ILWU Urges Arbitration of Job Disputes But Lundeberg Says, "No!"

SAN FRANCISCO—An ILWU proposal made November 18 seeks to put an end to the Lundeberg type of ship disposal and the Lundeberg longshore type of work. Lundeberg last week hardened the SS Lurline, holding it up for 18 hours over an admitted plywood beef built into the SS Lurline. He treated the SS President Cleveland in similar manner over trumped-up charges about the food. He further hard-timed freighters of other of the Coastwise Lines by directing the sailors and firemen to refuse to work overtime.

LUNDEBERG ADMITS IT

In a public statement, Lundeberg admitted hard-timing the ship in order to make PMA settle his way on a beef he generated out of a beef of the San Francisco Harburg, where he sought to grab longshoremen, where he demanded the firemen to shut off steam to the engine so that the ship could not sail. The Pacific is in its fourth week of tie-up.

The ILWU proposal, as reported by Tony Ramirez, ILWU chief steward aboard the Island Mail, in Seattle last month, was a failure without cause and picketed the pier—and won. ILWU longshoremen wouldn't go on Ramirez' "line" and the company immediately went into discussion of the beef. Ramirez is back aboard the Island Mail. He's a 100 per cent ILWU man.

First ILWU Safety Conference Held; Others Planned for Future

SAN FRANCISCO—The first Coast Safety Conference was held here on October 13th, in accordance with recommendation of the last longshore, shipyards and walking boss enunc, held in Birmingham, Wash.

The conference was attended by Robert Beker (President, Local 8), George Kuvakas (BA, Local 12), Nate Hidalia (Local 18), Julius Stern (Local 18), Levy Hirtel (Local 18), Nils Langer (Local 18), Thomas Silan (Local 18), William Kirby (Area Welfare Director, Northern California), Martin Callaghan (President, Local 10), Thomas Silas (Local 10), George Kuvakas (BA, Local 10), William Thiel (Local 19), Nils Langer (President, Local 18). The combination gantlin only; get permanent improvements.

The CLRC expressed itself as being in favor of the safety conference and the ILWU president was given the ILWU Local 13 project of making immediate use of tie ropes and/or safety combinations. Martin Callaghan (President, Local 10) made a comprehensive report of conference actions at the November 8 stewards' meeting.

The ILWU position was presented by President Harry Bridge at a widely attended conference here on November 18. Lundeberg replied next day that "there is nothing to arbitrate.

"There today exists a tragic and destructive situation on the Pacific Coast waterfronts. Responsibility for it rests solely upon Harry Lundeberg of the Sailors Union of the Pacific."

Who Said It?

"If we are to violate the Constitution, will the people submit to our unauthorised acts? Sir, they ought not to submit; they would deserve the chains that these measures have in store for them. The country will suor a from informers, spies, delators and all the odious reptile tribe that feed in the sunshine of a despotic power... the hours of jealousy presides—where fear officiates as accuser breed in the sunshine of a despotic power... the hours of the trial by battle is merciful and just."

Lundeberg's real red, not even concurred, is to force the employers to a position where he is hard-timing with such smoothers demands as is built in the SS Lurline.

WILMINGTON — The entire program worked out by the Pacific Maritime Association is being put into effect in Los Angeles harbor. ILWU Local 13 Business Agent George Kuvakas announced last week.

Kuvakas made a comprehensive report of conference actions at the November 8 stewards' meeting. He said that "there is nothing to arbitrate."

"This continuing campaign to hide the fact that its deportation proceedings against ILWU Pres. Harry Bridges will be a fifth trial on the same discredited charges. Noting the fact that a so-called McCarthy technique, to elicit forthwith denaturalization and forthcoming denaturalization, deportation proceedings against ILWU Pres. Harry Bridges will be a fifth trial on the same discredited charges, Bridges charged with known and unguarded folly; to misrepresent your words; to conspire with authority to cover this fact by influencing the public mind with the idea that something new has been added.

The so-called interrogatory which was to be used in this case, under the McCarran technique, to elicit McCarthy technique, to elicit forthwith denaturalization and deportations proceedings against ILWU Pres. Harry Bridges will be a fifth trial on the same discredited charges.

"In offering this, the ILWU president was given 15 days in which to reply to the interrogatories. The questions in the interrogatory, during the period 1802 to 1940 and eighteen individuals are named in such questions as:

* Did you ever meet him? If so, when and where? Who introduced you to him? How many meetings did you have with him? Did you ever keep or publish any conversations with him? Was he a member of the Communist Party?

"The ILWU president was given 15 days in which to reply to the queries.

SANCHEZ GIVES $100 TO Freedom Group

WILMINGTON — A contribution of $100 was made by one of the members of the Pacific Harbor Council. The council also recommended that a similar contribution be made by the north group to the ILWU of the Pacific Coast Committee and the ILWU of the Pacific Coast Committee and the ILWU of the Pacific Coast Committee.
A Suicidal Slide

Harry Lundeberg of the Sailors Union of the Pacific is disputing the facts contained in agreements and the facts concerning past practices with respect to division of work in the various ports.

In furtherance of his dispute he is swinging around his nuisance potential and giving shipping lines which have no connection with the dispute a hard time. He is directing firemen and sailors to refuse to work over-time in port and he is using admittedly phoney beefs in order to disrupt the sailing schedules of passenger liners.

ILWU has proposed that an end be put to such disruption by selection of an arbitrator to determine the facts in all disputes concerning division of work while all unions continue to work.

But Lundeberg, of course, knows that he is twisting facts to suit his aims, so he bellicously and publicly replies to the proposal with the declaration that "there is nothing to arbitrate!"

What Lundeberg wants is jobs. He is brawling drunk with his godly power and he thinks the time has come to bull through a solution of an industry.

Lundeberg will find that the ILWU cannot be pushed around by a spineless and gullible swaggner, despite his political bedfellows and allies among certain labor-hating employers who find him convenient as a scabherder and strikebreaker.

When the 1948 longshore strike was settled, the ILWU agreed to the status quo being maintained where sailors had been performing some longshore work. It never old and does not now recognize the right of sailors to do this work, but it did not think the issue grave enough to continue the strike after many more important issues had been settled.

The ILWU agreed to status quo and it has lived up to the letter and spirit of that agreement.

We know what the status quo is. So does Lundeberg know what it is. He knows, too, that an arbitrator could quickly determine what it is.

He wants no such determination. It would interfere with his system of confusion, disruption, corruption and raiding.

Meanwhile, shipping is being driven to the East and Gulf coasts or shifted to foreign bottoms.

Unless the sailors and firemen put a check on their madness, they may find it too late to get off the suicidal slide to which he is pushing them.

The East and Gulf coasts are not the answer. The only thing resembling a private business deal in the Dixon-Yates setup is that the longshoremen, and not the people, will get the benefits of the sale of the power. Otherwise Dixon-Yates is just as full of government guarantees and protections as TVA ever was.

If Dixon-Yates is a fat, juicy plum to pay off some of the people who put this administration into office and who now want theirs.

The great experiment in democracy which made TVA such a credit to the New Deal is just as dead today as the New Deal is. More and more tied in with selling its power to the atom bomb and war production plants, saddled with loyalty checks and screening programs—with union activity practically nil and the participation of the common people in the program at the lowest ebb—TVA isn't what it used to be.

Today an ex-army officer runs TVA, not a civilian administrator. And that's a sure tip on what has happened to the project to the New Deal.

When TVA asked the federal government for funds with which to build a new steam plant to meet the power needs of the Atomic Energy Commission, President Eisenhower personally intervened to deny the funds and to insist that TVA buy the power it needed from the power it derived from the Dixon-Yates private power combine.

The current newspaper excitement has developed over the terms of the contract under which Dixon-Yates has agreed to build the power plant. It's not merely that it will cost substantially more than letting TVA do it. Dixon-Yates will be protected against any risks in this venture by government guarantees, many of which will be sold in advance. All of the charges on the bonds will be met, profits of at least 9 per cent are guaranteed, and even the tax payments will be covered by the government payments.

It's a neat deal under which the owners of Dixon-Yates will risk nothing, invest nothing, and make millions.
As Winning Architect Meets With Committee

On November 16 the Board of Directors and interested members of the Bay Area Longshoremen's Memorial Association met with Henry Hill, San Francisco architect who was selected to design the million-dollar building that will house ILWU Local 10 and sister dock-locals on land near Fisherman's Wharf. In the top picture, left to right, ILWU Secretary-Treasurer Louis Goldblatt; Vince Marino, Local 10 chief dispatcher; Charles Hoffman, Local 10 business agent; Martin Callaghan, Local 10 president and president of the memorial association; Mrs. Howard Bodine, who will direct welfare plans for the association; Claude Saunders and George Walsh of Local 10. In the lower picture, same order, William Callaghan, Local 10 president and president of the Bay Area Longshoremen's Memorial Association; Henry Schmidt, ILWU-PMA pension director; Robert Rokhat, Local 10 vice president and secretary of the association; behind him, John Walker of Local 10; William Kirby, area director for Northwestern California for the ILWU; Despotor photo.

Gains Made By Local 26 In New Pact

LOS ANGELES— Wage gains ranging from 5 cents an hour across the board to 14 1/2 cents for receiving clerk classification were won in a contract reached between ILWU Local 26 and Inland Supply.

The checker classification was upped 10 cents an hour.

Other gains included an increase in the employee's payment into the Health and Welfare Fund to bring the contribution to $1.65 a man per month, and improvements in the holiday and vacation provisions.

Hourly rates will be paid regardless of the day on which they fall, holidays during a worker's vacation will give him an extra day, and double time will be paid for holidays worked.

Vacation pay will be paid in advance.

Information Is Sought On ILWU Welfare Plans

SAN FRANCISCO—A request for full information on existing welfare plans was sent to various ILWU locals on Tuesday by Irma Germaine Bulcke, ILWU Second Vice President, in order to improve the international union's servicing of such plans.

The request went to those locals whose welfare plans are not covered by the longshore welfare plan of the ILWU, which is on the same lines as various company plans, is fully insured and is so administered that no company has any claim against the ILWU. The plan is so designed that no worker is ever asked to pay more than $1.50 a month for six months to an insured person.

The request of the locals is that complete information be sent to the ILWU Welfare Fund. It is desired that all persons be covered by the plan.

The letter of the locals was written by a member of the San Francisco City Police Department, who has had considerable experience in negotiating and administering such plans.

More Vacation $8 From Owens-Parks

SAN FRANCISCO—Agreement was reached last month between ILWU and the Owens-Parks Lumber Company of San Angeles, which will result in raising vacation allowances 10 cents an hour by January 1, 1950.

The company is a member of the Pacific Maritime Association, and is already paying an increased vacation allowance of 15 cents an hour to all longshore employees. As a result of the decision between the company and the ILWU Coast Labor Relations Committee, a memorandum letter confirming the new agreement was sent to Ray Melba of Owens-Parks by Howard Bodine of the CLRB on October 17.

22 Dockers Retired In Last Month

SAN FRANCISCO—Twenty-two more ILWU dock workers were retired on Wednesday, November 25, under the ILWU-PMA Pension on October, November and December 1, it was announced.


Local 208: John F. Fixa, who had to call out post office guards, and squads of city police to handle the throng. "We thought it was bad last year, but this year was even worse," said Postmaster F. F. Wilming, from December 15 to 24. Of these, 3,500 go to veterans and 1,061,400. This was 44,100 less than in 1953, 80 per cent of the Bay Area Longshoremen's Memorial Association building will cost a million dollars by the time it is completed.

The new structure will house ILWU Local 10 of Hawaii, without interest and as a fraternal gesture.

The new structure will house ILWU Local 10 of Hawaii, without interest and as a fraternal gesture.

Mr. Hill was for two years a member of the US Steel Corporation on pre-
East Bay Auxiliary 17, Whirlwind of Activity

OAKLAND — ILWU Auxiliary 17 in the East Bay is in a whirl of activity, much with Christmas approaching. In fact, it has been in a whirl of activity since last July, when it was first organized.

Typical of the activities engaged in by the women members of the East Bay group are:

Christmas Party: This is being planned in conjunction with ILWU Local 6, and will be devoted to the children of Local 6 members. The party will be held December 16; the place will shortly be announced.

Planning the party for the auxiliary are Mrs. Emma Coe, Mrs. Birdthereon Cook, Mrs. Susan McKennie, Mrs. Alice Gerer, Mrs. Barbara Shawrow, Mrs. Simon Turner and Mrs. Doug Coren.

SUCCESSFUL EVENTS

A successful picnic was held in August, in conjunction with ILWU Local 6's sports committee.

Longshore Negotiators Meet Nov. 27

SAN FRANCISCO — The ILWU Coast Longshore Negotiating Committee will meet at 150 Golden Gate Avenue on November 27, it was announced last week.

The contract signed last June between ILWU and PMA left the wage question open, with option to the respective parties to agree by December 17, to start up the 36-inch space. If no agreement was reached by that date, the 36-inch space would become effective.

The 36-inch space has been open for a year now, and the ILWU Local 13 blood drive has continued.

During the past year, the blood drive has paid off the blood bank's indebtedness plus.

“However, we want to keep the money coming in, for the blood bank is in the red,” said President David Beck in the last drive, which paid off the blood bank's indebtedness.

“Getting a double blood drive day for ILWU Local 13 is a must,” Beck said in the last drive.

Teamo Raid On Sugar Workers Is Frustrated

CROCKETT — Attempts by the AFL Teamsters union to raid AFL sugar refinery workers employed in California and Hawaiian Sugar Company here dropped, as of November 22, when rank and file opposition developed.

Two membership meetings have been held on the issue, one November 9 and 22, which failed to get the members to move. The sugar refinery workers, organized in Local 2003, is under the jurisdiction of the AFL's Teamster Union.

AFL President Logalin in a whirl of activity since last July, when it was first organized.

† It's still not going to be a fair one-way election. A fair vote would let the president of the council know the president of the council’s mind.

The next blood drive day for ILWU Local 13 is Friday, December 17, to start up the 36-inch space. If no agreement was reached by that date, the 36-inch space would become effective.

Local 15 in Drive for Blood Bank

WILMINGTON — Next blood drive day for ILWU Local 13 is Friday, December 17, to start up the 36-inch space. If no agreement was reached by that date, the 36-inch space would become effective.

The stipulation also provided that the union would not longer:

1. Cause dismissal from shipboard jobs of workers who are not members of the union after serving for six months; and

2.要求quit job applicants to be union members, and

3. Bar on-the-job promotions for non-union members.

The agreement, subject to approval by the National Maritime Union, was reached after the board here had been under investigation of several hundred cases for the NMU and AMW, and the investigation of some 17 cases.

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**ILWU Stewards Pensioned**

Here are four ILWU-SDOC stewards for whom the Seat-

Let welfare office of the union has secured the unilateral PMA pension. They

are, left to right, George Henderson, Harry Garvin, Ben Santer and Ernie
Tabb. In window behind Mr. Garvin is Jean Gundlach, welfare officer of
ILWU-SDOC in the Northwest area.

**Welfare Office Wins Extra Pay**

Seamen have apparently been cheated out of one day's mainte-
ation pay for every man because the shipowners have refused to pay it.

This is the continuing case of the ILWU-SDOC Welfare Of-

Office in which the annual gathering of American seamen has been contain-

ing the question of an election for stewards department personnel on PMA

vessels. AFL Attorney Norman Leonard, representing ILWU, immediately

announced that neither the Seamen's Union of the Pacific nor the Marine

stewards department of the American Federation of Labor and the Marine

stewards department of the AFL will support the ILWU-SDOC welfare office

in its efforts to get extra pay for seamen whose drivers have been

killed in accidents here on November 9 with V. J. Malone, acting for

the committee, which is composed of Crocco, Manuel Diaz and Charles War-

ski. Malone asked him flatly:

"If you guys win out in this

election, since I am qualified as a seaman, you can force me into the

second place in the ILWU-SDOC welfare office. If you win, you

guys should join the AFL instead of the ILWU-SDOC. We have

to get what we are entitled to."

**Reports of Welfare for November**

SAN FRANCISCO — ILWU-SDOC Welfare Office, in its first

report to the rank and file committee, then asked him:

"You can force the issue because we

don't have enough guys to give them

the money."

When he was told that this was beside the point and asked if he

would let him discuss "the rank and file position pertaining to proposals for

wages and conditions in the Stewards Depart-

ment,"

"I would like to arrange a meet-

ting with you on the rank and file position pertaining to proposals for wages and condi-

tions in the Stewards Depart-

ment.

"This committee will work with

anyone regardless of af-

filiation. We are particularly in-

terested in your statement on the stand at the NLRB hearings re-

garding wage parity of the stewards with the other depart-

ments on PMA ships. We feel this is in the interest of all Stewards Depart-

ment personnel on the West Coast."

The letter, sent by registered mail through the hands of Attorney Penfield Crocco, acting for the committee, which is composed of Crocco, Manuel Diaz and Charles War-

ski, read:

"To the question whether

the ILWU-SDOC stewards if they had to hit the brick, Malone replied:

"I don't know if I can make you guys get yourself in a

position to get added up to $6,904.11.

These broke down into:

Disability, $1,285.14; Estimated Cali-

fornia Disability, $2,308; Main-

tenance and Care, $376; Unem-

ployed Wages, $229.85; Death Bene-

fits, $250.00.

During the week ending No-

vember 19, 35 interviews were con-

ducted and money benefits paid out added up to $6,904.11.

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Letters from the Ships (Letters of 200 words or less from ILWU-SDOC members aboard ships in the South Pacific, in accordance with space available. Send them to Editor, The Dispatcher, 150 Golden Gate Avenue, San Francisco 2, Calif.)

Hi, Hazard from Wilson Proteced
EN ROUTE, HONOLULU — I understand you fell to your attention about the chief chiminey points and garbage doors in port. This situation could not be as serious as I thought. There are at least thirty-five men who work there all the time. There are no doctors and anyone else who should happen to touch this could collect the garbage.

With the theory persons in the galley, you can see the situation. It happens where it was necessary to get out of the main garbage 1 in one narrow stairway in which less than one foot wide. If this were brought to the attention of the insurance company or fire department, they would issue some notice to the docks open at all times. It also makes us work harder, particularly in the Orient where it is hot.

Having the doors closed cuts off a good bit of the air that may have been the reason for the chef's doing this. I understand the manager is following that he can cut off the garbage by those who do not work on the ship.

LETTER FROM JOHN R. C RICKETT, (Delegated), President Wilson

APL Policy on Vacation
Trips Off Protected
PANAMA CANAL.—The enclosed copy of the new policy of APL regarding vaca- tion trips is a matter of great interest to company no longer will grant vaca- tion leave to seamen while they are on the ship. The policy, adopted hereafter, is to be effective at all ports other than San Francisco. This is effective No- vember 1, 1949.

I know of the difficulties incurred in those wishing to extend their vacation trips in San Francisco with especial re- gard to the weather. I have always lived in New York. At the present time, with the enforcement of this, there will be no such thing as getting off for the "loop" (Los Angeles-New York-Return), a period of six or seven weeks which is perfect for vacation. The Frisco vacation period — other than difficulties incurred — will represent a great advantage. We are looking forward to a vacation period of six weeks or more in the future.

Not only is this involved, but one of our members attempted to get onto a cattle boat and a union official warned him, but according to him was told that they were afraid of the possible cases and the man involved would be expelled if he were returning aboard his ship.

This attempt of President Tyler — wish to go on record that this matter has been immediately abolished. We of the President Tyler remain

Cook’s on theHold LinelRington Meeting
HONOLULU, T. H. (By Mail) — The island-wide APL-SDOC stewards aboard the Lur- line Eddy and Lurline Hold are meeting this week. The ship was approaching this port.

Eighty members were present as ILWU-SDOC Delegate Herman Young presided over the meeting.

Members were present as ILWU-SDOC Delegate Herman Young presided over the meeting.

Consumer credit has been about $50,000 million since the start of the third quarter, it went up by more than twice that amount.

Mahanoy of SUP Gets a Bitter Pill

SEATTLE — John A. Mahoney, expelled Sailors of the Pa- cific, has finally won a bitter victory.

In March 1949, Mahoney got up at a SUP meeting and asked that his table be reinstated. When he wanted to have, authorized SUP salt- ers go through a picketline put up by members of the Canadian Seamen's Association.

The SF headquarters of the union expelled Mahoney. The local and Portland branches rebelled and refused to accept his expulsion. Mahoney carried on a "slander-campaign" against them and a rank and file notice against him came in his support.

Of his followers were also expelled from the union, but they have not yet been reinstated in 1950. (They have yet to be reinstated.)

A committee of the union considered the second time in a year, the State Supreme Court was to have himself reinstated in SUP, but the victory was not to be this time.

It resided them $5,000 in damages it has previously or- dered paid to the expelled man and said this was a matter for the National Labor Relations Board to settle.

3. He is required to pay the city of $5,000 for the damages.

Before being reinstated he was to be made an equal on all doors, and assessments, amounting to $5,000.

4. SUP goons are alleged to be preventing the man from getting his table back.

The case has cost him every- thing and his net worth was not exceeded by his medical expenses.

His employment and his support are determined to carry the case to the US Supreme Court. The damages probably will never be paid, since there was a time-limit of 6 months of the claim to be filed and it is now 6 months.

Nevertheless, Mahoney and his supporters feel that they have scored a victory against the typ- ical Landlord of expelling and expelling of easting and westing bodies who get "out" and then are reinstated.

LINE 1 WOULD BE "W. Fred- low, you union guys always get hooked on the old...

Island Mail Cooks Are Grateful

Seattle — The ILWU stew- ards at the International Times engaged in a strike over the firing of a cook.

Ramos was reinstated in his job after setting up a one-man "reasonable segregation" of while personnel in passenger in inter- state transportation.

Mr. Freundsohn's recommendation to end segregation in interstate travel was in direct opposition to a recommendation of another ICC examiner, Mr. Brownell, Jr., attorney general, said this was a matter for the courts.

"If the policy of the Federal Government, within the limits of the powers vested in it, to put an end to racial segregation, CONCLUSION COLOR-BLIND "Just as our Constitution is color-blind, and neither knows nor tolerates the color of its citizens, so too in the Interstate Com- merce.

Several of the 11 railroad com- panies cited by the ICC in its complaint filed with the ICC at the hearings in July that they maintain segregated facilities for Negro passengers in interstate travel.

These seven railroads are: St. Louis-San Francisco Railway Company; Louisville and Nashville Railway Company; Santa Fe Railway Company; Virginia Railway Company; Louisville and Nashville Terminal Company; Chicago, Burlington and Quincy; and the Richmond Terminal Com- pany, which operates the waiting rooms on the Orange and Santa Fe Railroads.

The other four railroads named in the complaint are: Atchison, Topeka and Santa Fe; Illinois Central; North Carolina; and the Texas and Pacific and Texas and Pacific Sea Board Air Line and Illinois Central.

At the hearings, a number of witnesses testified that they had been subjected to humiliation and other forms of harassment and inconvenience as a result of the railroads' continued practice of enforced segregation.

Mr. Herron, director of the American Missionary Division of the Congregational Christian Churches, was a principal witness for the NAACP.

Farmers' net income in the first half of 1954 was 6 per cent below the same period in 1953, according to the Agricultural Department reports. For 1954 as a whole, the income is expected to be about $12.5 billion, 5 per cent under last year and nearly 30 per cent under 1947 which was the postwar peak.

California. Send it airmail, in this way, Oceans will be able, in this way, to write that letter to The Edi- tor, The Dispatcher, 150 Golden Gate Avenue, San Francisco 2, Calif. In order to be sure that it's still in the office, sit down and write it now.

Write to Your Union's Paper With Possibility
Now that a rank and file commit- tee of stewards-department members is operating, the need for all ILWU-SDOC members keeping in touch with each other is greater than ever if they are to be ready to move when the time comes.

One of the most effective ways of keeping in touch with the high seas can find out what's happening on board your ship is to write to their union news- paper, The Dispatcher. Write to The Dis- patcher, 150 Golden Gate Avenue, San Francisco 2, Calif.

"Solidarity of this kind means we will win," as the ILWU has written. Their letter was signed by William E. Williams, delegate, and Cecil V. Inouye, steward, at the Marine Pol- icy of discharging anyone who, in the opinion of the US Constitution, in refusing to testify before congressional com- mittees.

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The September issue of 'fluid-
On the Ships
San Francisco dispatcher Bill Ryder reported on November 6, that while shipping has been under way, ILWU-SDOC has been getting about 80 per cent of all jobs aboard the ships and on the daily registration list, ILWU is getting two to one in registration.

Two of the most violently anti-union AFL stewards aboard the President Cleveland were caught with the last trip of the big liner made. It was in all the way. San Francisco stewards aboard the vessel recommended registering as a party when the ship was in port.

The S.S. Arizona was wrecked overseas and will be out of commission for about two months. Stewards were paid off in San Francisco and two of them flying in from overseas.

$1,960 for Strike Fund From Wilson
SAN FRANCISCO—When the Wilson ship, the Flying Scud, arrived here this week, the sum of $1,960 was turned over for the strike fund by ILWU-SDOC stewards. This sum was added to the previous total of $1,648 for the strike fund, which was presented contributions from the following vessels:

- S.S. President Arthur the last week of October. A shipboard meeting was held with SDOC representative Roy Fritsad and Manuel Maria of the 3-man rank and file negotiating committee, and the latter two to one in registration.

$300 for strike fund was collected aboard the Flying Scud the first week in November. The India Mill lost its 100 per cent ILWU-SDOC representation when Chief Steward Marvin Powell was killed in an automobile accident on November 15. An AFL man got the job.

Selected Shipping
San Francisco–A petition seeking a 3-department policy against overtime work on ships was presented to the President Wilson ship, the Canada Bear.

A real provision for the 3-man rank and file committee, of the whole, was ordered discharge was the fact that the ship was in port. The Alaska Steam—so he was being 3-man rank and file negotiating committee, and the latter.

Against Union
WASHINGTON, December 26, 1954
The Phelps-Dodge hireling estimated that the New Deal’s Versive Activities Control Act, to the utmost, it still hardly be said to have diminished the economic livelihood of the coal miners of the nation can hardly be said to have diminished the mining industry.

San Francisco—With the NLRB decision to return the Lumber Workers of America, John L. Lewis’ leviathan, which for obvious reasons has not been able to give the attorney general all possible assistance when he cites a union as obstructing, the Phelps-Dodge hireling estimated that the New Deal’s Versive Activities Control Act, to the utmost, it still hardly be said to have diminished the economic livelihood of the coal miners of the nation can hardly be said to have diminished the mining industry.

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La ILWU Proponía Propuesta para Resolver Disputa del Pacificus

SAN FRANCISCO—El 18 de Noviembre pasado, Lundeberg, el capitán de la Asociación Maritima del Pacifico (PMA) y el dirigente de la ILWU, dio a conocer su propuesta para resolver la disputa sobre el Pacificus.

La propuesta se basaba en los siguientes puntos:

1. *El status quo*, o sea el arreglo vigente sobre la distribución de los trabajos, ba-
sadas en las normas de los últimos cinco años se con-
tinuarán en caso de una huelga en el Pacificus y en cada uno de los puertos.

2. Se elija de arbitro con autoridad para tomar una de-
cision con respecto al status quo, o sea el arreglo vigente, mientras los trabajos de la huelga continúen.

3. El arreglo propuesto por Lundeberg fue acordado en conferencia con el S.S. Pacificus y el Pacific Maritime Association, y hasta que estas empresas navieras no se vieran perjudicadas, la socia-

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La propuesta de Lundeberg fue recibida con indiferencia por la ILWU, que consideró que era insuficiente para resolver la disputa.

La ILWU ofrecía una propuesta similar, pero con algunas diferencias:

1. *El status quo*, o sea el arreglo vigente sobre la distri-
bución de los trabajos, basadas en las normas de los últimos cinco años se con-
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La propuesta de la ILWU fue recibida con más atención por la ILWU, que consideró que era más justa para resolver la disputa.

La propuesta de Lundeberg fue rechazada por la ILWU, que consideró que era insuficiente para resolver la disputa.

La propuesta de la ILWU fue aceptada por la ILWU, que consideró que era lo suficiente para resolver la disputa.

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ILWU Local 6's Annual Elections

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President Charles (Chili) Duarte was re-elected over a self-designated right winger, Ray (Honey) Morales, by a margin of almost three and one-half to one. Secretary-Treasurer Richard Lyndes was re-elected over Frank Maxey by a margin of more than two and one-half to one.

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Following are the results for local-wide offices and division offices:

**ELECTION RESULTS**

President: Charles (Chili) Duarte, 4,506; Ray (Honey) Morales, 1,283. Secretary-Treasurer: Richard Lyndes, 2,814; Frank E. Maxey, 1,510.

**SAN FRANCISCO DIVISION**

Business Agents: Joe Maria (unopposed), 2,239; Jusepe Carracker (incumbent), 1,705; Curtis McElain, 1,240; John (Tom) Gomez (incumbent), 1,605; Dere de Lauros, 1,360; Joseph Lynch (incumbent), 1,827; Tommy King, 460; Tom Gasper, 497.

Dispatcher: Billy Lafarina (unopposed), 2,485; Board of Trustees: Brito de Loreto, 2,706; Sam Barren, 1,632; LeRoy King, 1,434 (all elected); Al Harman, 1,409; Beatrice Gilliard, 920.

**OAKLAND RESULTS**

Business Agents: Paul Heide, 1,946; Joe Blaquere, 1,328; Eddie Burns, 479; Albert Silva, 413; Joe Quello, 1,377; Durnise (Don) Ellis, 467; Bill Burke, 1,908.

Dispatcher: Joe Gomez, 1,750; David A. Wilson, 368; Charles (Chuck) Grube, 156.

Board of Trustees: Rob Monroe, 1,581; Louis Gonick, 1,253; Ed Newman, 1,227.

**VENICE RESULTS**


Local 10 Voting Closes

The members of ILWU Local 10 went to the polls on November 18, 19 and 20, to vote for new officers for 1955. The San Francisco Bay longshoremen ballots at Pier 18, North Embarcadero. As the Dispatcher went to press, the vote had not yet been tabulated. Results will appear in the next, December 10, issue.

Local 26's Credit Union Adopts New Regulations

LOS ANGELES - New rules, intended to strengthen its structure, have been adopted by the ILWU Local 26 Credit Union, which now has more than 200 members with deposits in excess of $100,000.

Antilabor Justice Is Ike's Choice

WASHINGTON—President Eisenhower's selection of Judge John Marshall Harlan of New York as associate Justice of the US Supreme Court is a welcome development to the left. Robert H. Jackson, boded little
treedom for organized labor. Harlan, a Republican, was general counsel for the New York State Crime Commission in 1931 which investigated labor unions and is believed to favor a revision of collective bargaining regulations requiring registration of dollars.

Despite this, little opposition to the nomination was visible on Capitol Hill. Senators Estes Kefauver (D. Tenn.) and Thomas C. Hennings (D. Mo.), two antilabor party members on the committee which must approve the nomination, praised it highly.

Harlan, grandson of a former Supreme Court Justice by the same name, is a 58-year-old law firm of Root Ballantine, Harlan & Heaney, locating in the same name, is

to the New York State Crime Commission in 1931 which investigated labor unions and is believed to favor a revision of collective bargaining regulations requiring registration of dollars.

While Harlan's work on the crime committee appeared to reveal a strong liberal position, civil liberties attorneys expressing appreciation for his background might reflect a respect for the Constitution and civil rights guarantees.

ILWU Board to Meet in SF on December 2

SAN FRANCISCO - The regular, quarterly meeting of the ILWU International Executive Council will be held here at 150 Golden Gate Avenue on December 2. The members of the board are the titled officers, President Tony Mihovilovich, Vice President J. R. Robertson, Secretary-Treasurer Louis Goldblatt, and Frank Andrews (Local 7).

The 68-foot boat, captained by Thomas Linn, was lit by the top five producers out of this port. She was launched at 12:30 on December 1 when the accident occurred.

Local 26 Sends Delegates to Dinner

ILWU Local 26 recently elected delegates to attend the November 14 Testament Dinner for attorneys of the Committee for the Protection of Foreign Born.

Local 17 Signs 2 Pacts; Gains Made

SAN FRANCISCO—Six radio engineers and announcers have been on strike against radio stations KEAK since October 5. The 6 strikers belong to two unions: the American Federation of Radio & Television Artists (AFTRA) and the National Association of Broadcast Employees and Technicians (CIO). They are supported by the International Brotherhood of Electrical Workers (AFL).

The strike began after more than 5 months of futile negotiations for wages, hours and conditions that would equal those enjoyed by similar workers at all San Francisco radio stations.

The strike is supported by the San Francisco Labor Council (AFL), and protests from the new AFTRA Local have joined the regular AFTRA and the National Association of Broadcast Employees and Technicians.

In protest of the form of letters and other communications made by the strikers, are asked by the strikers, who are members of ILWU, for 6 weeks on the bricks.

Dental Plan in NW Gets Going

Meetings to plan the Pilot Dental Program for the Portland, Oregon area have been scheduled by the ILWU, AFTRA and the State Dental Association for the first week in December.

Portland is now surveying dental needs to determine how many children to be covered. Seattles pilots are about one third complete. In Portland week before last to help get the survey rolling was Howard Bodine, union trustee of the Fund.

In San Francisco, final count of signups showed 3,025 children registered for the Dental Program, 1,776 for the service plan and 1,450 for the insurance company plan.

When de Jong's signup ended November 24. The count is not yet total as 2,537 children.

Therefore, the Program will operate one year in each of the four ports. It's for children under age 16 of men eligible for the Fund's health benefits.

Terminal Workers Use Dental Plan

OAKLAND, Calif. — ILWU Local 13, terminal workers have signed up 179 children for their dental and health insurance company plans. Under the Local 6 contract with the East Bay Maritime Terminals, the program covers all wages and welfare benefits as included in the maritime employees' group insurance plan. The terminal workers had a choice be-
Rice is weighed automatically as it is packaged or bagged. Sealing and sewing are done by machine and belt lines carry the product ready for shipment to the loading dock. Shown in the pictures above are members of ILWU Local 17 at West Sacramento in the huge plant of the California Rice Growers’ Association. The photographs were taken last week.

ILWU Local 18 Retires Three of Its Members

ASTORIA, Ore.—A joint “retirement party” was held at the Pillsbury mill recently for three members of Local 18 due to retire between November 1 and January 1.

The union presented the trio, Henry Pakanen, Emil Johansen and Olaf Lund with barometer and temperature sets mounted on a stand in a ship’s wheel design, and the company gave the three pen and pencil sets.

Refreshments, consisting of cake donated by the company and coffee furnished by the union, were served from 2 to 4 with Martha Severson, the local’s only woman member, pouring, and Herman Birch in charge of the coffee maker.

The presentations were made by Loyal Alderman, Benny Langden and Francis Weller, on behalf of the company; and by Roland Peterson, chairman of the arrangements committee, for the union. Other members of the arrangements committee were Tony Radich and Alvin Hovden.

CRDC Urges Lobbyist for ’55

PORTLAND, Ore.—Recommendation that its Oregon affiliates maintain a representative at Salem during the 1955 session of the legislature was made by the Columbia River District Council, at a meeting here October 10.

Financing would be through a $1.00 per capita tax on a pro rata basis; and each local, in addition, was urged to name a local representative to be on call in case of emergency and to be financed out of the local treasury.

It was felt such a set up would help prevent passage of anti-union measures similar to the anti-picketing bill.
The NEED for union leadership is always present. Sometimes we labor under the illusion that when we are living a period of normalcy the membership can get along great as in critical or crisis situations. The simple fact remains, however, that during our lifetime—or for the past twenty years at least—we have never lived in a country where the membership has been continuously faced with a crisis of the same sort. Working people throughout overwhelming majority of any community, are most affected.

Through the medium of labor organizations, workers who belong to such groups, as we are being educated to believe, are better equipped to meet present day problems in an organized way.

Those in leadership who can and should recommend policy to be followed by groups of organized workers for the common good of all, are faced with grave responsibilities. Here is where the real test of leadership begins—for leadership is not confined to one person or to any particular group within any organization.

Therefore one of the real tests of an individual to lead is his ability to involve all members of the group he represents in participation in the adoption of any program. Some of the inherent dangers lie in the fact that some leaders are capable of giving leadership but are unable to take criticism from the membership.

PATERNALISM is by far the most practiced and dangerous phenomenon found in union leadership today. Some leaders feel that they know what is best for the membership, and therefore they make major decisions without the rank and file. This proves a definite weakness inssofar as rank and file understanding and participation is concerned. Because when decisions are made without the rank and file good or bad, the membership will have no real understanding of the issues involved in putting such programs into action, and they cannot do so with the full knowledge and understanding which would result if they had participated in the adoption of the program.

Over a long period of time the results of this type of approach to the membership and to the rank and file may develop a blind acceptance of policy and program, feeling their thoughts do not contribute to the final decision, and they may decline to accept the responsibility of mass participation in the belief that decisions will be reached by their officers and officials, and that it is impossible for rank and file to do anything.

Even though decisions so reached may be generally correct, the entire union structure may be weakened, because if for some reason or other, the current leadership is disposed of there are no replacements to take their place.

T HIS KIND OF POLICY practiced at the national level eventually reaches all levels of leadership, and it narrows to a very dangerous degree the number of experienced potential leaders. The membership may develop a blind acceptance of policy and program, feeling their thoughts do not contribute to the final decision, and they may decline to accept the responsibility of mass participation in the belief that decisions will be reached by their officers and officials, and that it is impossible for rank and file to do anything.

The real test of any leader lies not only in his ability to give leadership but to teach others as well. The leader who does not teach others by passing on his own knowledge and experience, fears competition.

The labor organization that survives in this day and age is the one that encourages and develops an unlimited reserve of potential rank and file leaders.

Local 26 Aids the Fight Against Brownell Law

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On the March

R. (Bob) Robertson

LAWS and regulations are being sent to a Conference to Combat the Brownell-Battle Law do anything.

The conference was called by J. R. (Bob) Robertson, President, ILWU, to help the CLC to Pres. T. H. Brownell-Law do anything.

From milling: Tom Patton, Rose Morantz, Roy Bins, and Wilbur flood, and held up the line for 18 hours and the refusal to get what he wanted—longshore jobs which rightly belong to ILWU longshoremen under terms of the coastwise ILWU contract.

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