Commendation

Lieut. Arthur L. Finnegan, Fire Marshal for the Port of San Francisco, is shown November 9 as he spoke before Local 10 to commend Local 10 member John P. Medina for averting a potentially disastrous fire on the waterfront October 24. Standing on the platform is Mr. Medina. Behind him left to right: Germain Bulcke, second vice president of ILWU; ILWU President Harry Bridges; George Walsh, vice president of Local 10 and William Chester, ILWU regional director for Northern California. Behind Marshal Finnegan and only partially shown is Local 10 President Robert Rohatch.

Anti-Labor Law in Washington is Defeated by 2 to 1

(Continued on Page 3)

Local 10 Praises Member Who Averted Possible Fire Disaster

SAN FRANCISCO — John P. Medina, a longshoreman of ILWU Local 10, was credited October 24 with averting a possible major disaster to San Francisco’s waterfront facilities. Medina won commendation from the Board of State Harbor Commissioners, from the Fire Marshal of the Port of San Francisco, and from his own local which on November 6 adopted a reso- our union and the labor movement.”

Lieut. Arthur L. Finnegan, fire mar- shal of the Port of San Francisco, at- tended the meeting to present his own congratulations to Medina.

Alaska Locals Eight AFI-CIO

member who worked for the defense of the United States. The member received a medal for his service.

Raid Tactics

KETCHIKAN, Alaska — The ILWU Industrial Unity Council has sent out a call to all Alaska locals for a conference on December 6, 7, 8 and 9 for the purpose of “defending and promot- ing the ILWU in Alaska and to stop raiding tactics now being used by the AFL-CIO.”

At a meeting for the conference Deleg- ate George Anderson of Local 62 declared at a meeting of the Unity Council on October 31 that “the AFL-CIO combination are out to disrupt the ILWU and any other legitimate trade union. If these forces get a foothold on the docks, wages and working conditions will be secondary. The workers will have to suffer the con- sequences.”

The council also voted to support an essay contest among high school stu- dents on "what stoppage means to me." A one dollar award was suggested for the purpose of sending the winner of the contest to Wash- ington.

Subsequently, ILWU Local 62 voted to assess itself one dollar per member toward the expense of the contest which is sponsored by an organization known as Operation Statehood.
Let Us Be Vigilant

LET'S REMEMBER THESE, FELLOWS! THE PAY-OFF IS IN THE FOLLOW-UP!

The election results are in. President Eisenhower has been returned to office by a landslide and the voters have split their tickets and elected a Democratic Senate and House of Representatives.

Insofar as endorsements were concerned, ILWU made none on the national level and was a landslide and the voters have split their tickets and elected a Democratic Senate and House of Representatives.

The board warned that "any political party delivers less to labor when the national labor movement becomes tied lock, stock and barrel to any one party, thus weakening its independence and destroying its bargaining power. When any such political party is convinced that labor has no other alternative, that the working people can find in the policies of the Republican party is to go all out for the Democratic party, then we're just about licked. We may as well give up and accept a few decades of Republican party rule of the United States."

It behooves us to watch every piece of legislation, national or state, or county or city, and to examine it for what it does to us and to our interests.

Eternal vigilance is the price of liberty. It is also the price of maintaining wages, hours and working conditions, human dignity and decent education and security for our children.

The Republicans are honest—you can give them credit for this much—and they make no claim to being a party to represent the interests or desires of workers. Yet many working people voted for Eisenhower, the Republican candidate. They didn't do this because they were stupid or misled—but did they endorse the Republican party. They voted for Eisenhower because they believed—on the record of his performance—that he stood for peace and a chance to have a job and continue to make a living. For these people the Democrats didn't offer enough to attract them.

Working people want and need their own party and their own candidates. This is the one issue of the election. It is also the price of maintaining wages, hours and working conditions, human dignity and decent education and security for our children.

The point is not how many good people there are in the Democratic party, of course there are many—in fact, many more among the Democrats are friends of the labor movement than among the Republicans. But that doesn't alter the fact that the working people can't count on the Democratic party to give enough to switch.

Congressmen and Senators are continuously pressured by the rich, the powerful, the privileged. These people are always after them to offer enough to switched.

It behooves us to watch every piece of legislation, national or state, or county or city, and to examine it for what it does to us and to our interests.

Eternal vigilance is the price of liberty. It is also the price of maintaining wages, hours and working conditions, human dignity and decent education and security for our children.
Local 6 Ballots
Nov. 13-16 On
Candidates

SAN FRANCISCO—Charles (Chili) Duarte and Richard Lynden are un- opposed for president and secretary-treasurer, respectively, of ILWU Local 6 in the annual election to be held November 13-16. Balloting times and places and candidates of the four divisions will be as follows:

SAN FRANCISCO—November 13, 10 a.m. to 9 p.m., Pulk Hall, Civic Auditorium.

Candidates—Business Agent A, Joe Muñoz (unopposed); Business Agent B, Swede Carlson (unopposed); Business Agent C, Joseph Lynch (unopposed), Dispatcher—Billy Lufrano (unopposed), (Bill) Moon

Board of Trustees (three to be elected)—Sam Barren, Ace De Losada, Swede Carlson (unopposed); Business Agent B, Joe Blasquez (unopposed); Business Agent C, Harry Burns (unopposed). General Executive Board (Port Co. Sup., Jin, Joseph Lynch, Bill Souza, Sam Barren, Ace De Losada, Frank Maxey, Sam Kratzman, Bill Mock, Tom Murray, Leo Kanowitz, Paul Soria, Dave Rader, Betty De Losada, Joe Haysbert (unopposed). Sergeant-at-Arms—M. R. Cortez (unopposed). Board of Trusteess: (three to be elected) Eddie Collins, Joe (Longhorn) Blasquez (unopposed); (two to be elected)—Allan Barahal, John E. Costa, Curtis McLain, Ernest Alchermes, Tom Lynch, Bill Burke, Henry Heide, Charles Allen Brown, Ole Fagerberg.

REDWOOD CITY—November 13, 10 a.m., at the Fortunoff Theatre at the Fortunoff Theatre of America Hall, Middlefield Road.

Candidates—Business Agent A, Joe Muñoz (unopposed); Business Agent B, Swede Carlson (unopposed); Business Agent C (unopposed). Sergeant-at-Arms—Charles W. Haybrett (unopposed). Secretary—Floyd Cornell (unopposed). General Executive Board (Port Co. Sup., Jin, Joseph Lynch, Bill Souza, Sam Barren, Ace De Losada, Frank Maxey, Sam Kratzman, Bill Mock, Tom Murray, Leo Kanowitz, Paul Soria, Dave Rader, Betty De Losada, Joe Haysbert (unopposed). Sergeant-at-Arms—M. R. Cortez (unopposed). Board of Trustees: (three to be elected) Eddie Collins, Joe (Longhorn) Blasquez (unopposed); (two to be elected)—Allan Barahal, John E. Costa, Curtis McLain, Ernest Alchermes, Tom Lynch, Bill Burke, Henry Heide, Charles Allen Brown, Ole Fagerberg.

OAKLAND—November 15, United Nations Hall, 160 Grand Avenue, 7 a.m. to 9 a.m. (Port Co. Sup. Hall, 9 a.m. to 3 p.m.), Ty and C Streets, 7 p.m. to 9 p.m. El Cerrito Theatre, 290 San Pablo, El Cerrito, 7 p.m. to 9 p.m.

Candidates—Business Agent A, Paul Heide (unopposed); Business Agent B, Joe (Longhorn) Blasquez (unopposed); Business Agent C, Bill Burke, Henry Ester. Dispatcher—Joe Comes (unopposed). Board of Trustees: (three to be elected) Robert (Bob) Sehmi, Jim Nelson, Donald (Don) Ellis, Louis Gonick, Bob Mock, Joe Comes (unopposed). General Executive Board: (eight to be elected)—Syl- vestor Daniels, John Espinoza, Charles W. Haybrett (unopposed), Ernest Alchermes, LeRoy King, Mort Elkins, Roland Ester. Dispatcher Joe Comes (unopposed). Board of Trustees (three to be elected) Eddie Collins, Joe (Longhorn) Blasquez (unopposed); (two to be elected)—Allan Barahal, John E. Costa, Curtis McLain, Ernest Alchermes, Tom Lynch, Bill Burke, Henry Heide, Charles Allen Brown, Ole Fagerberg.

STOCKTON—November 16, 140 North Hunter Street, 7 a.m. to 7 p.m. El Cerrito Theatre, 290 San Pablo, El Cerrito, 7 p.m. to 9 p.m. El Cerrito Theatre, 290 San Pablo, El Cerrito, 7 p.m. to 9 p.m.

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SAN FRANCISCO—Eugene Burke, for many years a unifying force in West Coast maritime labor, died at his home here October 24 at the age of 81. Burke was one of six men who founded the Marine Cooks and Stewards Union in 1901. He served as a patroolman of the union in Seattle and later in San Francisco. He became secretary of the Marine Cooks and Stewards Association, which later became the National Union of Marine Cooks and Stewards, in 1938, and held that office until 1941 when he retired.

RETIEMENT SHORTLIVED

His retirement was shortlived. In 1942 the union recalled him to active duty and re-elected him secretary. Upon its reorganization in 1945 on a national basis Burke became first president of the National Union of Marine Cooks and Stewards, holding the office for one year, and then being named honorary president.

Burke was one of the founders of the Maritime Federation of the Pacific and was noted for his devotion to the cause of unity of the maritime unions. He continued to fight for unity after the federation was dissolved and, although he resumed his retirement in 1945, he came back again in 1946 to throw all of his great energies into the efforts made by the General Executive Board to organize the Committee for Maritime Unity, becoming honorary chairman of that organization during its brief span of life.

EFFORTS NOT IN VAN

ILWU President Harry Bridges referred to him as "the grand old man of the labor movement." He was one who can remember back when, and tell some of the rest of us who came along later how not to make the mistakes that were made," Bridges told a convention of NUMS.

While Burke lived to see the National Union of Marine Cooks and Stewards, and he himself retired in 1945 on a national basis Burke became first president of the National Union of Marine Cooks and Stewards, holding the office for one year, and then being named honorary president in 1945. Burke was one of the founders of the Maritime Federation of the Pacific and was noted for his devotion to the cause of unity of the maritime unions. He continued to fight for unity after the federation was dissolved and, although he resumed his retirement in 1945, he came back again in 1946 to throw all of his great energies into the efforts made by the General Executive Board to organize the Committee for Maritime Unity, becoming honorary chairman of that organization during its brief span of life.

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BURKE SMITTEN BY WENDELL

"I again propose extension of the present wage review period to November 15 with retroactivity to October 1, 1956. We will be ready to meet with you on that date to conduct and possible conclude wage review nego- tiations."
About two generations ago the matter of buying an automobile was the concern of the well-to-do or adventurous ne'er-do-wells. If a person had the price, he paid it and had nothing to worry about except how soon he'd have to get out and get under. The most uncertain element was the car itself.

Today car buying has become an experience common to everybody with any kind of income, and car selling has become a gigantic, obvious to anyone who can pin the fastest mortgage on a customer in exchange for a load of unneeded power, chrome plate and gadget extras that quit working before the first payment is due.

Whether he's buying a new or old car for the first time, trading his equity in an old car as part payment on a new one or replacing his old jalopy with a newer and shinier jalopy—and, of course, renewing the mortgage on his income again—the customer is fair game in always open season for the slickest practitioners and auto dealers is purely coincidental. Sharp practitioners, of course, can be found anywhere, but the biggest opportunities are in the car business. Sharp practitioners, of course, can be found in any business from horse trading to bible selling. The whole system of auto selling and financing, however, is such that the old Roman phrase: "caveat emptor!"

And it doesn't suffer in translation: "Let the buyer beware!"

Car buyers don't have to be putty in the hands of the experts if they choose to follow four basic rules and refuse to be swayed away from them by glit promises of better deals. These are, in order:

1. Determine beforehand what is needed, what you can afford, what make and model is wanted and exactly what accessories are desired.

2. Make your own financing arrangements before any deal is made.

3. Clean and polish up your old car so as to demand the highest possible trade-in allowance.

4. Shop widely for what you have determined you want.

Leam Bank or Credit Union Is Best Bet for Financing

Ignore rule 3 if you're starting from scratch. Rule 1 is only common sense—unless you get a boot out of being lured into buying holes in the head. Without setting a specification for yourself it is impossible to compare prices or deals. You run into a passel of confusing evaluations and end up paying a couple of hundred dollars more in order to drive off with an automobile serviced by a used car dealer.

As to rule 2, you are risking a real leak in the pocketbook if you let the car dealer make the crucial arrangements. Too many of them have arrangements with banks and loan companies by which they get a rebate or kickback on the financing charges and you can be sure that no bank or loan company puts out anything that the customer doesn't pay for. Not only are you liable to an inflated financing charge, you are also likely to get inflated insurance costs, investigation charge, or whatever.

If you have money in a savings and loan bank or in a federal credit union, or if you have a loan value under a life insurance policy you will pay less for financing if you borrow against them. If you have none of these, the next best bet is a chattel loan through a credit union at about 9 percent a year or through a bank at from 10 1/2 to 13 percent a year.

If you are trading in a car check its value in the blue book and don't let the dealer give you anything less than what you're offered for your old car. You're entitled to resell it at the listed retail price. If you shop around according to the above rules you need compare only one figure—the cash you have to put up plus what is offered for your old car. You're wise to avoid any arrangement by which you try out a car with the privilege of exchanging it only for another car at the dealer's option. Don't put up any "try-out" deposits that won't be refunded unless you buy another car from the same dealer.

These suggestions apply to both new and used cars. The condition of a used car is of prime importance and calls for close examination and careful testing.

Any car showing signs of collision damage or abuse or extraordinary high mileage should be rejected without going to the trouble of tests.

Bad Brakes Are Found to Be The Most Common Defect

A used car will pass all the tests that should be made. One agency in New York City which has been performing tests on used cars commercially for many years reports that the average costs of necessary repairs on cars examined by them is $50. This should be considered in your budget. The New York agency found that brakes were the most common defect. Next were worn out motors, worn and wobbly front ends and defective rear ends. Good detail on car tests will be found in Consumer Reports for January, 1955, and Changing Times for November, 1955. If you feel incompetent to put a car through the suggested tests you might consider buying a used car bonded by National Bonded Cars, Inc. Such cars are inspected by the company and guaranteed by them against certain major mechanical failures for one year.

The guarantee covers the motor, rear axle, transmission, clutch, steering and brake system. It excludes the electrical system, the cooling system, brake lining, wheel alignment and results of accidents. National Bonded Cars can be found in your local telephone directory and the company can guide you to a used car dealer serviced by it.

If the dealer is covered by the system, all of his cars inspected but only the cars which pass are bonded. If the car does not pass the inspection, the dealer gets a report indicating why the car failed to pass. The dealer may have the car inspected again before he makes the necessary repairs. The bonded cars carry a sticker marked "Warranted by National." If you buy a car that is not bonded, you can be sure that he did not want to repair it because the expense was too great. The bonding company charges $25 for its service and will deduct this charge from the price.

Can You Reduce Your Car Costs?

DO YOU KNOW what it cost you to own and operate your car in the last year?

The accompanying chart provides an average of figures for all cars, new and used, as reported in recent surveys by automobile associations and several magazines. These surveys covered all automobiles from low-priced to high-priced. This means that your costs should be somewhat lower than shown on the chart if you drive a low-priced car and higher if you drive a medium or high-priced car.

One recent survey, for example, covering all cars one to six years old showed a spread of 44 percent between minimum-priced cars cost 21 percent more per year than the average low-priced car, and high-priced cars had an average cost more than twice as high as the average low-priced car.

In looking at this chart you should also be cautioned that this is not a picture of what happens to the same car or group of cars year after year. The first column gives the averages for all new cars reporting to an automobile association. The second column shows the average for all cars reporting their second year costs, etc. So the chart is not strictly comparable from one year to the next.

The chart indicates that it costs more for new cars to own and operate than auto than most people are willing to admit. The average for the first year operation is $1,316 and the second year $1,132. The average annual costs do not drop below $1,000 until after the second year of use and it reaches the level of $1,000 only by the time you reach the sixth year of use.

In general, you cannot effect any major savings in running costs. It is true that running costs, particularly repair and replacement costs, go up over the years, but as the chart shows they don't go up very sharply. In the fifth year, for example, running costs average $574 for 10,000 miles of use, approximately $57 more than in the second year of operation. In sharp contrast to this, in the same period fixed costs dropped from $300 down to $258, or by $42.

While you can reduce operating costs a little, it doesn't amount to a great deal in the over-all picture. Some savings can be made by increasing mileage, by using regular gas and by doing as much of your own maintenance as possible.

The main reason for the decline in total costs over the years is given on the bottom of the chart, that section marked "Fixed Costs." Fixed costs, particularly depreciation, are the major cost of running an automobile. First year depreciation average $177.64, the second year $663, etc. Even by the sixth year of use it is still $272. The largest single item of expense, insurance, has dropped from $167.90 in the first year to $133.07 in the second year, $107.43 in the third, $90.60 in the fourth, and $78.50 in the fifth year.

A typical important fixed cost which would raise the total, fixed costs for a new car, costing $2,000, your first year insurance of $74.40 may approximate $220. Even if you pay cash for this car you give up the interest on the money you pay for it. By paying the difference you will save more in the long run.

Anyone seeking a general idea of annual car costs should consult the chart, being aware that there are many important items which are not listed on the chart.
Don’t Take a Speedometer’s Word for the Mileage

It is generally best to trade in a car in the first seven months of the year when the used car market is at its best. If the dealer can rapidly resell your car, he is more likely to give you a good trade-in allowance.

Here is a summary of what to look for and what tests to make:

- Look for collision damage or abuse.
- Look for paint-out, lettering (indicating commercial use), for scars on the bumpers which could indicate abuse. See if a pencil goes through the metal at fine bumps or pits in the paint.
- Don’t take the speedometer’s word for the mileage.
- A badly worn floor mat on the driver’s side or a worn rubber pad on the brake pedal may indicate the true mileage is a great deal more than the dealer wants to admit. Also check the tires, including the spare. If they are badly worn or brand new the car has probably gone 20,000 miles or more. If the tires are cupped or unevenly worn the front end may need realignment or rebuilding.
- Step on the bumpers one corner at a time and set the car to bouncing. If the car moves up or down to its normal position—but not up and down—the shock absorbers are probably okay. Grab each front tire at its top and shake vigorously. A clanking sound will indicate worn suspension parts or loose wheel bearings.
- Sight the front wheels from a position of about thirty feet in front of the car. If the bottoms are farther apart than the tops it indicates the suspension is out of line, bent or badly worn.
- Check the play in the steering wheel. Turn it gently. If it moves over 2 inches before the front wheels start to turn, the steering gear linkage needs adjustment or replacement.
- Look for a leak in the hydraulic brake system by pressing hard on the foot brake. If it sinks slowly to the floor after 15 seconds of pressure there is a leak and it needs repair. Press in clutch pedal gradually, it needs adjustment or replacement if resistance to your foot pressure does not sharply increase after about one inch.
- Start the motor. If the cranking speed is slow the battery may need a charge or the battery or starter may need replacement. Listen for clanking or grinding sounds as the starter turns the engine. These could be missing teeth in the ring gear.
- Test for oil burning. Face the engine moderately, then let it slow down to idling speed, and race it again. If more than a small puff of blue smoke comes out of the exhaust, the engine is burning oil and may need new valves and/or a compression job.
- Turn off the motor and look for signs of water or oil leaks. Look for hose connections and worn fan belts.
- Take the car out of the garage, on a level smooth road, and drive it for 100 miles. If it moves over 2 inches before the front wheels start to turn; the steering gear linkage needs adjustment or repair.
- Pressing hard on the foot brake. If it sinks slowly to the floor after 15 seconds of pressure there is a leak and it needs repair. Press in clutch pedal gradually, it needs adjustment or replacement if resistance to your foot pressure does not sharply increase after about one inch.

The idea is to buy those middle-priced cars for new low-pricing and trade-in present for a new car for new low-pricing at an annual cost of $926.

TOTAL Annual Cost

<table>
<thead>
<tr>
<th>Year</th>
<th>Trade in present present</th>
<th>Overhaul present present</th>
<th>Trade in present used present</th>
</tr>
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<tbody>
<tr>
<td>1st</td>
<td>$1241 $926</td>
<td>900 $750</td>
<td>764 $723</td>
</tr>
<tr>
<td>2nd</td>
<td>$1321 $1026</td>
<td>960 $890</td>
<td>804 $862</td>
</tr>
<tr>
<td>3rd</td>
<td>$1401 $1136</td>
<td>1020 $960</td>
<td>844 $924</td>
</tr>
<tr>
<td>4th</td>
<td>$1481 $1246</td>
<td>1080 $1020</td>
<td>884 $984</td>
</tr>
</tbody>
</table>

The conclusion is that it doesn’t pay to spend $350 to overhaul your present car. You can keep it for another four years. Only if you keep it for four years more do your annual costs drop down to $750. If you keep it only two years your annual cost is $900 and you could trade in for a new car and have the use of that new car for four years at an annual cost of $1000.

But it is even cheaper to trade in for a two-year-old used car and keep that for only two years. It is certainly wise to spend $750 a year for the use of a two-year-old used car for an additional two years than to spend $900 a year to continue using your four-year-old car for another two years. It is cheaper if you keep either car for so long. But, all things considered, it is probably wiser to prefer the used car only for two years or so and trade it in before it is turn needs major overhaul.

There is still another way to save an additional $175 or more each year. What if you can find a used car that has been driven 20,000 miles but is actually three years old? It is possible to find such cars, which have been driven an average of 7,000 miles a year for three years. If you can find such a car you derive several advantages.

- Your total savings are thus about $715 a year.

Even the Horse Traders Took A look at What They Bought

RID OVER a rough road and listen for rattles and squeaks and check for even steering and handling. Stand behind the car and watch the wheels as someone else drives slowly away from you on a level road. The rear wheels should line up with the front wheels and should not wobble. At the end of your road test check the temperature. The gauge should be reasonably close to normal. If the temperature of the cooling system may need overhaul or the radiator may need replacement (another expensive job).

For from $3 to $5 you can have a shop test made. Brake the car on a lift and check the balance for worn wheels, cracked or bulging places, areas that have been subjected to heat or similar evidence that collision damage has been repaired. Check also for weak or broken springs, broken shock absorbers, shackles or bolts. Look for signs of grease leaks or holes in the muffler. Have the mechanic make a vacuum gauge test and compression test to indicate the condition of the valves and piston rings. Have him remove a front wheel and drum to determine the condition of the brake linings, the drums, the brake cylinders and the wheel bearings.

Don’t be afraid to look at what you are buying. Even the horse traders took a good long look at the teeth before they made a swap.
C.550. As of the same date John Brodie charges of felonious assault in connection and he is credited, with 7 touchdowns as of that date. His percentage was downs.

quarterback Bob Reinhart, son of Of Stanford ranked No. 1 passer in average aerial gain of 195 yards a game.

hig summer months.

The method of voting, since many of the fishermen are at sea at any given time, will require planning to ensure a representative vote.

Let's see a doctor to get at the cause of their trouble.

Here's One That Cures Everything!

A Hundred Million For Headaches

SOMETIMES the $100 million a year goes for headache remedies in this country. Nobody knows how many of the people spending these dollars ever see a doctor to get at the cause of their trouble.

時の first thought naturally is to get rid of it. But aspirin or other pain-relievers may cover up an important symptom of an illness that needs a physician's attention.

Acting on a belief based on inaccurate information, whether it's a mistake on the importance of a pain or the effectiveness of a remedy or the uselessness of trying to do anything, hurt you and your family as well as cost needless expense.

For instance, vitapins, accounting for more millions of dollars out of our pockets, don't necessarily change anything from feeling tired and dragged out to being a dynamic energy.

Vitamins are useful when they're prescribed by a doctor for a specific purpose. They can be harmful if you rely on them when you have an illness that has nothing to do with lack of vitamins, and you put off going to the doctor for the treatment you need.

The story's the same on "tonics." Company who gets out a tonic for the aged for years is now marketing a "junior" version for children. It's worthwhile to find out whether there's anything in it you need, before you buy.

The Seattle Group Health Cooperative last month commented on the advertisers who make claims "that sound suspiciously like the promises made by the 1890 Elixir of Life which it was said, would cure anything from hair losses in horses to dandruff in humans."

Here's One That Cures Everything!

SOMETIMES the sayings and opinions handed down in a family or passed from friend to friend are the sources of misinformation about the effectiveness of a remedy or the effects of an illness that can hurt you and your family as well.

Today the situation is different. With new techniques doctors can do a great deal to control and even cure most cases of acne. This never stopped sales of lotions and salves put on the market from time to time—the adolescent or anyone with a bad case of acne, or a mild one, is often willing to try almost anything.

The trouble was the doctors developed this diet not for anyone, and they were not trying to cure a serious illness; it's purely a scientific experiment. They didn't authorize the advertising of how to use the diet to get their warnings before the public.

In a case like this your doctor would know the diet wasn't safe. Asking him before trying it could save a lot of trouble.

Acne No Longer Uncureable

SOMETIMES the sayings and opinions handed down in a family or passed from friend to friend are the sources of misinformation about the effectiveness of a remedy or the effects of an illness that can hurt you and your family as well.

For years it was commonly accepted that doctors could really do very little about acne. This never stopped sales of lotions and salves put on the market from time to time—the adolescent or anyone with a bad case of acne, or a mild one, is often willing to try almost anything.

Today the situation is different. With new techniques doctors can do a great deal to control and even cure most cases of acne. This never stopped sales of lotions and salves put on the market from time to time—the adolescent or anyone with a bad case of acne, or a mild one, is often willing to try almost anything.

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TV Reporter, Tipped by ILWU
Exposes Danger of Plague

LOS ANGELES—Paul Coates, TV reporter, on his "Confidential File" program Sunday, October 29, dealt with the health program and the threat of bubonic plague coming in through Los Angeles Harbor, and other harbors of the nation, and described the Long Beach-Los Angeles harbor longshoremen "a first line of defense against disease from overseas."

Coates was interested in the subject by Local 15 President Ben McDonald, who had been informed by longshoremen working a ship of Swedish registry that huge rats infested the holds and were a threat to the men working there.

Coates brought camera equipment to the ship and shot scenes of the rats and the conditions of filth in the holds. When ship officials discovered what he was doing he was barred from the ship.

Coates pointed out the danger, on his TV broadcast, of bubonic plague being brought into the city by the uninsected ships. Until recently the Public Health Service fumigated all incoming ships, but federal funds were cut, and the program had to be curtailed.

After the publicity, the ship left Los Angeles Harbor and sailed north.
ILWU Officers Urges Locals to Act To Save George Shibley From Jail

SAN FRANCISCO—Pointing out that the refusal of the US Supreme Court to review the George Shibley case will bring about "the jailing of this courageous lawyer within a few weeks unless last-minute efforts on his behalf are successful," ILWU President Harry Bridges and Secretary-Treasurer Louis Goldblatt this week urged locals of the ILWU to wire Attorney-General Brownell urging him to agree to a Supreme Court review.

The ILWU officers also asked the locals to contact congressmen and senators and call upon them to use their influence with Brownell and with the White House to obtain a Supreme Court hearing.

Failing that, the officers said, the locals should press for executive clemency, that is, a pardon for George Shibley. "George Shibley does not deserve to be jailed because of the fearless and vigorous way he defended a Marine enlisted man (an ILWU member) in a court martial. He, and his family, need our help right now."

"The ILWU has supported George Shibley not only because he has long been a loyal and devoted friend to the union, but because the principles involved in this case are important for all American citizens."

**Fishermen’s Bill For Unemployment Pay Is Pushed**

TERMINAL ISLAND, Calif.—A bill that would extend the benefits of partial unemployment pay to fishermen, who do not now receive such benefits, will be recommended to the State Legislature by an interim Assembly subcommittee headed by William Munnelly following a hearing held last week.

"The importance of this bill, AB 3609 by Vincent Thomas, cannot be overemphasized," ILWU Local 33 Secretary-Treasurer Anthony Sokolich said. "Now if a fisherman goes out on a boat, he receives no benefits, even though he may not make a dime on the trip. Or if he makes only a few dollars, he cannot collect partial unemployment benefits—as every other worker in the state can do—to make up the difference between his earnings and what he would receive in benefits."

"The only way a fisherman can collect unemployment benefits now is by staying ashore, and not working even though he is staying ashore."

"The Subcommittee on Unemployment Insurance heard Ben Margulis, Local 33 attorney; Charles Scully, AFL-CIO attorney; representatives of cannery and boatowner groups; and State Senator Fred Farr. All supported the bill.

San Pedro Assemblyman Vincent Thomas arranged for the hearing.

**On the V.A.**

By J. R. (Bob) Robertson

WHEN the ILWU saw the opportunity this year to put to the test a number of goals that it had set in the last few years, and to achieve greater unity among the longshore unions, we aimed at trying to win two objectives; these were first to agree upon a common expiration date for the longshore contracts on both coasts and, second, if possible, to move ahead on national bargaining.

As far as we could see, winning a common expiration date was a good possibility. Plans for negotiations of East and West coasts lay one upon the other and had them proceed at the same time also looked like a good bet for this year.

The point of the whole thing was and is concerned we have never laid out any program which went much beyond these two points. And the reason for this is that we have not been convinced that the unions on both coasts, and the membership, were prepared to take on national bargaining at this time.

Now where do we stand today? The common expiration date has been endorsed by the ILWU and the employers association on the West Coast. It has been endorsed by the ILA and every major employer association on the East Coast. In addition, the government agencies concerned—like Bonner Committee, the Maritime Administration, and the Department of Labor—have all publicly endorsed the common expiration date for the longshore industry.

We are not claiming that each and all of these organizations have taken this position for the same reasons. Not at all. We don't claim to know the thinking of the employers and the government agencies. But if we can believe what they say—and it sounds reasonable—they are for a common expiration date because they believe it will end the half way and half rate stability to the maritime industry.

**Our Own Reasons Are Secret.**

We want a common expiration date because we see it as a way of strengthening both longshore unions. A common expiration date will inevitably mean that each longshore union, the ILA and the ILWU, will come out of its contract negotiations with greater gains to the membership and the greater security for the unions.

As of this writing the contracts on both coasts are open. Negotiations are going on in New York and in San Francisco simultaneously. It is not a secret that the employers on both coasts are anxious to cut each other down. They don't make a move without consulting and advising back and forth by telephone.

The unions have so far not established any negotiations patterned with the kind of coordination the employers are now enjoying. This situation is favorable to the ILA and the ILWU. San anyone believe that either union could guarantee that we would have without consultations and coordination?

The shipowners may compete with each other for cargoes and for business. But when it comes to dealing with their employees they feel that their differences aside and coordinate their policies in order to make the best deal for themselves.

**On the Other Hand Such Minor Differences Are Coordinate.**

We have the impression that between the ILWU and the ILA has not yet been established because a lot of phoniness and irrelevant reasons have been tossed around to prevent our working together more closely. Newspaper editorials and radio commentators, phonny labor leaders, all kinds of outside experts have been responsible for the iron curtain between the unions on both coasts.

These advisers do not have the interest of the longshoremen or the ILWU or the membership in mind when they set up unification or collaboration. Time is running out. It will be a tragedy for us and a victory for the enemies we have in common if we don't set up some simple machinery at once to get past all of these present negotiations with the best results possible.