Kirby Sues Union, Fails
To Halt Vote
SAN FRANCISCO — William J. Kirby, ousted former president of ILWU Local 10, sued the union under the Kennedy-Landrum Griffin Act last week in an unsuccessful attempt to stop election of a successor.

Kirby and his wife appeared in the courtroom of District Judge William T. Bewigert April 12 to ask a restraining order to halt the special election which began that morning and continued through April 14. He was represented by Dasgupta W. Anderson.

His claim was that his rights as a member of the union were violated when he was tried and convicted of engaging "for personal financial gain in unethical, corrupt and fraudulent practices causing the union public disgrace."

CHARGES ON RECORD

The full charges under which Kirby was tried and his conviction subsequently upheld by referendum vote of the membership were spread on the court's docket.

The court dismissed Kirby's complaint and granted the defense motion to dismiss the ground the court was without jurisdiction over the subject matter.

Leonard told the court that Title I of the K-L-G Act upon which Kirby relied was suit to protect the kind of conduct in which Kirby engaged, by way of referendum vote of the union to remove an officer.

The only discipline on file was removal from office and debarment from union offices for five years.

COURT'S OPINION

His attorney argued in court that the area welfare director whom he performed the act cited by the union, Kirby was not an officer, and therefore could not be tried as an officer.

"The court said: "It is the opinion of the court that the complaint, construed in the light of the charge, is one upon which the plaintiff was disciplined fails to show that the allegedly irregular discipline of plaintiff arose out of charges which involved his right of union membership as such.

"On the contrary, such discipline relates to the plaintiff's failure to maintain the welfare committee during the period plaintiff was serving as welfare director of defendant union and connected with his duties as such.

"In our view, a welfare director of (Continued on back page)

Longview ILWU Ply Workers
Win 3-Year 53c Package

LONGVIEW, Wash. — A strike vote, plus some aggressive support from longshore Local 21, brought a three-year contract package totaling 83 cents an hour last week to ILWU Local 43, ply panel workers. Local 43 was organized two years ago.

The package settled a 38-cent wage boost, retroactive to April 1, plus five cents an hour for every hour of paid vacation taken in fiscal year 1961, with a 3-cent float to guarantee benefits; a second in -effect July 1, with a 3-cent float to guarantee benefits; a second increment to be added to current package.

The package offer a few days after Local 43 members voted acceptance of the package April 14.

The gains include a 20-cent wage increase for the third year.

The negotiations, lasting more than a month, culminated in the package after a few days after Local 43 came to the negotiating table armed with a 29 percent strike vote, according to Donald Van Brunt of Local 31. Van Brunt, who is now on the staff of the International, served as chairman of the ILWU Local's negotiating committee.

Local 43 members on the committee were Aaron Wheatley, Carl Pedigo, and John Allgire. During the crucial last week of negotiations they were assisted by a trio of Local 21 members, including Henry Heino, Paul E. Widdell, and Henry Loran.

Local 43 members voted acceptance of the package April 14.

Coast Caucus in Session

This was the scene in the newly renovated Santa Maria Hall at ILWU headquarters in San Francisco at the first meeting of the longshore, shipclerks and walking bosses caucus which convened Monday, April 16. Delegates representing waterfront locals from Alaska to Southern California were joined by visiting pensioners, fraternal delegates and auxiliary members. The caucus was still in session at the time The Dispatcher went to press. (More pictures on pages 4 and 5.)

Coast Caucus Relaxes Registration Freeze; Considers Contract Demands

SAN FRANCISCO — The ILWU Coast Longshore, Shipclerks and Walking Bosses Caucus, in session here since April 16, authorized the Coast Labor Relations Committee to lift the freeze on Class A and B longshore registration once for each local this coming summer.

Under the authorization, the committee will examine the port by port work opportunity for each local with respect to registered men and casuals and will then determine the numbers of additional men that can be registered.

Requests of clerks locals will be evaluated similarly. In their case, however, registration rolls would not be opened until a satisfactory and continuing plan for transfer of longshoremen to clerks and vice versa has been consummated.

RACE DISCRIMINATION OUT

"After the summer evaluation is made, the freeze will again prevail, subject to instruction of a future caucus, pending determination of the full net effect of early pro-rata, mandatory requirement, and coming new manning scales. Approved by a standing, unanimous vote of the 41 delegates was the position of the Coast Labor Relations Committee that racial discriminatory practices "must be eliminated wherever they are going on both in ground of the contract and union policies and because the committee was so instructed at the last caucus."

The freeze on registration has been officially in effect since May 11, 1960. Recommended demands for the June reopening of the Coast agreement were approved by the caucus resolutions committee, but were still to be considered by the whole caucus as the Dispatcher went to press.

Unlike previous years, any issue can be raised by either party this year with the exception of matters specifically excluded, such as the provisions of the Mechanization and Modernization agreement or the pension agreement.

WELFARE REPORT

The demands as approved by the caucus will be carried in the following issue.

Reporting an increase in welfare fund contributions from 15 cents to (Continued on page 4)

Who Said It?

Over a quarter of a century ago His Majesty the Emperor addressed the League of Nations in this very city. He spoke then not only for Ethiopia but also for the weak and defenseless everywhere. He spoke against aggression, against injustice, against all abuses of power. Today the small nations of the world—the weak, defenseless and at the mercy of those whose fingers are on the nuclear trigger, speak in the same vein—in the name of humanity. The words of Emperor Haile Selassie were unheard in 1936, and we are all acquainted with the consequences. If today those who speak not from military power but from conviction go unheard, this time the consequences will not be limited to a single world war. It will surely mean extinction.

(End of back page for name of author.)
The TIME is nigh upon us again when the bells will ring, the flag will wave, the trumpets will blare and the electronic devices will wail for motherhood (married kind, of course), country, freedom, liberty, free enterprise, higher tariffs, lower taxes and any other tidbit amidst the hue and cry there might emerge here and there a modest modicum of sense.

For these issues are what dividends are in the basic stock of the states of the union—the biennial campaign of word and slogan slinging will get under way first in Oregon with completion of the primary election there on May 18. The other primaries which will signal the start of the heavy slugging occur June 5 in California, August 14 in Alaska, September 11 in Washington and October 4 in Hawaii.

From those dates on until the General elections in all states on November 6 the voters can expect heavy bombardment of sound and false sound, of patriotic literature.

Nine-tenths of it will be buncombe and demagoguery.

Each of the states will elect one of its two senators and all of their representatives in the House of Representatives, 4 from Oregon, 38 from California (the second largest delegation in the country); 1 from Alaska, 3 from Washington and 1 from Hawaii. All, too, will be electing the members of their state legislatures.

What happens in these elections is of vital concern to us and to our union, as well as to us as union members and as inhabitants of our states quite apart from our union membership.

**To mention only a few of the issues, the outcome of which will affect our lives and the lives of our families for long to come, there are disarmament and cessation of the cold war, governmental interference in collective bargaining and the affairs of trade unions, the still far from settled matter of implementing and protecting civil rights and liberties and the resultant unemployment, health care for all, and more particularly as a starter, for the aged, and the general welfare needs of our communities.**

And there's always taxes to watch, for the very wealthy are equipped with powerful lobbies ever driving to shift the tax burdens to those least able to pay. Their success is reflected in the numerous sales and special excise taxes that hit underpaid consumers the hardest.

The same union organization that enables us to exercise collective voice in the setting of our wages, hours and working conditions is logically the instrument we should use to cut through buncombe and demagoguery and learn who among candidates is or is not on our side of the issues affecting us; and which of them are only pretenders, and which of them can be trusted to carry out his promise and not the other guy's promises.

This means close examination of records, and we fail in good sense if we do not use all the resources of the union to this end.

All of our locals have political action or legislative committees and many, according to area, have joint committees or district council committees. These will be holding meetings and candidates nights to hear and determine the candidates who will best represent our interests.

The main point of this piece is that, as good citizens and good union members, we should avail ourselves of the opportunity to attend and participate in these meetings, so that we may know the issues and measure the candidates.

And when we know the issues and have determined which candidates are best qualified, we should go into action with the same fervor that characterizes an economic beef.

Into political action, that is. When we know the score on issues and candidates, there is no sensible reason to keep it secret from our friends and neighbors.

**Let's Look at the Record**

The Dispatcher

Page 2

April 20, 1962

Let's Look at the Record

ON THE BEAM

By Harry Bridges

NOW THAT a Taft-Hartley injunction has been issued in the West Coast maritime strike we ought to take a look at this whole situation and where it seems to be going. As far as the ILWU is concerned we were never officially informed in any way of the union demands, the progress of negotiations or anything else. We got our facts from the newspapers and if we expressed what we supposed those demands were it was in vain. Lines showed up on the waterfront. Some union officials seem to believe that the ILWU can turn us off and on and that when they wish.

Through the maze of confused and contradictory statements coming from both the employers and the leaders of the off-shore unions it seemed to shake down as a bee for more in wages, more holidays and more vaca. The unions funds than the employers were ready to give. Longshoremen who tried to discuss the issues with sailors, YMCA and other clerks, and cooks on the picket line found the rank and file of these off-shore unions plainly about the strike. We were so busy getting food and clothing to the off-shore workers that we had to do more for those hungry enough to find a job. In fact at this writing the demand for overtime from 5 pm to 8 am has become a new stumbling block.

This is for us to tell other unions and other union leaders what we should or should not do about their problems. Yet we do have a direct interest when other people see no other way of solving their problems by riding on the backs of the longshoremen, and using the organized strength and trade union solidarity of the longshoremen for their own purposes.

NOW THAT the injunction has been issued nothing has been settled. The West Coast employers have an interest in the Taft-Hartley Act as they consider it a great boon. The Bonner Committee of the House of Representives has just been told that shippers are making long-term commitments to foreign and East Coast ships and do not intend to return to West Coast ships—and crews—who might strike.

This will make no difference to the longshoremen. We will work anywhere and everywhere if the shipping companies need us. Meanwhile, the ILWU is engaged in an endless series of negotiations, all of which are no matter where the ships come from or who crews them. Meanwhile, the union leadership has so far confined itself to a program but more for those lucky enough to find a job. In fact at this writing the demand for overtime from 5 pm to 8 am has become a new stumbling block.

Now for us to tell other unions and other union leaders what we should or should not do about their problems. Yet we do have a direct interest when other people see no other way of solving their problems by riding on the backs of the longshoremen, and using the organized strength and trade union solidarity of the longshoremen for their own purposes.

* * *

SOME UNION officials have tried to ride this tiger with the goal of playing one group of workers off against another. This has ended up to the detriment of all labor, and eventually to the advantage of the employers. The Committee for Maritime Unity has just been told that some of the off-shore unions have been receiving support from high placed administration leaders who themselves go around making speeches against racial discrimination.

Where does all this leave us? For one, it points up once again how sound the program was of the old Committee for Maritime Unity in 1946. The crucial matter behind all of today's off-shore problems still remains the lack of unity in the ranks of maritime labor, and of all labor for that matter. Division and hostilily have marked every phase of maritime labor for years.

As we see it, the situation among the off-shore crafts is an unfortunate outgrowth of the fact that some people didn't want. It's not for us to tell other unions and other union leaders what we should or should not do about their problems. Yet we do have a direct interest when other people see no other way of solving their problems by riding on the backs of the longshoremen, and using the organized strength and trade union solidarity of the longshoremen for their own purposes.

* * *

Most recently President Hoffa of the Teamsters Union raised the idea of a broader unity of all transport workers. This proposal from Hoffa revived the hope of that kind of unity which would eliminate the situation we have been going through through the 1940's and 1950's. The labor movement is going through rough days; in these times, we need every kind of class consciousness. This article is a reflection of a good many dangerous, phoney anti-labor policies about which we have been talking in the ILWU for some years.

The outlook in the whole maritime labor situation is not a happy one. The militancy and militancy and militancy of the workers are recognized by those interests. We can't afford to be sucked into the whirlpool in which the off-shore unions now find themselves.
Cannibalism in AFL-CIO

Rap SIU for Sweetheart Sellouts on River Boats

WASHINGTON, D.C.—The Teamster Union, or National Maritime Union—NMU—of the American Steamboat Workers, has been accused of being a sellout by the International Teamster in the April issue of a political newsletter. The Teamster is a labor union that represents workers in the transportation industry and is affiliated with the AFL-CIO.

The report claims that the Teamster Union has failed to fight for the interests of its members, particularly in negotiations with employers. The newsletter accuses the Teamster of allowing the employers to set wage rates that are lower than those offered by other unions, and of failing to demand better working conditions for its members.

The Teamster response to the report was not immediately available. However, the union has a history of working to improve the lives of its members through collective bargaining and representation at the workplace. The union represents workers in a variety of industries, including trucking, warehousing, and related occupations.

The Teamster Union has a strong record of fighting for the rights of its members, and has a long history of advocating for workers' rights. The union is committed to ensuring that its members receive fair wages and working conditions, and will continue to work towards this goal.

—including some of the most powerful and influential players in the nation's labor movement. The Teamster is known for its strong negotiating position and ability to secure benefits for its members.

The newsletter also includes a call to action for Teamster members to get involved in the union's activities and to support the organization's efforts to ensure fair treatment for workers.
Dock Meet
Relaxes

The Freeze

(Continued from Page 1)

17 cents in the 1961 negotiations, the Coast committee told the caucus: “We continue to be the only Fund in the country that provides far-reaching benefits, not only for our active work force but for our retired men and their families, with the emphasis on preventative care. This is not to say there are not huge gaps in our program such as the cost of drugs in all areas except Seattle, rehabilitation services, and nursing home care. However, we need to assure our present benefits and find what our costs are as a result of our retirement program before we embark on other areas of sizable costs any one of which would be a minimum of two or three cents more per man hour.

LAWRENCE IS CHAIRMAN

“An important fact is that we have never had a program that was only on paper but there has continued to be stimulation of usage, so that all of our studies indicate that the bulk of our people are using the program more each year which, in turn, increases costs.”

The caucus also approved the memorandum agreement reached July 29 last year between ILWU and the International Brotherhood of Teamsters clarifying the work jurisdiction in the loading and unloading, handling and movement of cargo on the dock facilities owned or controlled by members of the Pacific Maritime Association in those Pacific ports where ILWU represents longshoremen.

William S. Lawrence of Local 13, Wilmington, chaired the caucus. Michael Johnson, Local 34, San Francisco was secretary. Sergeants at arms were Frank M. Andrews, Local 47, Olympia, and Tony Garcia, Local 46, Port Hueneme.

The union members of the Coast Labor Relations Committee are ILWU President Harry Bridges and L. B. Thomas and Howard J. Hodine.

Oregon Locals Urge Action On Dead Ports

PORTLAND — A Columbia River District Council committee headed by ILWU International Representative James S. Faitie and the council’s legislative representative, Ernest Baker, conferred last week with Sam Mallicoat, director of the state’s planning and development commission, on economic problems in two cargo-short Oregon ports.

The two were accompanied by Jim Riggs, chairman of Local 50’s Committee for the Welfare of the Port of Astoria, and Lyle Atkinson of Local 53, Newport.

DEPRESSED AREAS

The counties in which the ports are located have been designated as chronically depressed areas, eligible for help under the federal area redevelopment administration.

A 12-page brief was presented by Riggs detailing job and population losses, and the general economic decline in Oregon’s “Sunset Empire.” The information, Mallicoat said, would be passed on to Governor Hatfield and to officials in Washington.

The brief contained several pages of pictures detailing the deterioration of port facilities and business establishments in Astoria. It was shown that one-third of the stores in the city’s main business section are boarded up, or for rent.

Golden Wedding Fete

PORTLAND — Delegates from the Columbia River District Council joined members of the Local 8 Pensioners’ association, April 8, to help Mr. and Mrs. Walter Larson celebrate their Golden Wedding anniversary.
SAN FRANCISCO—Participants at the longshore, shipclerks and walking bosses caucus which convened here April 16 included in addition to ILWU President Harry Bridges, and Coast Labor Relations Committee members Howard Bodine and L. B. Thomas, the following delegates:

Local 1, Raymond, Wash.—Norman A. Mottson.

Local 4, Vancouver, Wash.—Leslie Bangman.

Local 7, Bellingham, Wash.—Harry Daniels.

Local 8, Portland, Ore.—Ernie Baker, Bob Baker, Everett Ede, Kenney Ford, Fred Hunt, George Jones, Francis Murnane, John Parks, Don Ronne, Charles Ross, Fred Winters.


Local 12, Coos Bay, Ore.—Troy W. Slinger, Harold J. Laharty, Russell K. Maine, Eugene R. Baisley.

Local 13, Wilmington, Calif.—Carl M. Walter, Tom Provence, Jimmy Valbuena, George Kuvakas, Nate Di Biasi, Chick Loveridge, Gordon Giblin, Bill Lawrence, Bill Quinn, Bill Ward, C. A. Byrne.

Local 14, Bremerton, Wash.—Raymond Parry, James Scanlan, John R. White, Carl Morrison.

Local 19, Seattle, Wash.—Ed Waalen, Frank Jenkins, Ed Price, M. J. Duggan, Carl Christiansen.

Local 21, Longview, Wash.—Arnald Asikainen, Don Van Brunk.

Local 23, Tacoma, Wash.—Carl Engels, George Ginnes.

Local 24, Aberdeen, Wash.—William G. Kirk.

Local 25, Anacortes, Wash.—Frank Daniel.

Local 29, San Diego, Calif.—Robert Hastings.

Local 31, Bandon, Ore.—Franz Shindler.

Local 32, Everett, Wash.—Ivan Stevens.

Local 34, San Francisco, Calif.—James R. Herman, Joseph F. Campion, Osborn T. Cleary, Michael P. Johnson, Marvin J. Russell.

Local 40, Portland, Ore.—L. E. Thornton, Hartzel Siron, Max Houser.

Local 46, Port Hueneme, Calif.—Tony Garcia.

Local 47, Olympia, Wash.—Frank M. Andrews.

Local 49, Crescent City, Calif.—Carl Edmonson, John Forrest.

Local 50, Astoria, Ore.—James D. Platt.

Local 51, Port Gamble, Wash.—William Forrester.

Local 52, Seattle, Wash.—Edwin Swanberg.

Local 53, Newport, Ore.—John Miller.

Local 54, Stockton, Calif.—Philip Badalamenti, Eutene Whelihan, Thomas Dalesandro, Ernest Pahland.

Local 55, Port Townsend, Wash.—Archie Smith.

Local 60, Seward, Alaska—Ralph Rider.

Local 63, Wilmington, Calif.—Daniel H. Hughes, Albert L. Perisho.

Local 84, Sitka, Alaska—Glenn Malline.

Local 91, San Francisco, Calif.—Ralph N. Mallie.

Local 92, Portland, Ore.—Thomas W. George.

Local 94, Wilmington, Calif.—Ernie Bowen.

Local 98, Seattle, Wash.—John Weber.

FRATERNAL DELEGATES—Local 19, Seattle, Wash.—Ed Waalen.

Local 21, Longview, Wash.—Henry L. Birtcher.

Local 6, San Francisco, Calif.—Ray Duarte, Albert Martin, Frank Brandt, Bob Brown, Jim Burke, Bill Burke, Joe Cartwright, Val Cartwright, Matthes, Van Brunt, Natalie Quarles.

NEW MEETING DATE FOR SEATTLE PENSIONERS—Seattle—The ILWU Pensioners Club will hold its regular membership meeting on the second Monday of each month, at 12 noon, according to a recent announcement of William E. Liles, recording secretary. Pensioners meet at their clubroom at 44 Union Street. One May 14 they will hear a report on the longshore caucus.

GAZING BACKWARD—With the AMA

Science makes revolutionary advances daily, but the American Medical Association still rides the horse-and-buggy. Here are some quotes from the AMA spanning 32 years:

1930—Federal health grants to states: "... wasteful and extravagant... and tending to promote communism."

1933—Voluntary health plans: "... inimical to the best interests of all concerned."

1939—Social Security: "A definite step toward totalitarianism."

1949—National health insurance: "A step toward socialized medicine."

1953—Crippled children's program: "A socialistic regulation."

1953—Crippled children's program: "A socialistic regulation."

1956—Social Security for permanently and totally disabled at age 50: "Another step toward socialized medicine."

1961—Health care for the elderly under Social Security: "Socialized medicine."
Railcar Ship for Alaska

Shiplines. Its capacity is 56 railroad cars and the vessel will operate from Seattle to Whittier, Alaska, where it will connect with the Alaska Railroad. Longshoremen will operate special winches to load and unload the freight cars. The vessel has been under Liberian registry. A bill is now in Congress to bring the carrier under the US flag.

CRDC Endorses Dems: Local 8 Man in Running

PORTLAND—The Columbia River District Council, at its April meeting, endorsed two candidates, both of whom are seeking the Democratic nomination for the state legislature. They are John Parks, president of Local 8, running in the first congressional district. They are phản with the arrival of the City of New Orleans, operated by the Alaska Steamship Lines. Its capacity is 56 railroad cars, handling all types of rail freight including special winches to load and unload the freight cars. The vessel has been under Liberian registry. A bill is now in Congress to bring the carrier under the US flag.

Dental Program Gets US Kudos

"The Welfare Fund of the ILWU-PMA has succeeded in assuring a high level of dental care to the children of longshoremen, as was reported by the US Department of Health, Education and Welfare in the new government publication, Report on the Dental Program of the ILWU-PMA—the first Three Years. The report is the result of an extensive study carried on by the Public Health Service with the cooperation of the Fund trustees. It includes a historical summary and description of the program, various statistical tables covering utilization rates, and comparisons among the three basic types of dental program used.

The study notes that during this three-year period, an average of 70 percent of eligible children used the plan every year, and that almost all the children who used the program got virtually complete care.

Copies of the booklet may be obtained from the ILWU-PMA Welfare Fund, or from the Superintendent of Documents, US Government Printing Office in Washington, D.C.

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PORTLAND—The Columbia River District Council, at its April meeting, endorsed two candidates, both of whom are seeking the Democratic nomination for the state legislature. They are John Parks, president of Local 8, running in the first congressional district. They are favored with the arrival of the City of New Orleans, operated by the Alaska Steamship Lines. Its capacity is 56 railroad cars, handling all types of rail freight including special winches to load and unload the freight cars. The vessel has been under Liberian registry. A bill is now in Congress to bring the carrier under the US flag.

Dental Program Gets US Kudos

"The Welfare Fund of the ILWU-PMA has succeeded in assuring a high level of dental care to the children of longshoremen, as was reported by the US Department of Health, Education and Welfare in the new government publication, Report on the Dental Program of the ILWU-PMA—the first Three Years. The report is the result of an extensive study carried on by the Public Health Service with the cooperation of the Fund trustees. It includes a historical summary and description of the program, various statistical tables covering utilization rates, and comparisons among the three basic types of dental program used.

The study notes that during this three-year period, an average of 70 percent of eligible children used the plan every year, and that almost all the children who used the program got virtually complete care.

Copies of the booklet may be obtained from the ILWU-PMA Welfare Fund, or from the Superintendent of Documents, US Government Printing Office in Washington, D.C.
SAN FRANCISCO—The state AFL-CIO this week recommended that either it or the Democratic Party introduce an anti-communist amendment to the California Constitution, as did Francis (R-San Mateo) which claims to speak for all of organized Labor noted that Asilomar by the policy making body of Westlake, Oregon, a little town where the local flour mill and a brick company are located, the population is 1,200, he said, "as far as I know, there is no one over 50 years old here."

The meeting will attempt to revive the labor spirit which has been killed by the joint legislative committee of Local 6 and 34 will air community grievances in the 18th Assembly District to emphasize the growing threat to the homes of 15,000 people in the district, it will be held at the Jewish Community Center, California and Presidio Avenue, on April 24, at 8 p.m.

Announcements and leaflets to all longshoremen, warehousemen and shippers requested they bring their families and friends to a political action meeting. The announcements were distributed on the waterfront, at warehouses and hiring halls, and in local bulletin boards.

The plan was to attempt to revive traditions of past trade union political activity by bringing the issues of the day to the community and spreading them to all ages. The plan is to try to settle immediate problems by group action.

At issue in the 18th Assembly District here is a program of the Housing Authority and the Redevelopment Agency which would benefit thousands of families outside of their homes. Instead of building homes people can afford, plans call for building fancy apartments at rents only for the middle class and rich can afford.

Children are not being properly educated for trades and skills, they are not being properly prepared for proper habits and face serious employment problems. "We owe our kids a better break and that's why we're fighting for everything today," the leaflet said.

Senior citizens have been invited to discuss their needs for proper housing, medical and hospital care and security.

The SF mass meeting to Air Community Problems will be run like a union meeting, its sponsor said, "We have improved Our conditions of living and in a worse form than ever before."

We'd like to offer a pair of the illustrated METRIC lures to members of Westlake, Oregon, a little town where the local flour mill and a brick company are located, the population is 1,200, he said, "as far as I know, there is no one over 50 years old here."

The action was taken in recognition of the strikers' long drawn out strike, which ended with the historic settlement—six months after the ILWU—In good standing—and to their friends and fami-

Grain Accident Kills Docker

SEATTLE—Dallas Schachere, 54, fatally injured in a fall into a grain elevator at Pier 25 of April 13.

The whisker-fish was tagged by A. A. Sherrick of Clear Springs, Oregon, a retired member of Local 19. Here's the whisker-fish:

**We're** informed that an eight-pound, six-ounce white catfish landed by A. B. Sherrick of Clear Lake Oaks, Lake County, has set a new California record for length of Chinook with a 99-pounder taken off his dad's boat deck.

Any reply?

We have heard that G. H. Gilbert of Santa Rosa, California, a retired member of Local 63, San Pedro-Wilshire, age 72, is also catching up on lots of lost fishing excursions.

Deer stalker Gilbert is partial to the Placer County area for black-tailed—knocked down a buck there last season that dressed out at 195 pounds. This particular buck with a 23 inch antler-spread was taken near the Camp Beat Air Force Base. He says he's killed bigger ones in Idaho and Plumas county.

"We'd like to hear from you Mr. Gilbert," anytime, especially in a month or so regarding the fishing potentials in your neck of the woods. **W**

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Local 10 Runoff Is
Set for April 28-28

SAN FRANCISCO — Members of Longshore Local 10 here, in primary election held April 10-14, gave Carl (Smitty) Smith and Walter Nelson the nod for vice president, with a vote of 3,410-3,038. The balloting for a union-wide rank and file is set for May 10-14, with the runoff for president set for April 28-29.

Local 10 office has advised any members who are out of town and unable to get to the polling place, to write in a name for Roderick Rohach for absentee ballots. The polling place is 400 North Point Street, San Francisco.

The tally in the primary election was:

For president: Carl (Smitty) Smith, 1,822; Walter Nelson, 1,785; Joe Sanches and Alber (Beppe) Bertal, 1,565; Frank L. Slott, 1,440; Jack Hogan, 1,094; Walter J. (Red) Williams, 1,088; and Bert Donlin, 1,053.

Local 10 Uses KLG to Sue Union, Fails to Get Half Vote

(Continued from Page 1)

A LASKA is a big land in which the ILWU has been taking a great stride in labor leadership and service for the union.

Alaska is a vast land where potential is found in this hunk of real estate—the 49th state. The ILWU's first step is to recognize the potential. To do so, merely designate it as the "largest state in the union" is to say very little about it.

In size it's larger than Washington, Oregon, California, Nevada and Texas combined. Yet, it had only 250,000 people in 1960—roughly the population of a large district in a major city.

The ILWU can proudly claim its place in Alaska. We're established. We've played a significant role in winning statehood. We've helped to determine if Title IV of the K-L-G Act should become a beneficiary for life insurance for a pensioner William Urban.

Within the last six months they've made an all-out push basically to organize all the ports. Despite some extraordinary problems of distance and climate, they've been joining the far-flung industries in which ILWU has organized. In that same period, the whole entire town is immediately involved when a single ship comes in.

The ILWU is a big union! The ILWU has been staking a claim for labor leadership and for service within the community.

A LASKA is a big land in which the ILWU has been taking a great stride in labor leadership and service for the union.