WASHINGTON, D.C. — In terms of who got what, the legislative record of the second session of the 87th Congress makes pretty sad reading for labor.

On virtually all overriding economic and social problems, the record is a chronicle of frustration—a record more notable for what Congress failed to do than for what it did do.

On the other hand, the record can be read cheerfully by some—by those people sold on the arms buildup or on the theory that what’s good for business is good for the country.

To complete its legislative activities, this heavily Democratic Congress lasted longer than any peacetime session since the Korean war. Seemingly rudderless at times, beset by endless quarrels and election-year politicking, it ground out most new legislation in the last two months. When adjournment was finally sweated out October 13, legislative output had reached sizeable proportions. But the many pledges and programs of the New Frontier were conspicuous by their absence.

For Labor 87th Congress Record Adds Up to a Chronicle of Frustration

ILWU Auto Strike Won in Hawaii

HONOLULU — ILWU members voted October 7 for a strike settlement with Murphy-Aloha Motors, Universal Motors, and Schuman Carriage Co. which brings wage increases of from 20 cents to 45 cents an hour, a new severance pay plan, other fringe benefits and improved union security in a three-year agreement.

The strike, originally provoked by the employers as part of a scheme to defeat the union, and prove that service trades would not work if they didn’t have the power to stick together and insist on fair bargaining, ended 134 days later by proving just the reverse. The auto workers’ union is now stronger than ever, and labor solidarity and public support made the strike effective in cutting down car sales, despite the use of scabs.

APL-CIO unites, the United Public Workers and ILWU units here and on the mainland contributed to strike funds. Negotiations which led to settlement resumed at the employers’ request after a court order had been issued to require Honolulu longshoremen to unload 1943 model cars consigned to the struck firms. When the new models finally did go on display, almost no one crossed union picket lines to see them.

At this point George Murphy, Republican of Massachusetts, joined the line with his own picket sign, proclaiming “I’m not against unions... Let’s settle this strike.”

GAINS LISTED

The settlement leaves these gains:

- Wage increase of 36c to 45c an hour (Compared to an employer’s final offer which averaged 10.7/6, and to what had been offered 38 workers).
- Severance Pay (which the employers refused even to consider in negotiations as late as September).
- One elderly employee will receive $5000 as a guarantee of appearance. This was on Bridges’ insistence.

First Group of ILWU Overseas Delegates Are on Their Way

SAN FRANCISCO — ILWU overseas delegates now enroute to Asia, Australia and New Zealand were told by ILWU officers last Monday that they had only two properties— to use their time properly and prepare adequate report.

Attending a briefing at International headquarters of the first four of the eight overseas teams, the others were scheduled for briefing October 22. Hawaiian members of the Asian and Down Under teams were to be briefed by those present last Monday when joined in Hawaii.

Attending were Robert Rohatch, Local 10, and Everett Ede, Local 8, who with Thomas Trask, Local 141, will visit Australia and New Zealand; Oscar Wertenan, Local 24, and John Carter Austin, Local 511, who will join Harold Shin, Local 143, to visit the Malayan Federation, Thailand and South Viet Nam; Archie Coulier, Local 561; L. L. Loveridge, Local 13, who will join James S. Coulter, Local 143, to go to Burma, Thailand and India, and Terrance Sweeney, Local 52, and Columbus Washington, Local 17, who will join Carl Dansae, Local 143, to visit the Philippines and Indonesia. Washington’s wife will accompany him at her own expense.

Who Said It?

“The price that good men pay for not being interested in politics is to be governed by people worse than themselves.”

(To back page for name of author.)
Our Dixieaucracy

By Harry Bridges

WHAT HAS to be changed is the whole structure of the congress, and that won't be done until men of real guts get to congress. The same goes for other key committees and the subcommittees that control the congress isn't going to change this. If the President really wants to get a congress that will progress with the changing world and times, let him carry the issue of senility seniority and anachronistic congressional rules to the people, and urge the people to send to congress men and women who will fight for a complete overhaul.

These small groups ride along with the same candidate year after year and assure him of seniority. It also assures the Democrats of continued control of the congress, and that control remains no civil rights legislation to give the people of the south protection for the right of franchise can get through the congress.

Our Dixieaucracy, and not a democracy, must be all too evident to the American people as the National Association of Manufacturers, the American Medical Association of the American Newspaper Publishers Association. Notwithstanding that a majority of the members of congress come from the Mason-Dixon line, and may have won election on the promise of support of issues vital to the people, what comes out of congress is only what the most backward element among the people want, and damn little of what the people need.

Unless some drastic changes are made, the 86th Congress meeting next January will be just as bad. It will again be controlled by doddering old southern reactionaries who consider it their divine duty to frustrate American democracy.

President Kennedy's solution for this sad state of affairs is to send more Democrats to congress. That is what he is preaching around the country. We are not urging that more Republicans be sent. That wouldn't be the answer either.

That WE have a Dixieaucracy, and not a democracy, must be all too evident to the rest of the world as the congress sets to starve Cubans and Chinese at the same time that it dispenses the largesse of the people to dictators all over the world.

We have to face the fact that a handful of southern bigots are the real rulers of the United States, and just sending more Democrats to congress isn't going to change this. Not even sending nothing but Democrats will do it. As we see it, there isn't much in the idea, for the working rank and file of the country.

If the President really wants to get a congress that will progress with the changing world and times, let him carry the issue of senility seniority and anachronistic congressional rules to the people, and urge the people to send to congress men and women who will fight for a complete overhaul.

Only with such overhaul can we hope even to make an approach to the problems of unemployment, civil rights, civil liberties, health, education and international relations.

That should be no news to members of the ILWU that Jim Hoffa, General President of the International Brotherhood of Teamsters, is working on the Teamsters union, and the union itself, have several charges and indictments pending against them. These charges are numerous and varied, ranging all the way from technical, petty ante-acquisitions, and refusal to cross picket lines and handle hoffa, to a Federal indictment against Jim Hoffa, himself, in Florida.

Hoffa has been twice indicted in Florida's Southern Judicial District. The first indictment was dismissed by the Court on motion of Hoffa's lawyers; the second indictment on the same charge was set for trial October 15, 1962.

In passing, these indictments accuse Hoffa of lending relatively large sums of money to certain banks and corporations in Florida for land development purposes. It is not charged that the investment did not make money, because if it did, the main charge boils down to whether the investment made enough money and whether or not Hoffa had a right to lend the funds as he did. What we are concerned with here is the extent to which the Department of Justice has gone in their efforts to make their phony charges stand up against Hoffa.

The First indictment was dismissed by the Court only after plenty of legal work by the union's lawyers. Then whether or not an indictment was drawn up over any weaknesses that existed in the first indictment. This charge was due to go to trial October 15.

Again a great deal of legal work was done for the trial; statements were taken, thousands of exhibits were gone over and hundreds of witnesses were interviewed. The union's attorneys had spent thousands of hours collectively preparing their case.

So what happens? Suddenly, a new federal district court is created in Florida, known as the Middle District of Florida, and the Justice Department now proposes to have the trial transferred. The new federal district and new judge and start the case all over again, the union's attorneys have done so far and wasting all the money used in the first district court, for nothing.

This latest barefaced effort by the Justice Department and. After General Kennedy to go to any lengths to "get" James Hoffa, aroused the indignation of the Senate which put the case before the Senate in a speech on the Senate floor.

Senator Homer Capehart, a Republican from Indiana, who by no means can be described as friendly to labor, said as follows:

"I refer to a law which was signed by the President on July 28, which created the Middle District of Florida. I would like to describe a chronology of events which clearly indicate that the Department of Justice is attempting to do indirectly what the statute forbids directly.

"Serious charges have been made concerning the 'over-reading' by attorney general and the Department of Justice in an effort to influence the rescheduling of this trial. The surrounding circumstances call for immediate investigation by the Senate Judiciary Committee."

Senator Morse made even more serious charges against the Department of Justice. One was that in order to delay the trial at Tampa, the department obtained an affidavit from the defendant or Hoffa's codefendant to the effect that he had suffered a heart attack and would not be able to attend the scheduled trial. The affidavit took the codefendant and his lawyer by surprise. They both said they were ready for the trial. Morse called it "violation of a most fundamental rule of privileged communication between a doctor and his patient."

Senator Morse also cited to the Senate section 2340, title 18 of the United States Code Annotated, which reads:

"Whenever any new district or division is established, or any county or territory is transferred from one district or division to another, district or division, the court, upon application of the defendant or of his counsel, shall order the case to be moved to the new district or division for trial."
(Continued from Page 1)

the nation's steel industry pricefixing.

While Congress was turning thumbs down on the New Frontier, it jolted the business community with defense and space spending, in drastic

retrenchment. The House approved a $250 million program, in giving the business community some big giveaways, and did much to impress Wall Street.

Prominent among the latter were second-year legislation that Congress initiated and passed a resolution that would slash federal spending

from both Houses. An additional $1.6 billion appropriated.

Meddling around with cold war programs has also forced the Administra-

tion to accept amendments to the trade bill and foreign aid that will seriously hamper relations with Poland and Yugoslavia.

On foreign aid, a considerable share of which involves military assis-
tance, Congress cut $2 billion from both Houses. This brought the total cut

almost $8 billion above the last European Common Market. This fed the

dread of a chill in trade relations.

Space programs were favored with a $2 billion increase, boosting the 1963

budget to $7 billion.

In the field of civil liberties, several bills that died in Congress gave the President almost all he requested in authority to go into the

European Common Market. This fed the dread of a chill in trade relations.

The President's expanded military budget, which was scuppered on the

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The 1963 budget, which includes a $2 billion increase over the 1962

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ILWU Auto Strike Won
In Hawaii After 134 Days

ILWU Big Factor' in Hawaii's Good Race Relations

HONOLULU — ILWU has been a major factor in bringing about Ha-
awaii's good race relations, according to a recent scholarly report by Dr. Andrew W. Lind, of the University of Hawaii.

The report, entitled "Race Relations Frontier in Hawaii" is part of a new series of Problems and Theory issued by the University of North Carolina Press.

Organisation of the ILWU in Ha-
awaii is a typical example of labor and fraternisation across race lines which has never previously been so widely recognized.

ILWU and the sugar plantations

The ILWU, a multi-ethnic union which has been active in Hawaii since 1934, has been a major factor in improving race relations on the islands.

The ILWU's impact on race relations can be seen in the way it has facilitated cooperation between workers of different races, and in the way it has helped to promote a sense of unity and solidarity among all workers.

The ILWU's success in Hawaii is due in part to its ability to bring together workers of different ethnic backgrounds, and to its focus on the common goals of improving working conditions and wages.

The ILWU's efforts have been recognized by the local community, which has seen the benefits of improved race relations.

A Canadian View

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States of America versus Cuba con-

EEC.

October 19, 1962

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Hawaii ILWU, Students, Civic Leaders Join Rally in Support of Meredith

HONOLULU — Moral support for James H. Meredith, newly-registered Negro student at the University of Mississippi, was expressed at a recent rally at the University of Hawai, by students, professors, top political figures, the AFL-CIO, and the ILWU.

The rally was sent a resolution to University of Mississippi students urging that "race is a boundary which freedom can never recognize without becoming a lie...not murder, not theft, not turning away from the land of the free and the home of the brave."

The rally, hastily organized October 1, by the University's Committee to Support Meredith, was attended by more than 1,000 students and others who were holding a special conference with ILWU President Harry Bridges, Secretary-Treasurer Louis Goldblatt, President and United States Attorney General October 1, 1962 for men in the Insured Small Ports, Coos Bay-North Bend, Oregon.

The rally was addressed by H. N. Trivedi, Indian government minister, who was accompanied by several ILWU terminal workers of Oakland, who were holding a special conference with ILWU headquarters.

He said that dock workers the day before he arrived in India said they would not work for the low wages paid to dockers in India. They were told that the ILWU position on flags of necessity to all kinds of unions from left to right to work against racial injustice.

They were asked to explain the ILWU position on flags of necessity to all kinds of unions from left to right to work against racial injustice.

They were advised on ILWU policy so they can answer the numerous questions which may be put to them that they were advised to talk to all kinds of unions from left to right to work against racial injustice.

The ILWU position on flags of necessity to all kinds of unions from left to right to work against racial injustice.
A Rank-and-File Program for the
1961 Contract Negotiations

1A. Strengthen present seniority agreement.
1B. A hiring plan to cover extra gangs, extra men, drivers and sorters.
2A. Automation program with direct benefits to the men.
2B. More hiring at the dock, deck and hatch bosses.
3. Up-grading to dock, deck and hatch boss jobs, to be made according to area seniority.
4. To fill openings in steady and extra gangs, every gang shall be treated equally.
5. Individual longshoremen who hold a seniority card are entitled to an extra $1,000 in the event of automation.
6. Non-seniority men losing their jobs through automation shall be entitled to an extra $1,000.
7. Enlarge the Seniority Board to include a representative from every local.
8. Take the Seniority Board's headquarters out of 80 Broadway (from the pockets of the shipowners) and elect a union man as head of the Seniority Board.

Strengthen Present Seniority Agreement—Port-Wide Features and Lay-Off Procedure

According to reported figures (by the N.Y. Shipping Association and the Waterfront Commission) there has been in the last few years a constant drop in tonnage for the Port of New York. Some are due to automation (containers, new type of ships, etc.), some are due to the Salt Lake Seamen's strike in 1961 and expectations and fears. In view of this, it's logical that we longshoremen cannot go on forever with the impossible situation of dropping tonnage and a constant flow of new men.

The Waterfront Commission for the year 1961, reported that 23,000 men were registered as longshoremen for the whole port, excluding checkers. The peak work days were 33,000 men, and normal days only 14,000. That means that we can well say that there are at least 8,000 men too many in the port.

Seniority

In the coming contract negotiations, we have to fight for every seniority man to be entitled to five days work at a week.

We can do it by implementing the following proposals:

1. To fill openings in steady and extra gangs, every gang shall be treated equally.
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These Are Our Proposals:

DRIVERS AND SORTERS

1. Extra drivers and extra sorters to have individual seniority cards if they have been on the docks for five years.
2. Nobody who is not classified as Sorter or Driver to work with a sizeable increase in men.
3. Men with the lowest earnings to get first chance at daily fill-in gambling and not at the bottom.
4. No monies from automation to be given to the hospital, clinical service, The idea that is designed to by-pass the men.
5. Lower retirement age of workers (seniority cards in Union Fund until men reaches 60).

A Hiring Program for Extra Men, Extra Gangs, Drivers and Sorters

In the present seniority agreement, there are provisions for hiring which most of us are acquainted with. We mean steady gangs in their piers—extra gangs after steady gangs, etc., for the extra men. A B and C hiring at the Commission's phony hiring halls. We are sure that most longshoremen will agree that what we have now is not enough for the present situations.

That is why we need a union-controlled hiring system. Let's see. It's high time that we start with a share-the-work plan, even in a small way, before automation catches us with our pants down.

Set Up Automation Plan That Will Bring Us Direct Benefits and Will Protect Our Jobs

Everyone is aware that automation is coming to stay on the waterfront. Today, even though only a small percentage of the port has had direct changes as a result of automation, we can feel all around. Take a look at the Waterman operation in Port Newark, the Bull Lines, Grace Line, Breakwater and a few others, and get a sample of what is to come. We can see it happened to the Sugar Workers who are mainly members of Local 1814, Brooklyn. Out of a total of 15 gangs for the five Sugar Houses there is today only 5 gangs producing three times as a result of automation (100% operation). Even though the boost in production for a union the shipowners who worked those lines lost their jobs.

Common sense can easily be explained.

Many workers through trouble as we have, have left that give less working hours for the earlier retirement with improve for jobs lost, etc.

Heading the list of top and Coast Longshoremen, who have the bosses as we.

We say to you, the Shipowners, work the waterfront from automation on the waterfront. This is a direct result of policy, on the part of some of the shipowners and of the Waterfront Commission, the big daily newspapers and some of our own union. The only thing these forces understand is the unity of the men and it is in the interest of all the men that we are proposing this set of demands. This is a preliminary program for contract discussion. Should you agree with what we propose, we suggest that you talk it over in your local and see that your local incorporates them in their demands, and then our present contract is up and settle for anything but what we really need.

Brooklyn, Manhattan, New Jersey.
Staten Island Rank and File Committee.

END DISCRIMINATION—
Judged by His Ability The Waterfront and Of His Skin or Nature

Discrimination is a power (the shipowners and their
The Official ILA Demands

Here's a summary of the ILA demands as presented to the New York Shipping Association:

1. 6-hour day at the rate of $24.16 per day and a guarantee of a day's pay.
2. Pension minimum to be raised to $125.00. Eligibility - 20 years, regardless of age. All pensioners to be covered for Welfare until he dies. Widow to receive half of the pension and a regular retirement age.
3. Complete medical and hospital care for members and dependents. Thirteen cents per hour for medical and clinical service funds.
4. All penalty cargo to be raised to 45 cents per hour.
5. Three-year contract, with annual openings on money items.
6. New clauses to be added on Automation:
   A. A penalty of $2.00 per hour, per man over the basic rate to be paid to the men involved in the loading and discharging of all strapped, palletized, or pre-packaged cargo. This money is to be placed in the members' envelopes, instead of into a royalty fund. At the present time men are losing many hours in the discharge and loading of a vessel and money being placed in a royalty fund is not helping them meet their everyday needs for their family and themselves.
   B. All pre-pallet loading and all containers loaded at a Terminal or a warehouse shall use ILA longshoremen only.
7. ILA to maintain and operate all Monetary Fringe Benefits funds.
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9. ILA to maintain and operate all Monetary Fringe Benefits funds.
10. Holidays. Any man who works 650 hours in a contract year to be eligible for holiday pay.
11. Employers to contribute to a Union legislative fund the same amount they contribute to support the Bi-State Waterfront Commission.

Rank-File Committee
**High Winds, Waves Lash Northwest; Halt Shipping**

PORTLAND — Hurricane force winds which crashed into the Oregon coast Friday stopped northwest waves, freighters and tugs from their moorings in the Columbia, and left thousands of families with demolished or partially demolished homes.

The storm, said to be part of Typhoon Frieda, rounded the Cape of Disappointment, 14 miles an hour and tore northward along the Washington coast. Gales up to 75 miles an hour struck just west of Hoytland at 8:00 P.M. Friday, downing all fly lines on Grays Harbor.

Many longshoremen's homes were among those damaged. Special organizer Donald Van Brunt and Local 21 members Russell and Dura had roofs torn off.

CRDC delegate Willis Sutton reported from North Bend that two members of Local 12 had their homes smashed by trees uprooted in the gale which reached 120 miles per hour velocity. Coos Bay, and upended a 300 foot high tower, dropping a 115,000 volt line to the Me-nash mill over the main ship channel.

**HUGE WAVES**

Ship loading which started on schedule Friday was brought to an abrupt halt by the raging wind and 115-foot waves tearing at the side of the road, with trees over their tops.

Returning to town, they described the storm damage to Oregon "incalculable" but said estimates placed it at over $150 million.

**SHIP TORN LOOSE**

In Portland, tree tops snapped off, street lights were knocked down, power lines and the power blackout which struck several Oregon communities are expected to remain in some Northwest areas is expected to last from three to four days longer.

Newspapers without auxiliary power and candlelight because of the Bonneville dam will hold their primary election November 14, 1962, to fill the offices of president, vice president, secretary-treasurer, recorder and secretary of the executive board. Nominations will be made by petition to be filed at the Marine Clerks business office. Polling will be at 321 East Heron Street, Portland, Oregon.

Local 9, Seattle, Wash.

Local 18, ILWU, Bridge, Washington, will hold its election December 15 and final election December 18. Two other freighters, similarly wrenched adrift, shot across the 115,000 volt line to the Me-nash mill over the main ship channel.

**LONGVIEW DAMAGE**

Longview took the full brunt of the storm which whipped the Columbia and passed just north of Astoria. Van Brunt reported the Local 21 Hall had closed Saturday to permit longshoremen "to work on damage to their homes." All streets were restricted to traffic because of downed telephone lines and uprooted trees.

Public buildings which suffered storm damage included the Longview hospital which had part of its roof ripped off.

Three members of Local 18, including Secretary-Treasurer W. J. Gehrke, who had been working in Longview, had taken their motor boat out of the yard to go to Portland.

Big fires broke out in sawmills at Astoria, causing thousands of dollars in damage, the Astoria Daily News reported from North Bend that two members of Local 12 had their homes smashed by trees.

SAN FRANCISCO — The 846 vessel, a wax ship was laid up at Pittsburg, Calif., a gain of 11 percent over the 816 completed in August alone — a gain of 11 percent over the same month last year.

Seattle Shipping Is Up

Sea Shipping is Up

Seattle — Over 1,101,200 tons of cargo have been shipped via Seattle since the beginning of the year, and 197,724 tons were shipped during the month of September, an increase of 1 percent over the same month last year.

Local 4, Vancouver, Wash.

Local 49, ILWU, Vancouver, Washington, will hold its election November 14, 1962, to fill the offices of president, vice president, secretary-treasurer, recording secretary and 3 members of the executive board. Nominations will be made by petition to be filed at the Marine Clerks business office. Polling will be at 321 East Heron Street, Portland, Oregon.

Local 9, Seattle, Wash.

Local 18, ILWU, Bridge, Washington, will hold its election December 15, 1962, to fill the offices of president, vice president, secretary-treasurer, recorder and secretary of the executive board. Nominations will be made by petition to be filed at the Marine Clerks business office. Polling will be at 321 East Heron Street, Portland, Oregon.

Local 8, Portland, Ore.

Local 8, ILWU, Portland, Oregon, will hold its primary election November 14, 1962, and final election December 18. Nominations will be made by petition to be filed at the Marine Clerks business office. Polling will be at 321 East Heron Street, Portland, Oregon.

**ELECTION NOTICES**

Local 11, San Jose, Calif.

Local 11, ILWU, San Jose, California, will hold its election December 15 and final election December 18. Nominations will be made by petition to be filed at the Marine Clerks business office. Polling will be at 321 East Heron Street, Portland, Oregon.

Local 12, North Bend, Ore.

Local 12, ILWU North Bend, Oregon, will hold its election December 15 and final election December 18. Nominations will be made by petition to be filed at the Marine Clerks business office. Polling will be at 321 East Heron Street, Portland, Oregon.

Local 21, Longview, Wash.

Local 21, ILWU, Longview, Washington, will hold its election December 15 and final election December 18. Nominations will be made by petition to be filed at the Marine Clerks business office. Polling will be at 321 East Heron Street, Portland, Oregon.

Local 23, Tacoma, Wash.

Local 23, ILWU, Tacoma, Washington, will hold its primary election November 15 and final election November 18. Nominations will be made by petition to be filed at the Marine Clerks business office. Polling will be at the hours of 7 a.m. and 6 p.m. at 617-14th Ave., Longview, Washington.

Local 24, Aberdeen, Wash.

Local 24, ILWU, Aberdeen, Washington, will hold its election December 15. Nominations will be made by petition to be filed at the Marine Clerks business office. Polling will be at the hours of 7 a.m. and 6 p.m. at 617-14th Ave., Longview, Washington.

Puget Sound auxiliaries elect

Officers of the Puget Sound Council of ILWU Auxiliaries were elected at the annual business meeting in Seattle, October 3, from left to right above (seated): Esther Moisio, secretary, Seattle No. 3; Janet Patterson, president, Tacoma No. 35; Marie McNamara, first vice president, Olympia No. 42; Estelle Levenson, recording secretary, Seattle No. 3; Florence Lasson, Seattle No. 3; Birdie Pellegrini, Tacoma No. 35 and Audrey Regnier, Bellingham No. 6, members of auditing committee and Januete Epperger, marshal, Seattle No. 3. Two new auxiliaries, Port Angeles and Everett, are now affiliated to the council.

September was Big Month for SF Bay

SAN FRANCISCO — The 846 vessel movements in and out of the Golden Gate last month, compared to the average of 846 per cent increase over the 816 comparable month in September, 1961, the Marine Exchange reported early this month.

The 846 vessel movements — that made local calls last month and service movements only than the monthly average for the year to date. Among those was the largest increase over the Golden Gate since December of last year, and the 44 percent of the total volume. Japanese traffic increased almost only by the large number of vessels, but also by unusually high tonnage.
Auxiliary 10 is Newest; Installed in Richmond

RICHMOND, Calif. — Congratulations came from ILWU Federated Officers and affiliates in Washington, Oregon and California and many other parts of the world, including Hawaii and Australia at installation ceremonies of Auxiliary No. 10 here October 6.

Auxiliary No. 10 is the new “baby” of the ILWU auxiliaries, chartered September 1, 1962. Organizing was supervised by Veva Davis, the former secretary of Auxiliary No. 7 in Oakland.

Officers and members of auxiliaries from Oakland, San Francisco and Seattle were present to congratulate the officers and members of the new auxiliary.

Charter Congratulations

Seeing held the charter of the new Auxiliary No. 10 of Richmond were the women who organized it, and those who came to celebrate. Chartered here, left to right, are: Jeannette Whitney, Federated Northern California vice-president; Dawn Rutte, president of the new Auxiliary; Clara Hill, treasurer; Hazel Hodges, vice-president; Mary Hurd, Federated Southern California vice-president; Mary Hurd; Nadyne Quarto, Federated director of organizing and programming.

Vancouver Ladies Enjoy Night Out

VANCOUVER, B. C. — A very happy occasion for members of Ladies Auxiliary 30 met for their annual night out, according to Mrs. E. C. Grewe, auxiliary reporter.

The evening was spent enjoying a good moving film before refreshments.

Tennessee Team Ladies Help Beat Medicare Fees

WASHINGTON, D. C. — Teamster ladies auxiliary in Tennessee have been credited with helping to pass two anti-Medicare Congressmen.

Instructed member unions to cross picket lines, the Marine Officers Section, which ended in victories for the iron workers.

Towboatmen Thank Royal Men for Their Help

PORTLAND, Ore. — A number of towboatmen are writing to the Management and Plant Council of the Columbia River Workers Union, Local 19, thanking them for their help when they were locked out.

The widows are: Mary Barron, Seattle; Rosie Marie Bellknopf, Dorothy Backner, Mary Ferrie, Mary Fiber, Pauline Halligan, Charlotte Hargitt, Mary Keli, Lena Malmstrom, Delphine Matthews, Emma Molander, Dora Nagle, Mildred Tschirril, Irma Trotter and Elta Weyand.

Local 8 Alarm by Renewed Scabbing

PORTLAND — Local 8 at its last stop work meeting “outed with serious intent” that strike-breakers recently crashed a Woodworkers’ picket line at Western Wreathbound Box Company in Tidmore, according to Secretary-Treasurer B. H. Frey.

Some of the cars carrying scabs into the plant bore Florida and California license plates.

In other actions on this internationally publicized case, the American Council on Education condemned Missippi Governor Barnett for his lawful conduct, it was announced here by Dr. Charles E. Odegaard, president of the University of Washington Odegaard brand of Barnett’s action as a “particularly shocking invasion of political power into an institution properly devoted to higher learning.”

Oregon ILWU Backs Parks, Whipple Bids

PORTLAND — The Columbia River Penoners’ Memorial Association at its last meeting endorsed two candidates, one the president of ILWU Local 8, the other a newspaperman.

G. Johnny Parks, president of Local 8, is running for the legislature in Washington county, the other candidate is running for Congress. The other candidate endorsed was Blaine Whipple, running for Congress in Oregon. The association gave its support to both candidates.

Students in Seattle Rap Mississippi

SEATTLE — Telegraphs supporting the right of James Meredith, Negro student, to attend the University of Mississippi, and condemning those who tried to stop him, have been sent by the University of Washington’s Student Board of Control. The group wired Meredith: “We join students across the country in supporting your effort to enroll and attend classes at the University of Mississippi.”
It's a common experience to get a headache after a heated argument, or for a child to develop a stomachache the morning of a dreaded spelling test. Worry and fears operating about the pain it would be about the knowledge that the mind does respond to the body. The Greek philosopher Aristotle stated many centuries ago that: "Probably all the actions of the mind are not caused by the body—anger, gentleness, fear, pity, courage, and the like, are as loving and hating. When they appear, the body is also affected."

Auto Seat Belts Can Save Lives

N O W, whenever you and your family take to the road, you hope you won't have an accident. Every year as roads become crowded your chances of being in some kind of collision increase.

In July, California alone recorded 464 traffic deaths and 14,244 cases of traffic accidents.

Seat belts, properly installed and used, reduce the chance of major injury or death by 45 percent. A recent study by Cornell Medical College showed that at least 5,500 lives could be saved in the United States each year if motorists would fasten their seat belts, passengers keep going when the car stops, and may be thrown forward with great force into the windshield or the door. In the study mentioned above, 12 percent of the passengers thrown from cars at the moment of impact were killed; only 5 percent of those that stayed in the car died.

You need your seat belt not only on the freeway but on city streets. Some of the worst accidents happen when one car is standing still at an intersection. Many others happen in the infamy street. Make it a habit—when you get in your car, fasten your seat belt first.

Magnuson Drives

On Medicaid Issue

SEATTLE—Medicare is the "number one priority item before Congress," US Senator Warren G. Magnuson told the Senate Finance Committee last week in the state-wide campaign tour. The senator is fighting one of the nation's top spots in the campaign to get more for the state of Washington. "The hospital insurance problem is solved," he said, "we are the members of the Senate Finance Committee and the U.S. Congress on Medicare and Medicaid."
Non-Union "Token" Navy brass made sure that ILWU members did not handle the first cargo to arrive in Seattle aboard the nuclear-powered vessel Savannah. Here, at the dock beside the modern new ship, is part of the "token" shipment of about 85 tons of general freight discharged at Pier 91 by Navy personnel. Union officials entered a protest.

Navy By-pass Of Dockers Is Protested

SEATTLE—This port's warm welcome to the N.S. Savannah, the world's first nuclear-powered cargo liner, took on a chilly note when U.S. Navy brass pointedly by-passed ILWU longshoremen in handling the small amount of inbound cargo.

"This is a violation of the agreement we have with the Navy," said ILWU Regional Director Bill Gettings. "We are asking the help of Senator Magnuson in trying to find out who is responsible."

Early reports said that the Savannah would go to a commercial pier to discharge freight before proceeding to Pier 91 at the Naval Supply Depot where the nuclear vessel is open to the public. Instead the Navy routed the vessel to the Navy dock and used naval personnel in unloading about 85 tons of general cargo.

PUBLIC YES, DOCKERS NO

Gettings said that neither the States Marine Lines, operators of the vessel, nor the Rothschild Stereoview Company were involved in the dispute.

"Actually such a small amount of cargo does not mean much, if anything in the way of work," Gettings said. "But a principle is involved. Our men could have at least gotten some jobs doing this small amount of inbound cargo."

The Savannah's itinerary has not yet been designated by more than 20,000 persons. The itinerary has not yet been designated by more than 20,000 persons. The itinerary has not yet been designated by more than 20,000 persons. The itinerary has not yet been designated by more than 20,000 persons.

During the first few days of her stay, the Savannah will remain in Seattle until late October when it is scheduled to visit other west coast ports. The itinerary has not yet been announced. Nor is it known whether the vessel will lift any outbound cargo here.

Local 43 Now A Division of Warehouse

LONGVIEW, Wash.—Culminating three years of careful planning, Local 43—formerly the Building Materials Finishers—voted at a special meeting, October 6, to dissolve the local in favor of a unit-type of organization. It is named Local 43, Warehouse Division, ILWU.

A new constitution was adopted and officers elected temporarily are: John F. Alligie, president; Larry McCormick, secretary-treasurer and Ted Flattner, delegate to the Columbia District Council.

Donald Van Brunt, International representative, presented the new charter.

Membership of the dissolved local, all employees of the Welsh Panel Company, adopted new by-laws and the name Unit No. 1, Local 43, Warehouse Division, ILWU. Election of top unit office, vice president, went to Harold Madison.

Retired members are also eligible. "In 1958 my son, Edwin Ray, killed a deer shown in the accompanying photo in the mountains ten miles from our kitchen door."

"It's about time we do a little braggin' here because I think we have some of the largest deer in the country in these parts."

"For instance, we mentioned a record head out of Wyoming with the following measurements:

1. 28 1/8 "
2. 25 "
3. 25 1/2 "
4. 25 "
5. 25 1/2 1/4 "

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Members of the ILWU—in good standing—and their friends and members of the family, can earn a spool of steelhead fishing line—100 yards of eight-pound test. All that's necessary in a photo of a fishing or hunting scene and a few words as to what the photo is all about. Send it to:

Fred Gofy
Box 6684
Dept. TD
Portland, Oregon
Unions Call Proposition 24
'A Booby Trap for Labor'

SAN FRANCISCO — California labor — AFL-CIO and Independents alike — is warning all members that Proposition 24, the so-called "anti-subversive" amendment is a booby trap for labor.

It is another scheme to sneak in "Right-to-work" through the back door in the guise of fighting "communism," according to the labor group organized here to fight the proposition — also known as the "Francis Amendment."

This committee includes the state and local AFL-CIO, ILWU District Council, Joint Council of Teamsters and many others.

All say: Vote NO on Proposition 24.

Particularly singled out as a dangerous feature in an amendment which tries to hide behind the "anti-subversive" title, is the section which would give county grand juries, meeting in secret session, without benefit of counsel or protection, the power — without appeal — to blacklist organizations as "subversive."

It is your conditions they are after, says Organized Labor, official publication of the San Francisco Building and Construction Trades Council. The Francis Amendment would put every individual and organization in completely unpredictable peril by allowing the label "subversive" to be pinned on hundreds, perhaps even thousands of agencies and individuals.

How could this happen? The labor committee explains:

"It would be a real and effective strikebreaker. In a tough strike situation the cry of 'communist' or 'subversive' is a weapon always heard. Under the Francis Amendment a grand jury in San Diego made up of Birchites could weld a union in San Francisco by labeling it subversive — and don't think it wouldn't be done!"

Fruit exports through Portland have increased 66 per cent since 1954, reaching 99,631 tons during 1961.

"The Francis Amendment would put every union and every other voluntary organization in jeopardy every member of every union and every other voluntary organization in the State — read these opinions! —

"... would hand over to extremists in this State the legal weapons to destroy our precious American heritage of constitutional liberty."

—Official opposition argument, co-authored by Bishop James A. Pike

"... would strip away legal rights after a secret session, without benefit of counsel or right of appeal."

—Governor Edmund G. Brown

"... is so wacky that even Richard Nixon opposes it."

—FRONTIER Magazine

"... is not only undesirable, but distinctly dangerous to basic American concept."

—SF Chronicle

"... blueprint for tyranny."

—California Teachers Association

THE LOUIS FRANCIS AMENDMENT TO THE CALIFORNIA CONSTITUTION PLACES IN JEOPARDY EVERY MEMBER OF EVERY UNION AND EVERY OTHER VOLUNTARY ORGANIZATION IN THE STATE

—READ THESE OPINIONS!—

"The California Constitution's guarantees of inalienable human rights to life, liberty, property, religious freedom, protection from cruel and unusual punishment, jury trial, freedom of speech and press — and freedom of assembly would all have to give way to suppressions of the Francis Amendment."

—American Civil Liberties Union of Northern California

"It is unnecessary and dangerous."

—East Bay Labor Journal

"It not only confers new and incredibly dangerous authority on grand juries, but gives the same triple power of accusation, conviction and in effect sentencing to certain individual state officers and to a host of federal officials and agencies."

—Los Angeles Times

"... would put every individual and organization in completely unpredictable peril."

—Organized Labor, official organ, SF Building and Construction Trades Council

Issued by Northern California District Council of the
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Answer to Who Said It: Anaximander, ancient Greek philosopher.