Local 10 Promotes 448 to ‘A’ Status

SAN FRANCISCO — Promotion became reality at last for 448 Class “B” longshoremen, members of Local 10, who were granted Class “A” registration effective June 17.

The Joint Labor Relations Committee in San Francisco approved the final Class “B” list to be promoted to the new “A” status. The men had recently been sworn in as members of Local 10.

Similar movements of men into “A” status are scheduled in other West Coast ports, wherever the need exists.

At the same time, a special labor relations subcommittee is carefully investigating almost 10,000 applications received in response to a recent newspaper ad in order to select between 400 to 1,000 potential “B” men for ILWU Local 10, members of an investigating sub-committee made up of both union and employer representatives. They are, left to right, Robert Hall and Jim Edwards, of PMA Labor Relations; William Chester, representing the Coast Committee; Charles Hoffman, Tommie Silas and Robert Rohatch, Local 10.

Who Said It?

We have committed ourselves to an enormously costly space program, including a $20 billion project for landing an American on the moon . . . It is strange to me that in a world which bears an intolerable burden of hunger, disease, poverty, and animosity among its peoples, we should devote so many of the best minds of both the western and communist world to achieve a landing on the moon, where, to my knowledge, no solutions to our problems await us. Let us put first things first. Let us develop the human and physical resources of our people, clean up our slums and perfect our institutions.

(Turn to back page for name of author)
**Pity the Poor Tycoon!**

The old-time tellers of tall tales would have been hard pressed to stretch their imagination out of shape to beat the Madison Avenue types who've managed to sell the most recent mythology—that the great railroads of the country are dying of poverty!

This poverty myth is being peddled via a public relations campaign to convince the country that the reason they're so poor is because so many thousands of railroad workers are insisting on living on the "featherbed," forcing industry to pay out $600 million a year for people who won't work. They're losing so much money they say that they must lay off workers, increase rates, and create more monopolistic mergers just to stay alive.

The public relations job has put the railroad worker behind the eight-ball in the public eye, and even union workers have swallowed this mythology whole. And nothing small is contemplated here, for these tycoons threaten to slaughter the jobs of tens of thousands of working men who've devoted a good part of their lives to working on the railroad.

What about railroad poverty? How come the railroads can turn handspins when they read the Wall Street tickers, and then face the public as if they're starving to death? Certain facts suggest that the modern day railroads are not too far removed from the railroad worker behind the eight-ball in the public eye, and the union. Each strike is to prevent an arbitration if a strike crisis develops.

**THE PRESIDENT** says he's devoted to the freedom to strike—but warns that such freedom may not exist for railroad men (or perhaps any workers in the transportation industry). Immediately at issue are some recent meetings of presidents of major railroads to draft legislation requiring arbitration if a strike crisis develops.

**THE CONTRACT PROVISIONS** embracing hours, wages, working conditions, pensions, welfare and mechanization benefits and protection for longshore workers were to be identical with the ILWU-PMA agreement.

The employers' committee, in accepting the union's proposal, made it clear they accepted it subject to ratification by the membership of both union and the B.C. Shipping Federation, and the Wharf Owners Association, with the ILWU to be notified by Friday 5 p.m. as to what action is to be taken.

Oh, that's all. But back to British Columbia. It looks very much as if the big landowners, lumber, paper and pulp interests have decreed that ILWU longshoremen and other waterfront workers are to be the last to get a fair contract, too. Consequently, the B.C. workers, such as the longshoremen, terminal workers, grain merchants, etc., should not adequately be protected against the effects of mechanization and technological change on the B.C. waterfront. The ILWU has 11 locals in British Columbia, all waterfront locals, all performing longshore work in one phase or another. All these locals operate under separate local agreements, separate pension and welfare plans, and with different wages, hours, and working conditions.

Natural, a key demand of our B.C. locals is for one contract embracing all local agreements, the ILWU-PMA agreement, and that's all.

Our Canadian locals have stayed on the job and negotiated with the Shipping Federation of B.C. since their contract expired on July 31.

The B.C. Coast Negotiating Committee is empowered to call a strike if negotiations fail to produce a satisfactory agreement.

At one stage of the negotiations, when I was present and speaking for the B.C. committee, the employers' committee wanted and accepted a longshore clerks and dock workers contract, to be effective in all its terms beginning August 1, 1963.

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First Get - Together of New Board

The newly-elected ILWU International Executive Board and special guests are seen here at their first meeting, June 27, listening to a report from President Harry Bridges. He is flanked by Vice President J. R. Robertson, right, and Secretary-Treasurer Louis Goldblatt, left. In addition to the newly-installed members, outgoing board member Bill Ronne, Local 8 secretary, reports.

FRANK THOMPSON, Local 17; Charles Ross, Local 8; Louis Sherman, Local 26; Charles Duarte, temporary chairman of the County of Maui, Hawaii, by that county's Board of Supervisors. Returning members of the Board are: Louis Sherman, Local 26; Charles Duarte, Local 8; Frank Thompson, Local 17; Charles Ross, Local 8; Bev Dunphy, Local 501 (Canada); Joseph (Blurr) Kealallo, Local 142. New members sworn in were William Lawrence, Local 13; Michael Johnson, Local 34; Jack Price, Local 19; William Patester, Local 51; John Y. Artomii, Local 142.

Frank Andrews, board member since 1941, expressed his thanks to the officers of the union for all the courtesies they extended him during the years on the board and for all the things they taught him about the union movement." He continued: "I am satisfied this union has the best program of any union... and I am satisfied they will continue that program. We have nothing to worry about the rank and file, either; the younger group will be active when they need to be. I can't express it, but this union is part of me. We have done everything we could think of—things I never dreamed could happen. As long as we stick together we will go a lot further." Andrews received a standing round of applause.

Bonn Voyage, Mr. President Kennedy is off to patch up our national political fences, except where they are really crumbling, as in France.

HUAC is Back — The House Un-Americans began their annual road show tour last week with subpoenas for 13 Californians to appear in Los Angeles on July 3. The hearings will concern trips to Cuba not authorized by the State Department. Typically, HUAC "indicted" the witnesses to a San Francisco court that the right of local part of the community, Secretary of Labor Wirtz warned that young Americans are fighting to find jobs, raise families and become an active part of the community. By publicly demonstrating our solidarity, we can inspire a rekindling of faith and devotion to the union movement that may result in closer cooperation to defeat the reactionary elements that seek to divide, undermine, and destroy American trade union solidarity," President Kennedy is off to patch up our national political fences, except where they are really crumbling, as in France.

SF Thanked For Birmingham Fund

SANTA BARBARA — Letters personally signed by Dr. Martin Luther King, Jr., president of the Southern Christian Leadership Conference were received here last week by Will Brown, President of the ILWU Northern California regional director committee and Hamilton T. Boswell, co-chairman of the giant May 26 Human Rights Day parade and rally that raised $11,382.52 for the Civil Rights and Negro freedom fighters. Reverend King wrote: "Without your dollars for freedom, the conference would be unable to work. By your help, its goal of the full integration of the Negro into all aspects of American life, has been achieved, and we can continue to work in Birmingham and consolidate the gains we have won through our successful voter registration campaign. We will also be able to begin paying the debts we incurred there—extensive bond money, legal fees, the cost of housing and support of the 1000 youths who will get no education beyond high school within the next three years, and the many thousands捐款 to national organizations. How does it strike you to hear the kids in the richest nation on earth referred to as "surplus youth?" One out of many answers to the problem is a labor push for a shorter work week—and it better happen soon!

BONN VOYAGE, MR. PRESIDENT. President Kennedy is off to patch up our national political fences, except where they are really crumbling, as in France.

SURPLUS YOUTH is the subtitle of an article "A Future Without Jobs" in the Nation magazine. Imagine, referring to 40 member of our country, the reason for which we strive to build a better more secure world, imagine speaking of our children as "Surplus Youths." Yet these are the facts—clear, tragic, frightening. Unemployment remains the most serious problem in the country. This month's figures rose up again to 5.9 percent because of the additional numbers of kids who entered the 'real life' world searching to find jobs, raise families and become an active part of the community. Secretary of Labor Wirtz warned that young Americans are fighting to find jobs, raise families and become an active part of the community. By publicly demonstrating our solidarity, we can inspire a rekindling of faith and devotion to the union movement that may result in closer cooperation to defeat the reactionary elements that seek to divide, undermine, and destroy American trade union solidarity," President Kennedy is off to patch up our national political fences, except where they are really crumbling, as in France.

IT IS A SIGN OF THE TIMES when a big union like the Steelworkers "runs the country". The agreement, which applies to the 11 steel companies, is the fruit of a five and a half months of intensive talks by the much publicized Human Relations Committee, a joint committee representing the Steelworkers and the U.S. Steel Corporation.

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Oregon Legislature

A Few Good Labor Bills
Pass in Worst Session

PORTLAND—Many Oregon papers called the 142-day legislative session in Salem not only the longest, but the most expensive and worst in the state's history.

However, ILWU lobbyist George DesBrisay pointed out that the session had two bills of considerable importance to labor: The anti-lie detector bill, and a measure enabling workers to negotiate written agreements with port commissions and other public bodies.

Two other bills opposed by the Columbia River District Council were defeated:

• A bill to revise the state constitution, depriving Oregon citizens of the right to select most of the state's top officers, including the labor commissioner.

• A measure enasulating the State Workmen's Compensation Act, which was backed by the powerful insurance lobby. The International Woodworkers shared in this battle.

OTHER GAINS

Other gains included passage of an unemployment measure adding $600,000 yearly in contributions from employers to the jobless insurance fund, raising the maximum weekly benefit from $40 to $44 and the minimum benefit from $15 to $20; enactment of a reciprocity agreement with the State of Washington; admission to industrial accident coverage; and retention of the railroad full crew law.

A measure to remove the death penalty from the Oregon constitution will go on next year's general election ballot, and the legislature slashed the Governor's request for a $410,000 civil defense appropriation to $290,000. Both the capital punishment ban and the effort to prevent wastage of state funds on the civil defense hoax were of great interest to the ILWU auxiliary council.

Tables and a summary of the new Oregon taxes are in preparation by the CRDC and will be mailed out to all locals soon, the lobbyist said.

The legislature turned down a sales tax bill but revised the state income tax, broadening the tax base and taking a bit out of the earnings of those least able to pay, including even persons living on injured workmen's benefits.

A preliminary petition referring the income tax-increase to the people has already been filed with the state elections division in Salem.

Governor Hartfield has indicated he may call a special session if the people turn down the tax increase.

See Chance of Trade Between US and China

EUGENE, Ore.—The Kennedy administration has no objection to a plan to send a trade delegation of 150 persons to Hong Kong in October to discuss trade with the Chinese but this delegation was denied permission to attend the Canton trade fair in China, according to a letter received last week from the Department of State.

"It has been decided not to take steps to modify the travel rules for the particular trip which your committee envisages," said Grant in his letter.

Grant wrote that our trade policy is under continuing examination but that no change "in the existing circumstances" was contemplated.

The "Committee's plans for the trade delegation to Hong Kong in October will be made firm," Porter said, "provided that arrangements can be made to confer with Chinese trade experts at that time."

Plans have been underway since earlier in the year for an unofficial 150 person trade delegation to visit China. No such delegation has visited China in 14 years, according to a recent statement by Porter.

"Possibilities for trade in non-strategic goods between the United States and China will be discussed," Porter said.

Cost for the trip by chartered jet aircraft will be approximately $1,000 per person. Reservations from business men, journalists and scholars are being taken by the committee.

The Congress granted the six-months cut in the duty on rice and the one-year deferral on 200,000 tons of tinplate.

In San Diego, this entire railroad car of ore—90 tons—is unloaded in a revolving cylinder, operated by one man. A belt line takes the ore directly to a waiting ore car.
At Six Minutes to Midnight California Passes Hard-Fought Fair Housing Law

SACRAMENTO—There were just six minutes remaining in the regular 1963 session of the California Legislature when, on June 21, the last day of the session, the Fair Housing Law passed unanimously. 

The bill (AB 1240), authored by Assemblyman Edward M. Gaffney (D-SF), was one of the last of the ILWU-supported bills that would have benefited these programs were killed in the Senate on the final night. An anti-strikebreaker bill that was the other high-priority item on the ILWU list couldn't get out of committee on the Assembly side and was sent to interim study.

ILWU SUPPORT

The campaign that won its passage was unique in the Capitol's staid old halls.

For the first time in many sessions there will be—barring special session action—no major improvements in either workers' compensation or unemployment insurance. ILWU-supported bills that would have benefitted these programs were killed in the Senate on the final night. An anti-strikebreaker bill that was the other high-priority item on the ILWU list couldn't get out of committee on the Assembly side and was sent to interim study.

ILWU SCORES

Paradoxically, it was a very successful session for the ILWU from the standpoint of special interest legislation. The dock safety bill the union sought without success in 1962 and 1961 was adopted and signed by the Governor during the last week of the session.

The bill was back by Assemblyman Edward M. Gaffney (D-SF). A bill backed jointly by the ILWU and the Teamsters banning the use of so-called lie-detector tests as a means of getting or keeping a job was awaiting the Governor's signature at the session's end. The Governor's signature was needed on the other high-priority item on the ILWU list, a bill that would have required that any decisions taken at any stage of bargaining on the composition of the participating locals. All unions are participating in the state fair housing law.

WELFARE BLOCKED

But jubilation over the winning of a law banning racial discrimination in the sale or rental of most housing in the state was tempered by the fact much of Governor Edmund G. Brown Jr.'s Welfare program— including the money for a forward-looking social welfare program— was blocked in the Assembly.

The Governor was calling the legislature into special session Monday, July 1, in an effort to salvage some of the tax proposals necessary to meet the tax shortfall and budgeted for by the Legislature but for which the Assembly had cut. For the first time in many sessions there will be—barring special session action—no major improvements in either workers' compensation or unemployment insurance. ILWU-supported bills that would have benefitted these programs were killed in the Senate on the final night. An anti-strikebreaker bill that was the other high-priority item on the ILWU list couldn't get out of committee on the Assembly side and was sent to interim study.

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ILWU Legislative Representatives Michael Johnson and Nate DiBiasi note that this constitutes the best record ever made by the ILWU in getting its own bills through the Legislature.

But the same, they concede, can't be said of labor as a whole, or of the larger areas of general labor concern.

In the social insurance field—traditionally labor's big legislative battleground—only the disability insurance program, which is paid for entirely by the workers, will be improved.

Otherwise, Johnson and DiBiasi note, labor's victories were mainly defensive.

Both Johnson and DiBiasi are critical of the manner in which the legislative leaders—mainly Unruh and State Sen. Hugh M. Burns (D-Fresno), speaker pro tempore of the Senate—ran the session. The Legislature took it easy in the early days of the session and more key legislation than usual was caught in the logjam of the closing days.

In this context the passage of the fair housing law was unusual and certainly history-making. But the same, they concede, can't be said of labor as a whole, or of the larger areas of general labor concern.

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Strange Story of Stranded Sailors

WILMINGTON—Twenty-one Mexican sailors were stranded on a rusty tanker in Los Angeles harbor for 47 days without fresh food or water, and virtually imprisoned by armed guards who kept them from leaving the ship. They were stranded within the sight of the largest city on the West Coast.

They were without officers, close to starvation, unable to communicate with anyone on shore, and told in no uncertain terms by immigration officers they couldn't get off the ship, even to buy food.

But they finally found a friend—and this friend helped bring them food, clothing, and publicity of their plight. This eventually led to their freedom.

John Antonio Maduro, member of Local 13 and active job steward was that friend. Maduro, a 63-year-old deck hand, has been a seaman and waterfront worker for over 40 years.

They waited 47 days until Local 13’s Johnny Maduro helped free them from their “prison ship”—and got them their first decent meal and the taste of freedom.

Shortly thereafter food was brought aboard by Maduro and other workers, and the insulars nationally publicized in press and TV. A US Marshal took possession of the ship so any settlement could be worked out to pay the wages and transportation of the crew.

The name of the ship, Artículo 32 Constitucional, was named after the Article in the Mexican Constitution which guarantees Mexican seamen their captain and officers “shall be of Mexican birth.”

At last report, a responsible person from Mexico is taking care of the ship repairs and feeding of the crew. Community and union donations provided food and clothing for the men until the matter was cleared up.

A delegation from the crew attended the last Local 13 meeting to express appreciation.

1962 Injury-Frequency Rates Drop in Every ILWU Port

WASHINGTON, D. C. — Injury-frequency rates dropped in 1962 in all ports under ILWU contract, according to the United States Department of Labor which just released 1962 figures on longshore injuries.

The injury-frequency rate is the average number of disabling work injuries per million manhours of employment.

The table (below) shows injury-frequency rates for the three years 1960, 1961, and 1962, for the West Coast port areas and Honolulu, as well as for all US ports.

Injury experience improved in 1962 in all areas under ILWU jurisdiction. However, except in Portland where the 1962 drop was greatest, the injury-frequency rates were still higher than in 1960.

The government report does not offer any explanations for the sharp rise in West Coast frequencies in 1961 and the considerable drop in 1962.

It is noteworthy that with the exception of Long Beach, West Coast rates are below the national average. It is the southern ports of Savannah, Jacksonville, Mobile, Galveston and Houston which pull the average up. East Coast rates are comparable to the West Coast.

Honolulu has almost the lowest rate in the United States.

Table showing injury-frequency rates, 1960, 1961 and 1962

<table>
<thead>
<tr>
<th>Area</th>
<th>1960</th>
<th>1961</th>
<th>1962</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Average</td>
<td>125.8</td>
<td>125.8</td>
<td>108.2</td>
</tr>
<tr>
<td>San Francisco</td>
<td>97.0</td>
<td>110.0</td>
<td>101.5</td>
</tr>
<tr>
<td>Long Beach</td>
<td>121.1</td>
<td>135.1</td>
<td>123.7</td>
</tr>
<tr>
<td>Seattle</td>
<td>97.0</td>
<td>123.1</td>
<td>93.8</td>
</tr>
<tr>
<td>Portland</td>
<td>112.6</td>
<td>126.1</td>
<td>101.8</td>
</tr>
<tr>
<td>Honolulu</td>
<td>104.1</td>
<td>64.2</td>
<td>55.3</td>
</tr>
</tbody>
</table>

ILWU's Dock Safety Bill Is Law

California Governor Edmund G. Brown signs the ILWU's long-sought dock safety bill while San Francisco Local Assemblyman Edward M. Gaffney, deputy sponsor of the measure, and Nata DiBiasi, one of the union's two legislative representatives, look on. DiBiasi has also been named to represent labor on the coordinating committee selected at a recent Governor's Safety Conference, held June 20 in Fresno. Michael Johnson, the second ILWU legislative representative is a newly-elected International Executive Board member.

**SAVAMANTO**—Adequate and substantial “bull rails, stringer rails or curbs shall be installed at the water-tend of all flush aprons” on all wharves, docks and piers in California where cargo is being handled.

This is but one provision of the new California dock safety bill signed by Governor Edmund G. Brown during the final week of the legislative session. The law, introduced by Assemblyman Edward M. Gaffney (D-SP) at the request of the ILWU, has long been one of the union's key objectives here.

Provisions of the measure include the following:

- Violations of the law are a misdemeanor.
- Handtrucks must be maintained in a safe condition by the employe. This means handles "shall be free of hazardous burrs, splinters, cracks or splaits." The same goes for handtools.
- Maximum weight of materials stored on building floors or load carrying platforms, except those built directly on the ground, "shall not exceed their safe carrying capacity."
- Cargo stored on docks "shall be piled, stacked or racked in a manner designed to prevent it from lifting, falling, collapsing, rolling or spreading."
- The law requires "racks, bins, skids, sleepers, hand, strip, blocks, sheets shall be used when necessary to make the pile stable."
- The bull rail requirement is modified to exempt "any pier designed with depressed spur tracks on one side, on which cargo is worked between rail cars and ships but not in the narrow wharf area between depressed tracks and piers."
- Tools, machinery and gear subject to wear must be inspected at regular intervals and unsafe conditions corrected. "If tools, machinery, gear, equipment are found defective or otherwise unsafe, employes shall report the same to the person in charge of work, who shall have it discarded, marked and destroyed so that it cannot be used again until made safe."
- Every dock plate "shall be constructed and maintained with strength sufficient to support the load carried thereon." Plates must be secured when spanning the space between the dock or the unloading equipment and the wharf.
- Internal combustion engines shall only be operated inside of buildings or enclosed structures "when such operation does not result in harmful exposure to concentration of dangerous gases or fumes in excess of maximum acceptable concentrations." Exhaust pipes shall be installed in such a manner that the exhaust products shall be discharged and shall not be a hazard to the operators.

**Local 26 Ball Team**

LOS ANGELES—Local 26's softball team commenced play last week in the 1963 Northeast District Softball League sponsored by the Municipal Sports Division of the Department of Recreation and Parks. All union affiliated sports teams are invited to come out and support their team.

All games will be played on Tuesday nights at the Evergreen Play-ground, 2839 East 4th Street.

**Al Skinner Named Head of Mine-Mill**

DENVER—Albert C. Skinner was certified last week as the new president of the International Union of Mine, Mill and Smelter Workers. Skinner, 55, has been Western Vice President of the union since 1960. He succeeds John Clark, who announced his retirement in March after 15 years as head of the 70-year-old union.

Clark was named the first honorary president in the union's history. Skinner has been a full-time Mine-Mill representative for 25 years, and for 13 years director of all local unions operating at Kennecott Copper Corporation properties. He appeared last February before the ILWU Executive Board to provide details of the more than a decade of continuous legal harassment of the union. The 15th Biennial Convention voted funds to aid Mine-Mill in its fight. A new indictment of seven officers under a now repealed section of the Taft-Hartley law will go to trial late in August.

Send it to:
Fred Goetz
Dept. TDKR
Box 6689
Portland, Oregon

**LITTLE FISHES**

It is unfortunate, Harry, that you did not register your catch with the International Spin Fishing Association, headquarters in Downey, California. You may be surprised to find that you will knock off a big king salmon—just for the record, here's a picture of Hans Wichman's—on a Krocodile lure.

Big Shot and Little Fishes

By Fred Goetz

**BIOLIGISTS determine the age of West Coast sturgeon by counting growth rings on the pectoral fin. If the rings are similar in size as growth rings on a tree are counted.**

The following length-to-age table was prepared from findings:

<table>
<thead>
<tr>
<th>Length</th>
<th>Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 ft.</td>
<td>5 in.</td>
</tr>
<tr>
<td>8 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>10 ft.</td>
<td>10</td>
</tr>
</tbody>
</table>

From the above chart it can be readily seen that the sturgeon is a slow growing animal and rapid protection must be maintained if extinction is to be averted.

**Emergency Bobber:** If you've re-membered to stow a small cork in your tackle box, you're never without a genuine no-slide, slick-as-a-whale, guaranteed non-skid, can't-rust, modern type adjustable, emergency bobber.

With your hand break off the eye of a light hook by bending it back and forth. Then stick broken hook into the cork. Threading line through between shank and barb before barb will keep the cork. Now, pull down the hook all the way. Line is pressed against cork; held in place by tension tight on line; but you can still adjust line by pulling.

**NORTHWEST offshore waters from Neah Bay, Washington, south to Coos Bay, Oregon are teeming with salmon. That is indicated by catch records, sport and commercial. Trick is to find the schools.**

One member of the angling fraternity who'll take his salmon where he finds them is Harry Kitley of Seattle, a member of Local 19. When asked about Harry, he gives the finsters a fighting chance, using a light test line that many fish-fool use for trout.

Here's a photo of Harry with a Chinook (King) salmon he took from off the entrance of Neah Bay—a 50 pounder on 10-pound test line. Harry employed the "mooching technique," spinning his line into the thickness of the breakers, with fresh herring as the "come on."

It's time to check with your tackle, record salmon and Krocodile lures, we would like to offer all members of the ILWU in good standing who are fishing or hunting scene and a few words as to what the photo is all about.

While on the subject of light tackle, record salmon and Krocodile lures, we would like to offer all members of the ILWU in good standing who are fishing or hunting scene and a few words as to what the photo is all about.

**Portland Pensioners Set Picnic August 1**

PORTLAND—The biggest event of the year for old timers in this area, the annual picnic sponsored by the Columbia River Pensioners' Memorial Association, will be held August 1, starting 10 a.m. in Portland's Peninsula Park. Pensioners from all locals are invited.
Right to Bargain

There's an old saying about not being able to see the forests for the trees, and that's something that seems to hit all of us at one time or another.

It's another way of saying we often find ourselves so self-satisfied in our own small world—especially when we are too often lulled into a sense that we lose our ability to see certain facts of life that surround us.

I am referring particularly to the largest single group of unorganized workers in the country: the farmers. While we might think that these are working people on whom we all depend, every day of our lives, for the very substance of life itself.

These are the agricultural workers who grow the food we eat and with which we could not survive. Yet they are forced to live at the bottom of the heap—deprived economically, socially and politically: their children are usually left without sufficient education or even enough of the necessities of life; and as they move around working the crops we all need for our well-being, they are often denied even the kind of most of the rights of citizenship.

Farm workers labor as much as any worker in America the kind of wage and job security, the kind of dignity and bargaining power that one finds in the United States. We need the same benefits that millions of American workers consider their just due. And a right for themselves through their unions.

In fact, and let's not forget this—the rest of the labor movement needs these farm workers in unions. None of us can hope to continue to earn decent wages, and maintain decent conditions, job security, or welfare benefits, as long as there is a growing mass of unorganized workers, hungry for jobs, willing to take another man's job if that's what's needed in order to feed their families.

This is one of the most potent fields for union organization in America. The labor movement must be prepared for effective and action into bringing decent working conditions to the American farmworker.

The goals of the farm worker are big business in every sense of the word. Don't buy the big growers' propaganda that the little farmer is the man who is being hurt by unionism, or that the family farmer is the backbone of the farming enterprise. The big men wield monopoly control every step along the way from selling the soil to planting, to harvesting, to transporting and packaging, up to final selling across the chain-store counters.

And profits, and more profits are the sole consideration. They don't give a damn about the human element, the needs of the worker or his family; the housing, feeding, schooling and health of the children. To insure a steady flow of profits, the big landowners and speculators are willing to bypass every consideration for the welfare and well-being of those who produce the food, and the children who are to become the citizens of tomorrow.

The facts are clear enough:

The farm worker is the least or-ganized and least in need of organiza-tion. The farm worker has been for-getted, but he could be a major ele-ment in strengthening the labor movement—economically, and as a political force.

Some unanswered questions need asking at this point—and we'll try to answer some answers in the near future.

What is the American labor move-ment to do about the needs of the agricultural worker?

What can the ILWU do to help as an organizational force, as a progressive union, and as a humanitarian organization?

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Yes, there's actually more malnutri-tion all the time. Our world's population, now 4 billion, is staggering at the rate of 1 million people per day—plus the millions of undernourished people in the world today. Some of our world's population, one out of every three—suffers from some form of malnutrition all the time.

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