Brown, Engle Recommended

Here are ILWU Northern California District Council recommendations for candidates in the November 4 election:

(MLC endorsed all Democrats against Proposition 18—Ed.)

Governor: Edmond G. (Pat) Brown.
Lt. Governor: Glenn Anderson.
Secretary of State: Henry P. Lopez.
Attorney General: Stanley Mosk.
Senate: Edmond G. (Pat) Brown.

At work for the people of California and against the sweatshop scheme of Proposition 18.

Views on 18 Will Go on KQED T-V

SAN FRANCISCO — For the third time in their long careers Roger Lapham, former shipowner, and Harry Bridges, ILWU president, will debate a public issue.

This one will be on television, KQED, Channel 9 in San Francisco, Wednesday, October 29, 7:30-8:30 p.m.,
The subject: “Right to Work.”

Lapham will urge passage of Proposition 18 in California; Bridges will urge its defeat.

DEBATED IN 1936, 1938

Lapham is Northern California chairman of the Citizens Committee for Proposition 18.

In 1936 Lapham and Bridges debated before an overflow audience at Civic Auditorium in San Francisco on the future of the 1936 maritime strike.

They again debated before another overflow audience in the same place in 1938.

Bridges represented the then vigorous CIO and Lapham a “Committee of 43” on the causes of “Capital-Labor warfare.”

Station KQED estimates it will have a listening audience of up to 600,000 for the October 20 debate.

Families Join Local 13 in Stopwork Meet

WILMINGTON, Calif.—Los Angeles-Long Beach harbor longshoremen of ILWU Local 13 and their wives and families will join in a big stopwork meeting at 1 p.m. next Tuesday, October 28, at Long Beach City Auditorium, to discuss the coast perspective and program recommended by the Coast Negotiating Committee.

ILWU President Harry Bridges will be the principal speaker.

Local 13 in a regular meeting has already approved the program. At the same meeting the local voted to hold the stopwork meeting for more thorough discussion and understanding.

The perspective and program envision the future of mechanization, containerization and automation and a shorter working day with no loss in take-home pay.

The meeting will be one of the first in ILWU history to include the wives and families.

Local 13 Member Has One-Man Show

EUREKA, Calif.—Artist Connor Everts, a member of ILWU Local 13, is currently holding a one-man art show of his paintings and drawings at the Long Beach Museum of Art, 2300 E. Ocean Boulevard.

His work will be on exhibit until November 5, and hours are from 10 a.m. to 5 p.m., Monday through Saturday; 1 to 5 p.m. on Sundays.
The Sales Tax Is Unfair

Anyone whose annual income is less than $23,000 (and that's 90 percent of the people of California) who voted for Proposition 17, will be voting in his own immediate interest, as well as in the interest of the principle of equitable taxation.

The sales tax is not equitable. It is grossly unfair. It shifts the burden of taxes from those most able to pay to those least able to pay.

Proposition 17 would reduce the present regressive and unfair state sales tax from 3 percent to 2 percent. At the same time it would reduce the state income tax on low and middle income groups, and would increase the state income tax on the upper income groups—the $500,000 to above-the-million-dollar class, such as millionaires, climbers, etc.

This is the exact principle of the tax laws up to the time in recent years when lobbyists for the wealthy began slipping the sales tax through state legislatures. Thus far, although millions have been spent on the project, they have not been able to put over a national sales tax. Such, however, has been the program of the National Association of Manufacturers for many years.

This makes passage of Proposition 17 in California of prime importance and two-fold in purpose—firstly, to reduce the unfairness of the present tax; secondly, to discourage such a tax nationally.

The Opponents of Proposition 17 have thus far used no valid arguments against it. They have resorted, instead, to panic arguments. They assert that the state's finances will be threatened if they do not go on to war. This is untrue. What the state loses in sales tax it will be able to recover in state income tax and it will be able to live off the hog, but they pocket most of the state's wealth while also getting most benefit from the state's services.

The working man is forced to spend his money, by and large, where he lives—that is, in the state. The wealth, he uses to live on is plowed back into the community. Not so with the wealthy. They spend a little in the state, maybe, but most of it in Paris, on the Riviera or on fun in the casinos of Monaco.

A Working Man is taxed on his income which he is forced to spend on living and taxes again on the spending of it. He's caught both ways, income and outgo. The wealthy are not forced to spend their entire income in order to live. True, they live a lot better and higher off the hog, but they pocket most of the state's wealth while also getting most benefit from the state's services.

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P.S.—You won't see this editorial or any like it in any commercial newspaper.

ON THE BEAM

By Harry Bridges

PRESIDENT Eisenhower tells us these days that the nation's foreign policy — it's carried out in Lebanon and now in the waters off Formosa—is a great success because of its strength and toughness. And that it is in the best interest of the American people. So there is no need to debate or discuss it; and any one who does is suspect. What a fraud and deception.

The Lebanon invasion was a complete fiasco. The marines landed in order to keep a regime in power which the people wanted to throw out. The regime was, nevertheless, installed. No matter what the press, the politicians and the generals tell us, the people of the Middle East now lump the US with England and France and other 'imperialist nations. You can't march into someone else's country and expect to make friends. The United States gained nothing but enmity and hostility as a result of the Lebanon operation.

Meanwhile, the American people were told of the invasion only after the marines had been ordered in, with the snaps enough so now it was too late to do anything except to support the troops. The facts of leading other foreign situations are barely known to the American people. This is because the facts are deliberately kept hidden, or distorted to benefit Dulles or the Pentagon.

Just a few weeks ago Vice President Nixon announced that he was "shocked" by published reports that the mail to the State Department was overflowing with hostile words to China and Moscow. What the state loses in sales tax it will be "chaotic if the measure passes. This is untrue. The state has been spending an estimated 400 million dollars.

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Gleason for One-Package Bargaining

NEW YORK — The International Longshoremen’s Association is not out to blackball the industry “but only wants a fair shake for the membership,” its vice president stated recently in an interview with newspaper reporters.

Thomas W. (Teddy) Gleason, vice president and general organizer of the ILA in an interview with newspapermen as reported by the most recent issue of the ILA Longshore News, said an agreement might be worked out between the New York Shipping Association and the ILA calling on the Bi-State Waterfront Commission to close the longshore register. This the Bi-State has refused to do up to now.

"Automation," said Gleason, "means loss of longshore jobs and there are too many workers struggling to get into the industry."

Under the terms of the Bi-State compact, the waterfront commission cannot refuse any applicant for waterfront employment. Gleason stated that any agreement between the ILA and the employer groups on automation would have to be on a national scale and that all unions in the trucking and longshore fields must also be contacted and consulted.

"At the present time the Teamsters are in the shipping business handling the trailers onto the ships and the longshoremen are in the trucking business driving them away from the ships," Gleason told the press that this raises technical jurisdictional problems and that all maritime unions should work out common expiration dates for their union contracts.

"If the different unions would meet together before contract time, they could submit their proposals in one package to the employers."

MANAGEMENT WOULD GAIN

"By this type of negotiating on contracts, management would also benefit," Gleason said. "We would eliminate the whole question of jurisdictional disputes and every other headache that industry has faced in the past. It would also assure the shipping and trucking industries of two or three years of labor peace because that is the length of the agreements we will be seeking."

Gleason said he would further elaborate on his views on automation at the coming meeting of the "Conference of Transportation Unity" which is expected to attract representatives from the Teamsters Union (IBT), the ILA, the National Maritime Union, and the West Coast longshoremen’s union (ILWU).

The San Francisco News

TOWN MEETING TONIGHT!

Public to Hear Employers, CIO Explain Issues

PROPeller Convention Told Two Coasts Should Get Together

SAN FRANCISCO — The annual Propeller Club Convention, held here from October 15 to 17, assembled every top management figure in the nation’s maritime industry. Concerned with the future of shipping and cargo handling in the United States, the delegates gave top billing to the discussion of mechanization, containerization and similar changes in handling cargo.

Senator Hiram G. Moses of Minnesota, Chairman of the Senate Interstate and Foreign Commerce Committee, made the main address at the banquet luncheon. Senator Magnuson foresaw the rapid appearance of fully mechanized devices in the longshore industry and argued for a resumption of trade with mainland China to make up the volume of traffic moving in and out of West Coast ports.

President Howard of the West Coast and other listeners were the remarks of J. Paul St. Sure, president of the Pacific Maritime Association, Mr. St. Sure discussed the efforts of the PMA and the ILWU to develop a mutually satisfactory program to meet longshore mechanization.

In detailing the history of the informal discussions on mechanization, St. Sure went into extensive detail in regard to these discussions and repeatedly emphasized the constructive and cooperative attitude of the union in these matters.

Emphasizing that the talks were completely exploratory with no commitments on either side at the outset, he nevertheless reminded the audience that the meetings on mechanization came about only after the PMA had agreed with the union that some form of sharing of the benefits of increased productivity with the registered work force was in order. This agreement from management was matched by a general union agreement not to sabotage the experimental efforts in the direction of more mechanization.

St. Sure, in reply to a question from an eastern delegate, made clear that the PMA favored joint union-management talks on both coasts over the pros and cons of mechanization. He said in part:

"The Pacific Maritime Association — I think at least has of far as the majority of its members are concerned — believes that this total problem could be a problem as we think it is, and that it is proper to have a discussion as between operators on all coasts, and, if possible, with unions on all coasts, including the Teamsters, the ILWU, and the ILA and others who are directly concerned and involved."

"It think it is ridiculous for the New York Shipping Association and the Pacific Maritime Association, and the L. A. the ILWU and the Teamsters not to sit down and try to solve some of these problems before we have to battle them out in our own locations."

"Now, I realize this is perhaps not the politically things to do because I have named three unions who are vitally concerned with maritime as well as land-based transportation in this country, and all three of them are outside the former house of labor today, but they are still people who represent the workers who face these problems every day."

"I think we ought to begin to face up to the realities as to the magnitude of the problem, which all of which we are faced, and which it is necessary to try to do the experimental basis of seeing what labor’s reaction is going to be a particular shipment or particular movement of cargo without finding out what the answer is going to be before we try it."
8. Eligibility to Vote in Presidential Elections

Would permit newcomers to California to vote in Presidential elections after 54 days' residence in California. Now they have to wait a full year. The proposal recognizes that they were voters in their state of origin are now eligible on the same basis as they were before they moved. No special knowledge of state issues is required.

9. Length of General Sessions of the Legislature

Proposes to increase the effective length of the biennial session of the legislature by eliminating the 30 day recess after bills are introduced and by providing that the 120 days that the legislature sits shall be computed without counting Saturdays and Sundays. The last few sessions of the legislature have demonstrated the desirability of this procedure.

10. Eminent Domain Proceedings

Designed to speed up proceedings involving condemnation of private property to serve public and educational purposes. Would permit courts to authorize immediate condemnation while litigation proceeds on question of proper compensation. Similar procedure already applies in the case of land for harbor development.

11. Local Street and Road Bonds

Authorizes legislation by cities and counties to issue bonds for streets, sewer, and parkway purposes. Not to exceed 50 per cent of assessed valuation. Proceeds may be used for construction of small boat harbors and other facilities. Bonds are to be repaid out of revenues.

12. Legislator as Notary

Permits any members of the legislature to be a notary. All present, any legislator must surrender his Notary Public Commission upon entering his new term. The proposal recognizes that many legislators already have experience as notaries.

13. Superintendent of Public Instruction to Be an Appointive Office

At present, the Superintendent of Public Instruction is elected by the voters. This proposal would make the position a career appointive office to be filled by the State Board of Education. The term of a superintendent is six years. First appointment would be made in January 1959.

14. Compensation of Local Officials

Eliminates the prohibition against the compensation of local officials while holding public office. Also provides that they be compensated for filling offices of legislator or governor in case of death or disability of the incumbent. The State Board of Education, appointed by the Governor, should have a superintendent responsible to it. This is the procedure in the case of all county superintendents; they are appointed by and are therefore responsible to the county school boards. The opposition says that the department superintendent should be elected by the people and that this system has worked well for 100 years.

15. Boxing and Wrestling on Sundays and Memorial Day

Repeals an initiative measure adopted in 1914 prohibiting boxing and wrestling exhibitions on Sundays and Memorial Day.

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5. Salaries of Members of State Legislature

Permits the State Legislature to fix salaries up to $10,080, the average of supervisory salaries in California's rapid growth. A similar bond for $200 million was approved by the voters in 1956.

3. State Construction Program Bonds

To authorize the issuance of $200 million in bonds for the construction of buildings for state colleges, the University of California, mental hospitals, and other state facilities. Opposed only by those who believe that the money should be spent for other purposes. Three-fifths of the registered voters in each of at least one newspaper in each of 50 populous counties. Legislators now re-
Coast Trade Held Vital To Industry

WASHINGTON, D. C. — Some 1.4 million manufacturing workers in California, Oregon and Washington depend on ocean commerce for a livelihood, "Maritime Affairs," a steamship association research bulletin, disclosed this month.

West Coast manufacturers claim $1.2 billion as their share of US exports in 1956.

The publication also states: "American merchant ships contribute directly to the jobs of many of the farm, mine and factory employees in Montana, Idaho, Utah, Nevada and Arizona. Workers in these five states claim more than $238 million as their share of American exports."

The bulletin was published by the International Longshoremen's Association, Lines, consisting of 14 American steamship companies serving essential world trade routes under government contract.

DOUBLING OF TRADE
"Foreign trade through West Coast ports has more than doubled over an eight-year period," the bulletin says. "Recently published figures show that the Pacific states' foreign trade in 1957 totaled $2.8 billion, compared with less than $1.3 billion seven years before."

"The area's exports last year reached an all-time high of $1.7 billion. Imports totaled the West Coast's 1956 record of $1.1 billion."

The publication observes that within the next few years six dry-cargo ships are to be laid on the West Coast. They will signal the coast's initial participation in a $3.6 billion vessel-replacement program being undertaken by CMA, companies which will replace some 200 ships over the next 10 to 15 years. The six CMA ships, plus a Coast and Geodetic Survey vessel, will require 16,000,000 man-hours of West Coast shipyard labor, or 5,125 man years, the bulletin reveals.

US to Look Into Monopoly Food Prices

(From The Dispatcher's Washington Office)

WASHINGTON, D. C. — A long overdue investigation of the power of big food packers in the food industry is about to be launched by the Federal Trade Commission.

The official announcement said that the probe will desire to check the integration and concentration of economic power at the retail level of distribution in the industry.*

*Behind the study is a steadily rising tide of discontent in the public and in the Congress over the widening share of the $10 billion dollar taken by giant food chains. Despite lowered prices paid to farmers for most basic foods, consumers have been compelled to pay higher prices at the store.

The current investigation was authorized under a commission resolution similar to those under which probes of the antibiotics industry and the coffee exchange were conducted.

Recommendations—Oregon Ballot

WASHINGTON, D. C. — After five years of controversy the District of Columbia Bar Association has approved a constitutional amendment opening membership in this lawyers union to Negroes.

Previous votes on the issue failed to win a needed two-thirds majority. One decision favoring desegregation was overturned by court action when it was shown that the association had not followed its bylaws in conducting the vote.
Drug Victory in LA Was Won by Unity in Ranks
And in Cooperation With Two Other Trade Unions

LOS ANGELES — Victory in the 8-day strike earlier this month by ILWU Local 26 against Thrifty Drug Company was credited entirely to rank and file mobilization and activity to and cooperation from the Teamsters and the AFL-CIO Retail Clerks, according to Local 26 Secretary-Treasurer Louis Sherman.

Daily strike assignments for 254 men and women, assigned in groups of 8 hours a day, were made by the rank and file strike committees. The committees had been formed when it appeared that a strike might be forced by the company, and they went to work immediately to secure action at 12:31 a.m., October 1.

Members of Teamsters Local 48, who worked for Thrifty, honored the picket lines from the beginning, and several scheduled deliveries by wholesale trucks were delayed to drive the trucks, stayed solidly behind the strikers. Part of the settlement reached by Local 26 included the provision that the scales he fired and teamsters returned to their jobs.

ON 24-HOUR BASIS

Picketing at the main Thrifty warehouse was on a 24-hour basis, and 25 retail outlets were picketed during the hours they were open. More than 35,000 leaflets were distributed at retail stores, and according to the company's own estimate at least a third of the public approaching the stores refused to go through the gate.

In this same vein, the Teamsters backed the strikers. Drivers of bread trucks, milk trucks, ice cream trucks, and others bringing provisions to the retail stores refused to deliver.

Through joint efforts of ILWU Regional Director Pete Moore, John Filippini, president of powerful Teamsters Local 208, and Matula, head of Teamsters 42, which voted official sanction of the ILWU picketing, the company was forced to the bargaining table.

The strikers won a package increase of 36 1/2 cents an hour over the three-year period of the new contract. This includes 11 1/2 cents in wages effective October 1, and automatic increases of 15 cents an hour October 1, 1959, and October 1, 1960.

TEAMSTERS FED STRIKEKERS

Balance of the package includes improvements in vacation provisions, additional health and welfare payment by the company, and 5 cents an hour to a pension fund to be administered by a trust fund, effective April 1 next year.

Several times during the strike, former President of Thrifty Mike Singer, representing the Teamsters Local 208, and Matula, head of Teamsters 42, which voted official sanction of the ILWU picketing, were driven from the Thrifty store.

Picket lines were set up from the beginning, and through important roles in law enforcement, the support of important leaders in the community, and through important roles in law enforcement, the support of important leaders in the community, the Owl workers are represented by Teamsters Local 595, officials of which were in close touch with Local 26 strike leaders.

Clyde Miller Dies -- Maker Of Unions and of Laws

LONGVIEW, Wash. — Clyde J. Miller, one of the ILWU's "grand old men," a hard-nosed and a leader of the labor bloc in the Washington State Legislature for more than a decade, is dead.

Though he had been ill for some time and was 71, he died October 3 fighting illness as he had fought union battles from the start — tenaciously, regardless of the odds against him.

It was only a few days before the end that he submitted his resignation as Democratic nominee for re-election to the State Legislature. A vigorous campaign against Initiatives 188 and 202, he expressed regret, as the end neared, that he might not live to see so-called "right-to-work" voted down for the second time in Wahkiakum and Cowlitz county polls.

MAN OF WORK

Miller's lifetime spanned the emergence of unions as a political and economic force in this area — and he never forgot that he was a "working stiff," through participation in civic affairs, and through important roles in lawmaking.

He could write in 1955: "Am now receiving my ILWU pension and am enjoying good health and happiness, thanks to the boys of Bloody Thursday and the others who gave their all that we might carry on.

"Thanks also to those men, the solid rank and file behind good leadership who have given us the good conditions we have today.

"What’s that to you, a fine crop of young men who are taking over and proving themselves so that our future is in capable hands."

Throughout the years, Miller had worked on the docks at Everett, Port Angeles, Aberdeen, Grays Harbor, Olympia, Seattle; and finally in the Longview area, where he lived for the last 25 years. He was always a union man at heart.

FIRST JOBS

Three years ago, when asked for some data about himself, he recalled that his first job was at Everett in 1908 aboard the old San Francisco boat "Emerald." He was a "knucklehead," he said.

"There were two steamshipowners, the Winnebago and Bee, and two steamships, the Governor and President," he said. "The rest were mostly sailing ships, Harry Jacobson was business agent. The books were closed; so I took whatever longshore work I could get."

From 1910 to 1913 Miller was a member of Structural Steel Workers Union, Local 14, in Spokane and served it as recording secretary for two terms.

Later, in Seattle, he was a member of Boltmakers Local 104 in 1918 and 1919.

In 1920, when shipyard work sagged off, he was vice president of the Railroad Carpenters Union in Troy, Mont., for one year.

LABOR STRUGGLES

"Then," Miller reminisced, "back to the Coast and longshoring, and through the strike which we lost in the 20s, Longhoreed in Port Angeles and in 1924 went to Aberdeen."

1927-28 we struck Aberdeen longshoremen. We were not recognized as a union but gained some concessions from the Gray's Harbor Stevedoring Co. The other companies did not recognize us.

During the depression, Miller remembered, longshore membership dwindled. But...

"In Longview in the fall of '33 we organized, and we struck in 1934. I served on the picket lines in Longview and Portland until we won the strike on July 31, 1934."

IN SAN FRANCISCO

In 1909 Miller was an international board member, and he served on the policy board in San Francisco during the Maritime Federation strike.

He helped to write the constitution of the Columbia River Council, I.A., and was a regular delegate.

Elected to the ILWU international executive board for the 1945-47 term and two terms thereafter, he was a member when the ILWU disaffiliated from I.A. and joined CIO. He was a member of the Washington State CIO...
Group Forms to Launch Oregon Assault on Labor

PORTLAND, Ore. — A committee of local business executives has been formed to launch a full-scale attack on the rights of Oregon labor. Calling itself the Oregon Citizens Group, this body has close connections with the Oregon Republican Party, the Federal Government and the Constitution and Free Enterprise Foundation, Inc., headquartered in New York and credited with spreading so-called "right-to-work" sentiment to other states.

The group, which has been meeting secretly in an office near the Oregon State Capitol, plans to launch a full-scale attack on the labor movement in Oregon by attacking the labor laws, the teachers' union, the American Federation of Labor and the State and County Democratic and Republican parties. The group has already started a campaign to get rid of what it calls "union tyranny." It plans to hold a series of meetings and to hold a series of meetings and to hold a series of public meetings in every county in Oregon.

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Norblad's Voting Record Exposed for Oregonians

PORTLAND, Ore. — An expose of the voting record of Representative Walter Z. Norblad, prepared by ILWU International Representative J. D. (Tim) Norblad and released to the press on Wednesday, October 24, 1958, reveals that the Congressman, considered to be one of the most influential hard-left members of the 83rd Congress, is anything but liberal in his voting record. The expose claims that Norblad has voted against the interests of his constituents time and again, leading to a call for his resignation.

The expose, titled "Norblad's Voting Record: Exposed for Oregonians," was released by the ILWU and is available for public inspection. The expose details Norblad's voting record on key issues over the course of the 83rd Congress, which ran from 1953 to 1955.

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