now equipped to handle all kinds of cargo with speed and the latest equipment. Most Chinese ports have been similarly modernized, await huge cargoes.
Here are the ILWU Stewards Department Organizing Committee's hiring hall and offices at 24 Market Street, San Francisco. In the picture above, the building is shown with the stewards hall entrance between the "Thrifty Cleaners" and the "Ferry Food Mart" signs. ILWU has the entire second floor. Right hand picture shows the entrance to one of the finest stewards department dispatching halls on the Coast. The hall is busy from morning to night, filling jobs.

The recreation room in the new SF stewards hall, where men waiting for assignment slips can play cards, smoke, read or shoot the breeze. The entire layout is newly decorated and furnished.

Welfare officer Phil Eden interviews Bernard Garrett, who ships as bellboy or messman. Eden stresses the fact that men who expect welfare benefits—such as $2,500 insurance policy, disability, health and hospital care for their families and polio insurance must be registered to receive these benefits.

The beautifully appointed women's lounge at 24 Market Street, for the use of ILWU stewards department members waiting for assignment to jobs aboard ships in the harbor. The new hall, which is one of the finest on the West Coast, was completely redecorated and furnished in record time in order to service the more than 85 per cent of all West Coast stewards department members who have signed up with ILWU's stewards organizing department. The operation is going full blast, with a full-time dispatcher (Bill Edwards) in charge, a full-time welfare officer (Phil Eden), an office manager (Nellie Walsh), sergeant-at-arms (Johnny O'Connor) and two patrolmen, Roy Bluford and Pete McGoldrick. (All Dispatcher staff photos.)
Lumber, the chief product of the Great Northwest, could be a booming business and boom the shipping industry if unrestricted trade were opened between the United States and the countries of Asia. These pictures depict the handling of lumber by longshoremen in three ports, Aberdeen, Wash., (ILWU Local 24), Rainier, Ore., (Local 45) and Eureka, Cali., (Local 14). Two types of ships carrying lumber are shown in the center top pictures. Above is an ordinary cargo ship, SS Ocean Victory, ensnared in early morning fog at Aberdeen. Below is the SS Lumber Lady, a steam schooner that sails between Rainier and Los Angeles. The Lumber Lady carries her load below and above deck. The picture taken through spider-like rigging at lower left shows the load going above the winch driver. Later the winch driver has to come out of the hole and operate the winches from an upper platform. Just above, a Ross carrier is shown taking a load shipside from the lumber yard. Bottom left corner shows Rainier longshoremen about to lash the deck load down with chains. Picture at upper right shows a lift truck stacking a sling load in the hold of the Ocean Victory. A special device pushes the load into place. It is said to be the invention of an Aberdeen blacksmith. Just below is a lift truck at Eureka carrying a load of timbers to shipside. Most lumber presently being shipped is going to Korea for the Army reconstruction program. When that is ended the Northwest ports look to desultory employment unless a change in US policy permits fulfilling the enormous needs of Asia for US goods. For the story of Asian trade see pages 4 and 5 in this issue of The Dispatcher.
The Monroe is ILWU

Sixty ILWU books for a stewards' department crew of 61 was the score on the SS President Monroe as she left Los Angeles to put in at the Port of San Francisco last week. Above are some of the enthusiastic ILWU books from the crew. Standing, left to right: Ted Tenger, William Workman, Jack O'Leary (1,091), Jack Orchid (634), Dayton Powell (541), George Smalling (852), Johnny Olivera (953), Set. John Houston (1,106), Ray Scott (872), Carl Smith (808), Julius Shumsky (1,062), George Walsh (592) and Saniaduroff (1,082), Claude Lee agent, IL F. Rice, and dispatcher, Stern (1,038), John E. Waller (842), George Pickering, Jr. (695), Clifford Teller (714), Peter Dorskoff (948), Lewis A. Hardister (881), Harold Hendry (900), Bert Donovan (776), William Dorn, Jr. (1,091), Joe White (919), B. Chestnut (888), Leon Barlow (695), Bert Brigham (187), Bob Pascanty (852), Charlie LeDet (539), Jack O'Neill (602), Jeff Keefe (1,608), Joe Keyleigh (642), also; Walter Nelson (1,042), Johnnie O'Brien (1,027), Bob O'Leary (783), Johnny Olivier (922), Sel- dana Langs (1,607), George Pick- erling (442), George Pickering, Jr. (695), Clyde Pukanski (309), Mike Samaduski (1,602), Claude Lee Saunders (421), Henry Schmidt (1,132), Carl Smith (808), Julius Serna (1,628), John E. Walter (872), George Walsh (592) and Joe White (696).

Pensions Are Taxable, Says Pension Head

SAN FRANCISCO—ILWU pensioners were advised on November 30 by Pension Committee Chairman Henry Schmidt that their $1,000 annual pensions are taxable income and must be added to the wage-earner's total income as it was earned in 1953.

In a bulletin addressed to "Pensioners who worked on the waterfront during the first 7 months of this year," Mr. Schmidt stated that the pension must be added to the wages you earned in 1953, and it is necessary to file a return with the Department of Internal Revenue for Form 1040. Schmidt provided for two exceptions: because you are under 65 you can deduct $1,200; because you are over 65 and meet the abatement requirements, you can deduct $400: two exemp- tion amounts to $600: two exemp- tion amounts to $600.

An example of how this works was given by Schmidt.

"Assume that a pensioner earned $2,100 on the waterfront in the first 7 months of this year. He retired August 1st on the ILWU-PMA Pension. By December 31, 1953, his total income for 1953 from wages and pension is $2,826. He is entitled to an ex- emption of $1,200 because he is 65 and must pay income tax on the balance ($1,626)." Schmidt continued.

Twenty Weighers Registered by 6

"Twenty men registered last week will constitute a supple- mentary group who will be taken off the extra board and work regu- larly. There is no work in this area to be performed."

Their registration as a "B" category is under the very different "cli- mate" of the Bay reconditioning cargo. The job is mainly a waterway job and the men get longshore rates for their labor except for wages for any "kick-day." The 20 men registered last week will constitute a supple- mentary group who will be taken off the extra board and work regu- larly. There is no work in this area to be performed. Their registration as a "B" category is under the very different "cli- mate" of the Bay reconditioning cargo. The job is mainly a waterway job and the men get longshore rates for their labor except for wages for any "kick-day."