Local 10 Members Sign Up for Dental Plan

ILWU Will Celebrate October 12

SAN FRANCISCO—Twenty years of collective bargaining will be commemorated by ILWU Local 10 October 15 with a banquet in the Gold Room of the Fairmont Hotel here.

October 12 marks the twentieth anniversary of the amicable agreement handed down by the President’s arbitration board which was headed by the late Archbishop Heslin.

The award resulted in the first coast collective agreement between the longshoremen and their employers and began a history of collective bargaining which over the years transformed highly casual employment into secure employment across the continent.

The effort was aimed at the stable and harmonious labor relations which presently exist on the West Coast.

Improvements made in addition to increased wages include establishment of the hiring halls, the 6-hour day, medical care for all members, and $100 a month in additional social security benefits.

Henry F. Grady, former United States ambassador to India, Greece and Iran and one-time president of the American Federation of Labor, will preside at the banquet.

Other speakers will be J. Paul St. Sure, president of the American President Line; Daniel Del Carlo, secretary-treasurer of the San Francisco Building and Loan Association; and Harry Bridges, president of Local 10.

Invitations have gone out to civic leaders, employer executives, labor officials and others.

Local 26 Honors Steel Picketers

LOS ANGELES—ILWU Local 26 members at Economy Steel and Fishelstein supply are honoring the picketers of CIO steelworkers on strike at Southwest Rolling Mills.

Support is on the same property and owned by the same interests that own the two Local 26 plants, which process scrap metals for the rolling mills.

Local 26 members are also making plans to assist the strikers by food and monetary contributions.

Who Said It?

"Of what are ye afraid, O ye of little faith? Jesus’ question has urgent timeliness for workers and unions as they face/"...in Fascist Germany, Italy and Japan, outlawing communists was a first step in warfare and fascism. Lenin observed forging chains for minorities forged chains for ourselves. In a fascist America, Humphreys and Meeze might well sit with communists in the concentration camps already built...”

(Turn to Last Page for Name of Author)
CONGRESSIONAL investigating committees are currently running over the country, making their daily round before the November elections. This campaigning is being done at public expense in more ways than one, for these politicians care not what they wreck.

These election-year investigations have one thing in common—none of them are for the purpose of formulating constructive legislation. As for destructive legislation, the present congress has never bothered with investigations or hearings or paid any attention to testimony in hearings if such were held.

Just as phoney and political as the others are the senate and house sub-committees investigating union welfare and pension funds. Judging from the noise being made over some corruption found, there can be little doubt but that the legislative intent, if any, is to make it illegal for unions to negotiate welfare and pension plans, or for workers to have any collective say in the formation, operation or administration of welfare and pension funds.

THERE CAN BE no condoning of the mismanagement or misappropriation of welfare and pension funds. To our way of thinking such ranks with the meanest of crimes and should be swiftly punished. But there have been many years since the AFL took such a licking, and probably no one but a gang of longshoremen could have done the job.

Over a million dollars were spent in the unsuccessful attempt by the national AFL to capture the longshoremen in the port. The AFL had the fullest and most complete support of the NLRB, the government of the state of New York, the police department and every newspaper, radio and TV station. Unemployed longshoremen were blackballed and every scab was on the striking longshoremen by their own union leaders, and the Waterfront Commission did everything in its power to weaken the ILA and to intimidate its members.

Despite this unprecedented array of power, the rank and file of longshoremen were not made to feel it. In negotiating such a contract the longshoremen in New York can't forget for a moment that they have to do every thing possible to eliminate the Waterfront Commission from the picture and as quickly as possible.

So long as the Commission continues to function it will be a constant threat to the security of the port. That is why the ILA role it played in the last strike, and actually boasts of its effectiveness as a scab-herder.

The employers and the union jointly must come up with some kind of a program to replace the government, fink halls now being operated by the Commission.

From our own experiences on the West Coast it is clear that what is needed right now is first a mutually agreed upon registration list, then a program of decasualization which will help equate longshoremen, and, at the same time, end discrimination on the job. This will help bring about the end of the Waterfront Commission.

With this beginning the union and the employers can adjust the operation of the hiring procedure to fit the particular needs of the port. For example, there is no need for a formal registration list, and for a wholesale elimination of the steady or preferred gangs.

A method can be worked out under which some kind of modified use of steady gangs can be continued even while existing fink halls now being operated by the Commission.

Now the ILA is back in contract negotiations with the employers, after a delay of over a year because of the AFL activities. Their immediate need is to get a contract and at the same time to consolidate their union and to build some coastwise unity along the lines of the West Coast.

In negotiating such a contract the longshoremen in New York can't forget for a moment that they have to do everything possible to eliminate the Waterfront Commission from the picture and as quickly as possible.

So long as the Commission continues to function it will be a constant threat to the security of the port. That is why the ILA role it played in the last strike, and actually boasts of its effectiveness as a scab-herder.

The employers and the union jointly must come up with some kind of a program to replace the government, fink halls now being operated by the Commission.

From our own experiences on the West Coast it is clear that what is needed right now is first a mutually agreed upon registration list, then a program of decasualization which will help equate longshoremen, and, at the same time, end discrimination on the job. This will help bring about the end of the Waterfront Commission.

WITH THIS beginning the union and the employers can adjust the operation of the hiring procedure to fit the particular needs of the port. For example, there is no need for a formal registration list, and for a wholesale elimination of the steady or preferred gangs.

A method can be worked out under which some kind of modified use of steady gangs can be continued even while existing fink halls now being operated by the Commission.

Now the ILA is back in contract negotiations with the employers, after a delay of over a year because of the AFL activities. Their immediate need is to get a contract and at the same time to consolidate their union and to build some coastwise unity along the lines of the West Coast.

In negotiating such a contract the longshoremen in New York can't forget for a moment that they have to do everything possible to eliminate the Waterfront Commission from the picture and as quickly as possible.

So long as the Commission continues to function it will be a constant threat to the security of the port. That is why the ILA role it played in the last strike, and actually boasts of its effectiveness as a scab-herder.

The employers and the union jointly must come up with some kind of a program to replace the government, fink halls now being operated by the Commission.

From our own experiences on the West Coast it is clear that what is needed right now is first a mutually agreed upon registration list, then a program of decasualization which will help equate longshoremen, and, at the same time, end discrimination on the job. This will help bring about the end of the Waterfront Commission.

WITH THIS beginning the union and the employers can adjust the operation of the hiring procedure to fit the particular needs of the port. For example, there is no need for a formal registration list, and for a wholesale elimination of the steady or preferred gangs.

A method can be worked out under which some kind of modified use of steady gangs can be continued even while existing fink halls now being operated by the Commission.

Now the ILA is back in contract negotiations with the employers, after a delay of over a year because of the AFL activities. Their immediate need is to get a contract and at the same time to consolidate their union and to build some coastwise unity along the lines of the West Coast.

In negotiating such a contract the longshoremen in New York can't forget for a moment that they have to do everything possible to eliminate the Waterfront Commission from the picture and as quickly as possible.

So long as the Commission continues to function it will be a constant threat to the security of the port. That is why the ILA role it played in the last strike, and actually boasts of its effectiveness as a scab-herder.

The employers and the union jointly must come up with some kind of a program to replace the government, fink halls now being operated by the Commission.

From our own experiences on the West Coast it is clear that what is needed right now is first a mutually agreed upon registration list, then a program of decasualization which will help equate longshoremen, and, at the same time, end discrimination on the job. This will help bring about the end of the Waterfront Commission.

WITH THIS beginning the union and the employers can adjust the operation of the hiring procedure to fit the particular needs of the port. For example, there is no need for a formal registration list, and for a wholesale elimination of the steady or preferred gangs.

A method can be worked out under which some kind of modified use of steady gangs can be continued even while existing fink halls now being operated by the Commission.

Now the ILA is back in contract negotiations with the employers, after a delay of over a year because of the AFL activities. Their immediate need is to get a contract and at the same time to consolidate their union and to build some coastwise unity along the lines of the West Coast.

In negotiating such a contract the longshoremen in New York can't forget for a moment that they have to do everything possible to eliminate the Waterfront Commission from the picture and as quickly as possible.

So long as the Commission continues to function it will be a constant threat to the security of the port. That is why the ILA role it played in the last strike, and actually boasts of its effectiveness as a scab-herder.

The employers and the union jointly must come up with some kind of a program to replace the government, fink halls now being operated by the Commission.

From our own experiences on the West Coast it is clear that what is needed right now is first a mutually agreed upon registration list, then a program of decasualization which will help equate longshoremen, and, at the same time, end discrimination on the job. This will help bring about the end of the Waterfront Commission.

With this beginning the union and the employers can adjust the operation of the hiring procedure to fit the particular needs of the port. For example, there is no need for a formal registration list, and for a wholesale elimination of the steady or preferred gangs.

A method can be worked out under which some kind of modified use of steady gangs can be continued even while existing fink halls now being operated by the Commission.

Now the ILA is back in contract negotiations with the employers, after a delay of over a year because of the AFL activities. Their immediate need is to get a contract and at the same time to consolidate their union and to build some coastwise unity along the lines of the West Coast.

In negotiating such a contract the longshoremen in New York can't forget for a moment that they have to do everything possible to eliminate the Waterfront Commission from the picture and as quickly as possible.

So long as the Commission continues to function it will be a constant threat to the security of the port. That is why the ILA role it played in the last strike, and actually boasts of its effectiveness as a scab-herder.

The employers and the union jointly must come up with some kind of a program to replace the government, fink halls now being operated by the Commission.

From our own experiences on the West Coast it is clear that what is needed right now is first a mutually agreed upon registration list, then a program of decasualization which will help equate longshoremen, and, at the same time, end discrimination on the job. This will help bring about the end of the Waterfront Commission.
AFL Throws In the Sponge On NY Docks

LOS ANGELES—AFL President George Meany September 19 voiced the AFL's determination to delta the federation's year-long drive to oust the International Longshoremen's and Warehousemen's Union from the ILA. Meany said in reference to the union-giving program, culminating in the Humphrey-Butler bill, en- dued by the 83rd Congress.

TIME TO WAKE UP

Meany quoted Local 8 Secretary Robert Hulstaed on the necessity of the unions' waking up to the dangers confronting them on the anti-labor legislation in Salem and Washington.

"You can go on strike for gains in the contract, and stay out for 30 days getting them—and then, in a few short hours, through anti-labor legislation, lose everything you have fought for on the bricks," Meany said.

Meany cited Senator Gaylord J. Rankin and Representative Walter H. Knowles as typical of candidates running for re-election this year "who have done a hatchet job on labor, beginning with Tull/Hartley in 1947 and ending in the Humphrey-Butler bill at this last session.

This year, when Oregon was struggling with the highest unemployment rate in the nation, the settlement of long and anti-labor housing projects which would have made vast quantities of West Coast land usable.

Tentative Pact At Quaker Oats

LOS ANGELES—Tentative agreement on a 5-cents-an-hour increase for longshoremen and warehousemen in the northwestern states was reached between ILWU Local 26 and the Quaker Oats Company in a meeting here September 15.

A请继续阅读
A warehouseman in an ice house can expect to work through temperatures ranging inside from 27 degrees above zero fahrenheit to 42 degrees below, or up to whatever it may be in the hot sun on the loading platform. These pictures were taken at Merchants Ice Company plant in San Francisco. Upper left shows a meat storage cavern. At right is a carloading operation. Beneath it is shown ice pillars formed on the floor of a storage chamber by drippings from the ceiling. Middle pictures show frozen tuna in storage and the ice encrusted passageway from one chamber to another. At bottom weighers and strappers are packaging products for shipment and warehousemen are pushing a load to a waiting truck. No pictures were taken in the 42 below quick freezing chamber. The photographer found it too cold to focus. The workers at Merchants Ice are members of ILWU Local 6.
News From the Stewards Department

Stop-Work Meetings Unanimous for Action

Stop-Work Meeting in Wilmington

Three shots of the platform during the ILWU-SDOC sponsored stop-work meeting of PMA cooks and stewards in Wilmington on September 20. Four hundred attended the meeting at ILWU Local 13 hall, from 2 luxury liners and 6 freighters in the Lawrence, president of ILWU Local 13 who pledged longshore support to the stewards' action program. In center picture, Bill Chester, ILWU Northern California Regional Director, is speaking; to right, Herman Young, ILWU delegate on the Lavinit, at the mike; behind him, on the platform is Pete Moore, ILWU Southern California Regional Director. Lower picture shows a general view of the audience of cooks and stewards. Next issue of The Dispatcher will carry pictures of the San Francisco meeting.

Big Brave SUP 'Man'

ALAMEDA—On September 17 when the Flying Scud was tied here, a muscle-man who identified himself as an AFL-patrolman came aboard the ship.

In the mess area, at Claude Baker, ILWU-SDOC PO messman, mind's own business. The muscle-man, who was gauzed up, asked Baker to sign an AFL pledge-card. Baker refused.

Later, Baker went to the saloon to sign ship's articles and the muscle-man caught him by the coat, cursed him, said the time is "approaching when the Flying Scud was tied here, a muscle-man who identified himself as an AFL-patrolman came aboard the ship."

New Lurline Log

Comes Off Press

The third issue of the “Stewards Log,” rank and file publication of ILWU-SDOC cooks and stewards aboard the luxury liner Lurline, was published on September 13.

The lively micrographed publication carries a leading editorial titled "What About Recognition?” and says: "This is a time to go to work, to demand recognition as representing the workers aboard the Lurline."

Who Represents PMA Stewards?

An examination of the shipping figures at the Central Registration Office set up by the court will demonstrate conclusively that ILWU-SDOC represents the working cooks and stewards aboard PMA vessels.

Take the New York and San Francisco CRO offices alone. In New York, since January 1, 1954, ILWU-SDOC has shipped 353 jobs; MCS-SIU has shipped 28; NUMCS, 3. In San Francisco, three weeks after the NLRB election (won by ILWU), was over, the CRO figures showed that ILWU-SDOC shipped 1,069 jobs; MCS-SIU shipped 384 and NUMCS shipped 28.

Since the election ended all AFL books in all ports, and taken out ILWU-SDOC books.

How to Get Unity and Solidarity Aboard Ship

Armand Crocco, ILWU-SDOC delegate aboard the President Polk, called a meeting of the crew on September 11, when the ship was at sea. Fifty-three ILWU stewards, 3 SIU cooks, 17 SUP sailors and 14 marine firemen attended the meeting.

“My purpose in calling this meeting,” Crocco said, “was to show the other departments how (ILWU’s) strength, and to demonstrate the fact that we want to get along with all the others. We want to make this one of the best passenger ships afloat.”

A spirited discussion took place among the members of the joint meeting, with the deck delegate (SUP) making it clear that he would not put his union behind any phoneyheel.

He made specific reference to the bartender aboard the Polk, who had called on the deck gangs to “go to work” on the stewards department. A meeting between the SUP man and Crocco in Genoa, Italy, straightened this one out, with agreement that the bartender was to blame.

The deck delegate stated that so far as he was concerned the deck department was 100 per cent satisfied with the stewards department and was willing to work together on friendly terms.

Similar statements came from the engine room delegate and the MCS-SIU delegate, who stated plausibly that his only complaint was that there were "not more MCS-SIU men aboard."

Delegate Crocco reports that since the meeting "there has been a big change among everyone and feelings have improved greatly."
The Stewards Say They're Set for a Strike

DAVID FUKUYA, Hawaii Pilot: "If we want that retroactive pay, we'll have to strike for it."

JOE OTA, Hawaii Pilot: "I say, All the way for ILWU. There is no other union for us."

GOODWIN JORDAN, Hawaii Pilot: "I'm ready to go all the way for that contract. Let's go."

SEIJI MOTSHIRO, Hawaii Pilot: "We're 100 percent back of ILWU on this ship."

MAX REYES, Ventura: "We'll have to go all-out—strike—to get that contract we want."

LOUIS MACK, Ventura: "I'm for a contract—now—all the way—whatever it takes."

MALCOLM MAPP, Ventura: "A hundred percent behind ILWU. Let's get that contract, now!"

HARRY YUEN, Hawaii Pilot: "Let's go all the way out. The only way to get it."

ALBERT BAILEY, Hawaii Pilot: "If we have to go all the way, I'm ready to go."

MORRIS McJIMSEY, Ventura: "I hope we can get this over soon. Strike if necessary."

LEON MONTGOMERY, Hawaii Pilot: "I'm ILWU-SDOC. I'll stick all the way down the line."

O. ALMERO, Hawaii Pilot: "Behind the ILWU 100 percent, as far as we have to go."

N. McDOWELL, Hawaii Pilot: "I like the ILWU program and will back it as far as it goes."

A. B. CORPUS, Hawaii Pilot: "Let's strike if we have to, to get collective bargaining."

Y. F. CHOY, Hawaii Pilot: "Let's kick out the phonies and get us a real contract, I say."

JOINT MEETING HELD ON MORMACGULF BETWEEN ILWU-SDOC & AF OF L STEWARDS

A joint meeting of ILWU and AF of L stewards was held aboard the Mormacgulf recently, acting SDOC Delegate Floyd Hayden reported on September 9. The department has 7 ILWU-SDOC stewards, 6 AF of L stewards. Discussion was held about working conditions aboard the vessel and full agreement was reached by the men of both unions. The stewards department workers agreed to work together for their mutual benefit, irrespective of their union affiliation.

Hayden reports that the men have gotten along well together on the recently-completed voyage, with no beefs arising between them despite the fact that this is the first trip the ship has made with two unions in the stewards department. Hayden's report was also signed by the seven ILWU members: Leo Kent (chief steward), Lloyd Sure (officers' mess), Gentry Moore (passenger Ell), Pastor Noblejas (PO mess), Carol Tolton (3rd cook), Frank Gallardo.
On the Ships

The stewards department crew of the Mormacgulf is the latest to sign the ILWU-SDOC petition demanding immediate collective bargaining with the Pacific Maritime Association. All seven department members signed it.

According to its crew, the Mormacgulf “is the newest ship afloat.” It’s 100 percent ILWU membership in the stewards department and is anxious for action to get started.

There’s no love lost between the 100 percent ILWU crews and stewards aboard the Indian Bear and the captain of the vessel. He has tried to make a cop out of the chief steward, but didn’t get anywhere.

The week ending September 18 saw ILWU ship 76 jobs out of New York to 1 for the AFL. The ships in port that week (Gurn) carried 82 ILWU cooks and stewards to AFL, and one ILWU man two of them were aboard the President Madison, and the 1 AFL man on that ship is awful lonely.

The Minnesota Company continued to try to break down union conditions aboard the Larline. ILWU stewards report, the object to make more money for the company. The stewards are resisting it and the net result of the company cuts will be a 10 percent ILWU membership in the stewards department aboard the vessel.

The Surprise was won in San Francisco the first week in September. AFL stewards on the Surprise report, there is a lonelier and lonelier. The ship needs 100 and 100 more and more coastwise stewards aboard the Surprise and Trade Wind.

More than $1,000 in dues was paid when the President Cleveland docked in San Francisco the first week of this month.

AFLers Begin To Get Worried

AFL stewards aboard the Seafair, which was in Wilmington when the first stop-work meeting was held under ILWU STODC auspices, are beginning to get worried.

Add the American Mail to the list of ships supporting the ILWU-SDOC program. Crew members who signed the petition calling for immediate collective bargaining with PMA were: W. H. Molloy (mess), Fred Woodson (ward), James Ward (ward) and Robert Chairman (PO mess). The American Mail, which is also a 100 percent ILWU ship, the Charles E. Bunt, Surprise and Trade Wind.

More than $1,000 in dues was paid when the President Cleveland docked in San Francisco the first week of this month.

Sick to Stomach? Blame the Cooks

WILMINGTON — Some AFL stewards aboard the Santa Juana are getting a little uneasy about the cooking facilities aboard this ship.

The Maritime Administration's approval to transfer the SantaJuana to Liberian registry to cut costs.

During that week SDOC shipped 19 standbys for SUP.

The Maritime Administration has approved the transfer of the SantaJuana to Liberian registry.

On September 24 the dispatcher's report gives good news to the stewards department. Under the terms of the approval, the company can select either of its two ships, the American Mail or the American Pioneer, to transfer any of its vessels from American flag to Liberian registry.
Hawaiian Bankers

Well, at least they are ILWU-SDOC members who work aboard the Hawaiian Banker. Left to Right, Ben Kashihi (Chief cook)

Keep on Eye
On Lunchbox

SEATTLE—I would like all my ex-union brothers now in the Lunchbox Clan of the Stewards' Department to know exactly what I feel about them being stupid brothers now in the AFL. I recently joined the ILWU and have been working on the Aloha Mail for over 25 years. I am still working and intend to work until I am too old to work. As I speak, I have worked on the Aloha Mail for over 19 years, and I intend to work until I am too old to work. As I speak, I have worked on the Aloha Mail for over 19 years, and I intend to work until I am too old to work.

Let the Bosses
Know We Mean It

An Oldtimer

Hawaiian Bear in
Report from Sea

Carlton Grant, ILWU-SDOC delegate aboard the Hawaiian Bear, wrote from Hainan, French Indo-China, on September 21, to report what was going on aboard his ship.

The Bear has been chartered by MSTS and is shuttling between Hanoi and Saigon, carrying two union hooks are there.

Get Rid of That AFL
Book, Brother. Now!

ILWU-SDOC policy, so far as working stewards who are carrying union hooks are concerned, is simple:

ILWU-SDOC representatives should ask them to give up the AFL book. If they refuse, they are asked for the ILWU book. If they refuse that, the ILWU book is cancelled.

The time is past for any working cook or steward to hedge his bets. ILWU-SDOC is moving swiftly these days to take strike action if necessary, and they refuse that, the ILWU book is cancelled.

The time is past for any working cook or steward to hedge his bets. ILWU-SDOC is moving swiftly these days to take strike action if necessary, and they refuse that, the ILWU book is cancelled.

The time has come for two book men to make up their minds. They can have ILWU or they can go out of the industry.

Primeros Mitins Con Paro De Trabajo Efectuaron En Wilmington y San Francisco

WILMINGTON, Calif.—El primero del ciclo de mitins con paro llevado a cabo por el departamento de cámara abordo de las naves de la Asociacion Maritima del Pacifico (PMA) invocó el movimiento huelguista al fuelle necesario, para obligar a las empresas navieras a reconocer y entrar en convenio con los obreros cocineros y personal de cámara abordo de sus naves.

Cuatrocientos cocineros y personal de cámara que pertenece a la ILWU-SDOC a la AFL, y sin afiliacion alguna, se reunieron aqui en Septiembre 28 en el salon del ILWU, Lo- can 15 de los estivadores y jornaleros, Venezia elecciones para ratificar sus voto de paro. Por el car- porados de pasageros de lujo y de seis barcos de carga anclados en la bahia de Los Angeles en esa fecha, (548 trabajadores de camareras estan empleados abordo de ocho naves).

Los barcos que fueron representados durante el mitin con paro eran el Lurline y el Presidente Cleveland, el Kaiser, el Oregon Mail, el Indian Bear, el Hawaiian Refiner, el Presi- dente Jefferson y el P & T Forester.

Los trabajadores del departamento de cámara escucharon un informe sobre la situacion de su departamento dado por T. R. Robertson, Primer Vice Presidente de la ILWU y presi- dente de la Comision Organizadora del Departamento de Camaras de ILWU.

Fuerza de la extensa discusion que siguió, el mitin de los 400 miembros unanimemente adopto el programa de accion trazado previamente por la ILWU-SDOC y mas recien- temente apoyada por la Junta Econometrica Interna de la ILWU, la cual se reunió en San Francisco el 14 y 15 de Sep- tiembre pasados.

Durante el mitin con paro, se eligió una comision, con- sidiendo ella de las siguientes personas: Joe Taylor (del Presidente Jefferson), Sidney Stewart (del Presidente Cleve- land) con Herman Young (del Lurline) como suplente. Se dejo un puesto siento para un miembro de cada nave.

Esta primera comision sera aumentada con otros miem- bros que seran elecidos en San Francisco y Seattle, contando con un total de veinte miembros. Este sera un grupo del grueso de las filas militantes a lo ancho de la costa, el cual selec- cionara a tres de sus propios miembros para venir a San Francisco a reunir con los tripulantes de otras naves navieras.

El mitin de Wilmington unanimemente dejo en constancia de la AFL un movimiento huelguista si fuera necesario para obligar a la Asociacion Maritima del Pacifico (PMA) a negociar los horarios de jornaleros, tiempo de comida, reglas, condiciones y horas, un proyecto de jubilacion que tendra la participacion del sindicato y un mejor programa de pensiones para el bienestar social.

Ademas, el mitin con paro efectuado el 29 de Septiembre:

1. Hour, junta de tripulantes, el cual no se han hecho en el suporte perentorio de un fondo de reserva huelguista dentro del departamento de cámara, para mantener abordo de cada nave en el caso que se llegara a necesitar;.

2. Recomendado al mismo tiempo, la contribucion de $1.00 por cada hombre en cada una de las naves, a fin de financiar las actividades de la comision del grueso de las filas militantes.

Ademas se encontraban presente en el mitin el Wilmimg- ton, las siguientes personas: Pete Moore y William Chester, Directores Regionales del ILWU, respectivamente, y Joe (Blurr) Kealalo primer vice- presidente sustituto de ILWU y representante de SDOC en Honolulu.
Protests on Fifth Bridges Frameup
Come from Locals, Board, Auxiliary

Bryson Loses A Round in T-H Frameup
SAN FRANCISCO — Five per cent of the ILWU Local 6, the ILWU warehousemen and women who last month had their second go at a choice of health coverage under the Taft-Hartley Act, selected the Kaiser Foundation Health Plan, and an insured plan underwritten by the Pacific Employers Insur-ance Company. They had the same choice last summer for their first year of Welfare coverage.

The warehouse workers chose the plan in a vote of 364 to 166, the Kaiser Foundation Health Plan, and an insured plan underwritten by the Pacific Employers Insurance Company. They had the same choice last summer for their first year of Welfare coverage.

The warehouse workers chose the plan in a vote of 364 to 166, the Kaiser Foundation Health Plan, and an insured plan underwritten by the Pacific Employers Insurance Company. They had the same choice last summer for their first year of Welfare coverage.

Of the 274 workers electing to participate in Local 6's Welfare Plan, the majority chose the Kaiser plan, which provides medical and hospitalization benefits. The insured plan, which is administered by the Pacific Employers Insurance Company, provides similar benefits.

Unions Threatened by The Anti-Trust Laws
WASHINGTON — Reliable sources close to the White House revealed September 27 that a special committee “in the works” which would make un-legal all antitrust laws.

Eisenhower did not dwell on the fact that the new drive, backed by the National Association of Manufacturers and US Chamber of Commerce, is based on a report already circulating by Commerce Secretary Sawyer.

The railroad brotherhood leaders, who have published a statement in September 25: “No busi-ness man ever has been sent to jail for violating these (anti-trust) laws as it already is.”

Observers have pointed out that the drive is aimed at putting labor under the anti-trust laws, and the railroad laborers have already donated $2,439 for the Seafarers’ Fund, which provides cheap meals for the unemployed.

Because the new drive is centered on you, May you and your families be protected by the law and have your rights upheld.

NY Paper Reports Monkey Business in SIU Welfare Fund

You are interested in the sort of “democracy” that is practiced by the United States National Union (Harry, Lunde-berg, President), the National Association of Manufacturers and US Chamber of Commerce, as reported in the Herald-Tribune of September 16.

The report is based on a statement that has been circulated by the National Association of Manufacturers, and followed up by the US Chamber of Commerce.

This is the latest in a series of articles by Judith Crist, in The New York Times, that are being conducted by the NY State Department of Labor, and are under the direction of the various trade unions.

The report says that the SIU Welfare Fund is used to pay for the salaries of the union’s officials.

ATHLETIC CREASY
• Robert Creasy, fund adminis-trator, gets a salary of $12,000 a year plus $25,000 a year in expenses from the fund.
• The welfare fund pays out, in behalf of Mr. Creasy in one year, $2,059 to the Winged Wheel Golf Club, $420 to the Downtown Athletic Club, $300 to the Congressional Country Club, $150 to the Whitehall Club, and $4,423 for “incident expenses”.

This makes a total of $7,025 for the athletic and social-minded Mr. Creasy.

The New York Times has been reporting that the fund is used to pay for the salaries of the union’s officials.

The welfare fund pays out, in behalf of Mr. Creasy in one year, $2,059 to the Winged Wheel Golf Club, $420 to the Downtown Athletic Club, $300 to the Congressional Country Club, $150 to the Whitehall Club, and $4,423 for “incident expenses.”

This makes a total of $7,025 for the athletic and social-minded Mr. Creasy.

The welfare fund pays out, in behalf of Mr. Creasy in one year, $2,059 to the Winged Wheel Golf Club, $420 to the Downtown Athletic Club, $300 to the Congressional Country Club, $150 to the Whitehall Club, and $4,423 for “incident expenses.”

This makes a total of $7,025 for the athletic and social-minded Mr. Creasy.

The welfare fund pays out, in behalf of Mr. Creasy in one year, $2,059 to the Winged Wheel Golf Club, $420 to the Downtown Athletic Club, $300 to the Congressional Country Club, $150 to the Whitehall Club, and $4,423 for “incident expenses.”

This makes a total of $7,025 for the athletic and social-minded Mr. Creasy.

The welfare fund pays out, in behalf of Mr. Creasy in one year, $2,059 to the Winged Wheel Golf Club, $420 to the Downtown Athletic Club, $300 to the Congressional Country Club, $150 to the Whitehall Club, and $4,423 for “incident expenses.”

This makes a total of $7,025 for the athletic and social-minded Mr. Creasy.
PENSIONS
This is Important Information If You Are Receiving Social Security Payments
INCREASES IN SOCIAL SECURITY PAYMENTS BASED ON RECENT CHANGES IN THE LAW

Worker
Old
New
Old
New
$25.00
$30.00
$37.50
$45.00
$40.00
$45.00
$58.75
$67.50
$55.00
$60.00
$75.00
$80.00
$105.00
$117.00
$85.00
$90.00
$127.60
$147.80

Worker and Wife
Old
New
Old
New
$37.50
$45.00
$10.00
$8.60
$18.00
$23.00
$35.80
$46.00
$57.60
$67.50
$80.00
$90.00
$100.00
$117.00
$140.00
$157.10
$160.00
$197.10

Widows Increased Social Security Benefits
A widow who has been receiving a Social Security benefit check of $63.80 per month will in the future startlingly receive $73.90 per month. A widow at age 65, according to the law, is entitled to $63.80 per month benefit. Fourths-of $98.50 - $73.90. A widow will lose her Social Security benefit in which she earns more than $75 in an occupation covered by the Social Security Act. If she has a child under 18, in her care, she would lose her benefits but not of course of entirely. The Social Security Act specifies that of age is eligible for Social Security benefits if she has her child under 18 in her care. Both are eligible - the mother and the child each receive a Social Security benefit check.

Starting January 1, 1955, the above provisions in force remain, except that earnings up to $1,200 per year will be allowed without loss of Social Security benefits. The $1,200 may be earned at the rate of $100 per month, or in the total of any one month, or three months, but the amount per calendar year must not exceed $1,200.

Among the questions for state legislative candidates were: "Do you favor revision of the state unemployment compensation laws to increase benefits and liberalize liberalization?" Would you favor strengthening the State Fair Commission? What would you do to meet the housing problem?

Candidates for national office were asked: would you...

- Introduce or co-sponsor a bill on the "Schools Balanced School Work Plan in the District of Columbia"
- Introduce or co-sponsor a bill relating to "Race Relations in the United States"
- Introduce or co-sponsor a bill relating to "Complaints About Employment Practices in the Public Sector"
- Introduce or co-sponsor a bill relating to "Equal Rights for Women"

The PA report was submitted to the membership under the signature of A. Mink, acting secretary of the Committee.

NotSoLilyoftheValleymagus

HARRIS UNIVERSITY has scheduled "The Tax Cut" for Tuesday, November 8, in the Student Union Auditorium. The project is under the direction of Dr. Harry C. Johnson. Dr. Johnson will present the program and answer questions.

In accordance with the scheduling of the program, the government will receive 16.3% of the total amount of federal taxes collected. This amount is represented by the numbers 16 and 3.

C&H Cutback in Work Week Called a Lockout

CRULLS, Calif. --The California & Hawaii Sugar Company announced that as of September 30, it would institute a new 4-day work schedule in its refinery here.

ILWU Local 6 Pres. Charles ( Chick) Duiate promptly denounced the company's move as an attempted lock-out, as well as a 20 per cent wage-cutout in the bargain.

"The company's position," Duiate said, "is that it's cutting down production and that our members have a right to work. This move is intended merely to serve the company's convenience and amounts to locking out ILWU workers for a day's work a week."

Local 6 said, Duiate, had served notice on the company that it considered it a violation of the principle of the agreement.

Manufacturing employment in July dropped to 1,675 below that at the same month a year ago. It was the 11th straight month in which manufacturing jobs had fallen.

ILWU Book Club List

ILWU Book Club 150 Golden Gate Ave. SAN FRANCISCO, CALIF. Please send me (postpaid) the following titles: (check marks the ones you want) below. I enclose the correct sum in check or money-orders (Price includes California sales tax).

- (copies) Mill, by Bill Cahn, $0.75 (paper); (copies) Oxy-Geners, by Joseph McElderry (auto- graphed by the author); $1.00
- (copies) The Devil to Do Your Work, by W. R. Wright, @2 $1.00
- (copies) The Southpaw, by Mark Harris, @1 $0.00
- (copies) U.S.O.W.W., by John Alpert, @2 $1.00
- (copies) The F.B.I., by John E. Roberts, @2 $1.00
- (copies) The F.B.I., by John E. Roberts, @2 $1.00
- (copies) A Funeral for a Kid, by John S. Wilson, @2 $1.00
- (copies) Man's Diary, by John S. Wilson, @2 $1.00
- (copies) The Southpaw, by Mark Harris, @1 $0.00
- (copies) FDR, by Stefan Lowry, @5 $0.50 (paper); (copies) Daybreak in China, by Paul Davis, @5 $0.50 (cloth)
- (copies) Labor Fact Book XL, by Labor Research Associates, @5 $0.50 (cloth)
- (copies) Freedom Bond, by Howard Fat, @2 $0.50 (cloth)
- (copies) The American, by Howard Fat, @2 $0.50 (cloth)
- (copies) The Bouncing Cross, by Ray Ginger, @2 $0.50 (cloth)
- (NAME)

ILWU-PMA Pen-...
The Story of the ILWU-PMA Pension Check
On the March
By J. R. (Bob) Robertson

TEN YEARS AGO this month ILWU longshoremen were beginning to get an idea of what had happened to them. The strike of 1941 had granted them wage increases, the 6-hour day, the hiring hall. For the first time in their history longshoremen walked into their own halls; for the first time they were dispatched by their own union dispatchers to the job. For the first time in their history they got jobs without discrimination; no more shape-up; no more kick-backs to the bosses for the right to work on the docks; no more blacklist; no more racketeers. Some may have been skeptical of the new set-up but the majority agreed that there was no comparison with the old days. They were talking of working out standard loads, safety regulations, setting up a system of gang stewards to control the job at the point of production. It was the beginning of a new era for ILWU longshoremen and there wasn't one who realized that within the next 20 years so much more would be accomplished for the working man and working woman.

IF ANYONE had predicted, in October 1934, that the hiring hall was here to stay, the average dockers would have said, "Well, let's hope so." If anyone had predicted that the shape-up was gone forever, that there would never be another one, that there would be no more blacklists; no more hiring halls; no more voluntary absence; no more bootlegging; no more blackballs; no more violence; no more fear; no more suspicion, those who thought they had the right to work on the docks and were the best men for it. That was how they felt. But if anyone had told him that the time was not far off when thousands of his union brothers and sisters would enjoy health care for themselves and their dependents, he would have thought the guy was nuts.

If anyone had told him that the day was near when dockers would retire on a lifetime pension adequate to their needs, he would have been certain that the guy was nuts. Yet each and every one of these things was won by ILWU and a tough struggle had to be mounted and sustained to win them. And each of these major gains and the struggles that won them revolved around major issues for the union, and interestingly enough, out of each of these major struggles, the union came out stronger than ever before!

DURING the past 20 years our nation was involved in a crisis worldwide in proportions: World War II. And ILWU may be proud of the role it played in that great struggle. And the good things that were won by ILWU were not confined to ILWU alone—but spread to other workers up and down the coast.

For conditions in the West Coast warehouses were just as intolerable as they were on the docks—before ILWU undertook to organize.

In 1945 the movement spread beyond longshoremen and every working man and woman on the West Coast felt the effect of the leadership and militancy of the ILWU, and profited by it in terms of dollars and cents in the pocketbook. But it is easy—all too easy—for us to take these things for granted today. It is all too easy for workers who have recently joined our ranks to accept these things—as though they had always been.

It is far too easy to forget the struggle that was required before these things could be won; the actual, life-blood shed by workers on the docks during the Big Strike; the sweat and tears shed by multitudes of others; the privations endured by thousands, before the gains could be enjoyed by all.

IT WOULD therefore be a good idea, during the month of October 1954, to recall the 20 years of bitter struggle ILWU and its members had to endure to win these things. For evil forces are abroad in the land that are intent on taking these things away from us and destroying the ILWU. We have won the right to organize back to 1934—and even further. We must all re-evaluate what our union means to us these days. We must all rededicate ourselves and sharpen our determination to keep what we have won, and more than that—to broaden our gains and nail down our security.

And the only thing we need to do to achieve this is to reaffirm our determination to rely on our economic strength—when the chips are down.

NOW, more than ever in the 20-year history of our union, we need the unity of all our ranks: in longshore, warehouse, construction; the solidarity of the rank and file; the solidarity of the ILA and the ILWU. We have won the rights which we fought for back to 1934—and even further. We must all re-evaluate what our union means to us these days. We must all rededicate ourselves and sharpen our determination to keep what we have won, and more than that—to broaden our gains and nail down our security.

And the only thing we need to do to achieve this is to reaffirm our determination to rely on our economic strength—when the chips are down.