M&M Payments Already Top $10 Million

SAN FRANCISCO—Over ten million dollars has already been paid or committed to Coast longshoremen, clerks and walking bosses under the ILWU-PMA Mechanization and Modernization Agreement, a year-end survey showed.

Of the amount, over $6 million has already been paid to over 1000 retired union members.

The balance has already been set aside for those retirees who are receiving M&M funds in monthly payments. These amounts must be paid, since even if the retiree dies, the remaining money goes to his designated beneficiary.

OVER 1800 RETIRED

The figures cover the period from October, 1961, when the agreement went into effect, through the end of 1963. They include all longshoremen, clerks and bosses covered by the agreement.

During this period, over 1800 men retired under one or another of the various plans available. More than a quarter of these retired during the calendar year 1963.

Of the more than $6 million already paid out, approximately $1.2 million was in death benefits. Another $1.6 million consists of M&M funds paid to disabled pensioners.

The remainder—nearly $4 million—has been paid out in monthly installments to retirees. Over $3 million more is already set aside to complete payments to those already retired.

The figures given do not include any money which will be paid to men not yet retired. The $10 million is mostly set aside for men who have already left work.

St. Francis Square Wins Design Award

WASHINGTON.—The St. Francis Square apartments, built in San Francisco by ILWU and PMA, have been singled out of 315 Federally-supported projects across the country for a special FHA design award.

A total of 14 awards were given by the FHA, which hopes to stimulate good design in such projects.

Robert Matarasso and Claude Stoltz of San Francisco were the architects for the ILWU-PMA project.

Vancouver Jam Two Russian ships, framing an American ship in the background, symbolize the jam-up in the port of Vancouver at year's end. Heavy grain shipments overtaxed the port facilities, and some existing facilities went unmanned as longshoremen, warned of the heavy influx of shipping, turned up short-handed. At one time 64 ships were in the harbor; Vancouver has 46 berths, all occupied—some by ships standing idle.

ILWU, PMA Speakers Review Pros and Cons of M&M Plan

BOSTON—How well has the ILWU-PMA Mechanization and Modernization Agreement worked since it went into effect over three years ago?

An ILWU representative and a PMA spokesman answered the question — each from his own group's point of view—at a meeting here in December.

Wayne Horvitz, Vice President for Industrial Relations of the Matson Navigation Co., and Lincoln Fairley, ILWU Research Director, spoke at a meeting of the Industrial Relations Research Association—a group made up of management and labor representatives, Labor Department employees, and university Industrial Relations experts. The Boston meeting was devoted to the two speeches on the M&M plan, with a question period following, and to a similar discussion of the accompanying Kaiser health plan.

PLAN NOT PERFECT

Regarding the M&M agreement, both men praised the plan, although they agreed that it isn't perfect.

Horvitz used "attempts to change machinery" as an example to explain the grievance machinery, and showed how the self-determination led to changes in that procedure. On the same subject, Fairley said that since 1961, "arbitrators' decisions have developed something like common law on the subject."

Horvitz noted that from the PMA—Continued on Page 4

Who Said It?

And in searching for the causes of fear and violence, so that they may be healed, it is impossible to close our eyes to the modern fear in the world today.

This is the fear of death. We are afraid of the immemorial knowledge of mankind that death comes to all men—in a quiet mind that knowledge can ennoble rather than destroy. We speak of the fear new to humanity, the fear that all mankind may meet death in one imagistically horrible catastrophe—the baby in her cradle, her parents and her grandparents, not in the orderly procession of their days, but all at once.

(Turn to back page for name of author)
Goldwater: One of a Kind

BARRY GOLDWATER has formally announced that he wants to be President of the United States.

We are proud of living in a land of opportunity; but there is something wrong with a nation which can take Barry Goldwater seriously as a contender for its highest office. He is a small-timer, a department store owner from a small though growing city. He is no better qualified to be President than any one of a million other small-city businessmen, with their narrow, limited views of their country and their world.

Of course Goldwater has spent twelve years in the United States Senate. But we would search in vain through the records of those twelve years for any evidence that Goldwater has grown or learned. It is typical, perhaps, that the Arizona Senator recently hired researchers to go back through his own speeches to find out what he has said.

We can tell him what he has said:

He has said that he is anti-labor.

He has said that he is unaware of the terrible scars of the world wars.

He has said that to him the complex and difficult stage of world affairs is a black-and-white coloring book, and that the intricate problems of the world can be solved, like an argument in a movie Western, by reaching for a shootin' am.

But much of the old program can be organized and followed by the Federal Republic, and a united Germany, with almost the same slogans, leaders, support from the Western Allies and a general staff who went all the way with Hitler right through World War II.

A united and rearmmed Germany presents this danger, one that would again plunge the whole world into war, this time a nuclear war.

M. R. ROBERTSON

Barry Bridges

January 10, 1964
Morse Attacks Military Aid

PORTLAND—The Pentagon says it's a matter of national security that a local city in the field? than to send job back to the country, Senator Wayne Morse (D.- Ore.) said in several message to constituents.

Acting on that premise, he said, the administration, in the West Asia has been stepped up to include "tens of millions to India," in addition, "tens of hundreds of millions to we are sending to Pakistan," plus "tens of billions already sent such countries as Turkey, South Korea, Taiwan, and South Vietnam"—in most cases, he added, "to buy military forces." Morse said the US has provided the army in South Korea, 15,000 in South Vietnam, and has ordered a Naval Task Force in the China Sea.

Yet the Pentagon is "in the process of developing a new type of American security if they are attacked by Red China."

"And then, it is necessary to send them hundreds of millions of military forces," Morse added.

He concluded his message with the tart comment: "Of course that question has never been answered for any other area of the world, so I don't know why we will be answered for the Indian Ocean!"

Morse’s letter hit Oregonian mailboxes on the same day as the Government’s mailing of Federal income tax forms.

Oregon Public Works Aid Harbor Growth

PORTLAND — Oregon came off well in public works appropriations for fiscal 1964, Senator Wayne Morse, the area congressman, wrote in a December newsletter to home stater.

Most of the $47 million appropriated was for the John Day lock and dam, with some $8 million for harbor improvements, $5 million for Portland's Oregon City project, and $1,500,000 for Columbia river and Longview harbor improvements. Morse also pushed projects and the Columbia river south jolly.

Morse attacks Barge

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Morse attacked the idea of barge in Astoria as a dying port.

"Anyone who has pictured Astoria as a dying port should go down on the docks and take another exposure," The Columbia Press crowed in a recent issue.

"The town, not too long ago, was the ‘No. 1 Japanese log export center’ of the West Coast."

The newspaper said this in its Waymire dock.

The Grant never changed through.

President Johnson's State of the Union address to the Congress is a bold and direct statement and much the news should have the enthusiastic and active support of labor. The areas in which we find ourselves making progress, we list as civil rights, the modernization of unemployment insurance, youth employment legislation, modern mass transit and reorganization. Morse's letter hit Oregonian mailboxes on the same day as the Government's mailing of Federal income tax forms.

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Oregon Public Works Aid Harbor Growth
January 10, 1964

ILWU, PMA Speakers Review Pros and Cons of M&M Plan

Continued from Page 1 –

point of view there has been greater centralization of authority, which "has caused tensions to develop among some of the employers who were resenting increasing power in a small centralized committee." He added, however, that his experience "confirms the wisdom of this approach."

Noting that with present methods, it's impossible for employers to figure out how much they're gaining under the agreement, Horvitz nevertheless produced some figures to show, generally, that shipowners are better off than they were before the M&M agreement. In his talk, estimated the productivity increase since 1961 at about 10 or 11 percent.

Fairley said that one common misunderstanding is that employees are overlooking the intent of the Agreement — namely, to promote productivity increases and modernization and, instead, are seeking to get better working conditions for the workers. He noted that, among the employers, the stevedores "are not the beneficiaries of the plan," and that because of their cost-plus contracts, they tend to gain when more man-hours are required, not fewer.

SOME DISSATISFIED

Fairley then described some of the ILWU members who remain dissatisfied with the agreement.

Some younger men, he said, would probably work more now. Others, concerned lest the agreement not be renewed in 1966. Still others will not qualify for M&M benefits, because they will not have worked for 25 years before age 65. And finally, some members, he said, simply feel that the union "gave up too much." Fairley stressed that such opposition, while genuine, is sometimes "seized upon for political purposes" and, therefore, "sounds more significant than it is.

The ILWU Research Director added that "the opposition has been nourished by some of the stevedore contractors." He noted that, among the employers, the stevedores "are not the beneficiaries of the plan," and that because of their cost-plus contracts, they tend to gain when man-hours are required, not fewer.

Right Wing Will Have $20 Million in 1964

NEW YORK — Right-wing, anti-labor extremists will have more money to spend in next year's elections than the Republican and Democratic committees combined. That's the estimate of Wesley McCune, director of Group Research, Inc., at a recent speech here during the annual convention of the International Labor Press Association. The right-wing groups, McCune said, are almost invariably anti-labor, subscribing to a "right-to-work" philosophy, opposed to most social welfare legislation enacted since 1922.

The labor movement and the labor public, in the opinion of McCune told the convention, must be prepared to challenge the right-wing extremists.

New Safety Courses Begin


R. Baker Heads Local 8; Other Local Results

These 1964 election results have been reported by ILWU locals:

Local 8, Portland

Local 91, San Francisco
Secretary-Treasurer, J. L. (Nick) Testa. Assistant Secretary-Treasurer, Charles Hunt. Business Agent, John Falconi. President, John Lewis.
to show that the shorter work week would not weaken our competitive position in foreign markets, the union emphasized the fact that "the average factory worker in the US can produce in 35 hours what it would take the average European worker 105 hours and the average Japanese worker 230 hours.

FOR USE OF SOCIETY

Presenting an impressive compilation of facts and figures to document its claim that a 35-hour work week will not weaken our competitive position, the ILWU presented a three-point program to achieve that end that included the 35-hour work week, a minimum wage for a decent standard of living, and a demand for a law requiring companies to give union information on new machinery and the consequences of its installation. The union statement warned that immediate action is needed, stating:

"It must be kept in mind that automation is advancing at an overwhelming speed and that even a 35-hour week will not long be adequate to meet the problem of unemployment."

"In appliances, direct labor costs represent only a tiny portion of the selling price to the consumer. A cost breakdown from the manufacturer to the retailador and the consumer shows what amounts to only $8.27 for the direct labor cost amounted to only $8.27."

San Pedro Ship Clerk Plunges To Death in Car; Was a Leader

SAN PEDRO—The body of Robert J. Stuart, former official of ILWU Clerks Local 63, was found December 29 when his car was hoisted from 43 feet of water beside the Ford Avenue bridge.

Stuart had been searching for him since he failed to return home from Sunday morning shift work. Police said Stuart had struck a concrete abutment at the south end of the bridge and plunged through a railing into the water. A bridge tender noticed the gap in the railing and saw tire marks.

SUN SUMMENED

Two members of a skindiving club located the car and gave police the license number. While police, Coast Guard and Navy diving crews worked to lift the car, Stuart's son, John J. Stuart, Jr., also a marine clerk, was summoned to identify the body.

"Stuart was 53 years old. He had a long, active union career. Transferring from Longshore Local 13 to the clerks in 1944, he served three terms as secretary-treasurer of Local 63 in 1944, 1945 and 1950. He was elected business agent in 1951 and was a delegate that year to the ILWU's 46th Biennial Convention in Honolulu. In addition to his son, he is survived by his wife, Patricia, and daughter, Dorothy.

Union Hands Across Seas; Sympathy for Japan Miners

MONTREAL-The Mining Union of Mine, Mill and Smelter Workers (Canada) sent a telegram of condolences to families of Japanese miners killed in the major underground disaster at the Soma mine.

The telegram, addressed to the president of the Japan Coal Miners' Union, asks him to express our heartfelt sympathy to bereaved families.

"We appeal to the "need for workers everywhere to come together" in order to ensure adequate safety measures and to support the "fight to place lives ahead of profit."

Portland Eyes Hawaii Trade

PORTLAND—The Commission of Public Docks is sending a trade mission to Hawaii, as a result of the stepped-up interest in Hawaii-Oregon trade following the announcement the Matson Navigation Company is extending its containerization service to this area, with direct sailings to the islands from Portland.

Pay Hike Busts Union Vote

THE DALLES, Ore. — Employees in the Harvery Aluminum plant here voted, 276 to 137, for "no union" in a representation election last week. The company, afraid their workers would vote union, posted pay increase notices prior to the election.

Veteran Astoria Unionist Dies

ASTORIA, Ore.—Eben P. Parker, Sr., member of a pioneer Oregon family, World War I veteran and resident member of Local 50, died suddenly December 13. He is survived by four sons and two daughters.

Oregon Austerity Program Hurts

SALEM—Some 522 state employees have been laid off, in addition to 240 jobs lost to automatic equipment, as a result of Oregon's new austerity program.

PORTLAND—Nearly 80 million buhls of grain moved out of this port in the first 11 months of 1963.
ILWU Observers

ILWU Vice-President J. R. (Bob) Robertson and Local 6 President Charles Duarte (two seats to his right) to pro-
ceedings of the Thirteenth Congress of the Soviet Trade Unions, with 5000 delegates here. (There were
24 for Moscow, via New York and
Kremlin walls. The Kremlin is the
Workers Palace you had to have a
ticket to every conceivable form of entertainment. And there were a total of 6000 tickets available to guests. How is a trade unionist from
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Peace Is Most Used Word

Continued from Page 6—
civilian bodies to a grave—tells a story they never want to see re-peated. And assured them that as far as the average American is concerned, we all want to live in peace.

A GREAT PORT

Leningrad, with two million people, has 20 miles of waterfront, three days visiting the port areas, some of the elaborately shoreide equipment, mostly heavy gantry cranes, used to load and discharge ships. Their workers are different from ours. In discharging cargo, they move it in the hold of the ship, by crane, into the terminal areas, bypassing the skin of the dock. They have a lot of modern equipment, including a variety of electrically-driven lifts and conveyors, machinery designed to handle almost every type of cargo previously hand-handled. We saw many old freighters, but also a large number of extremely modern ships, 18-18,000 tonners, capable of 18-20 knots. Mostly they were of a Scandinavian design.

We toured the Leningrad waterfront and terminals. They have modern machinery, but we believe we do the job faster and better on the West Coast. Their work week is 40 hours. They believe that by the next trade union congress they will reduce their work week to less than 40 hours.

In Leningrad we also visited a naval hospital, where we found workers off the docks and plants who are being paid to study, to advance themselves. We were constantly impressed with the special attention the Soviets give anyone who wants to study, to advance himself.

Wherever we went we were interviewed by press, radio and TV. We tried to be fair, to represent peace, free trade and travel. We answered their questions honestly, and tried to explain the American view of the world.

Ship Gets New Name

SEATTLE—The Alaska Steamship Company’s SS Southport, now being refurnished and outfitted for mechanized operations, will be renamed “Oduna,” named for the first Alaskan who were being paid to study, to advance himself.

Wherever we went we were interviewed by press, radio and TV. We tried to be fair, to represent peace, free trade and travel. We answered their questions honestly, and tried to explain the American view of the world.

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January 10, 1964

The Dispatch

BIG SHOTS AND LITTLE FISHES

BY Fred Goetz

The Rogue river in southern Ore- gon is famed the nation over for its steelhead fishing. I dare say almost as many Californians flock to this river as steel-eeluss waters as Oregonians.

Mostly when one talks about the steelie fishing in the Rogue, they’re referring to the summer run, smaller steelhead than the winter run which; incidentally, the last few years has been building up to an amazing fishery.

The first week in December there, Morris and Denny Graves at Gold Beach, situated at the mouth of the Rogue, have been conducting guide trips since the winter run eased into the river in November. Last week we heard it’s still going strong and here’s a photo sent in by Morris depicting two San Diego angling enthusiasts, Joe French and Wes Hall. Joe is holding one of a limit catch they made the first week in January.

Grain Boom Overwhelms Vancouver

Continued From Page 1—

work. Normally the year-end is a slow period. Why didn’t they warn us of that advance?”

A number of union members were one union. The union spokesman noted that “Last summer, when things were busy, we were asked to cut off our holidays until later in the year.”

FEAR END OF BOOM

Vancouver newspapers noted that there has been hesitation among the expanding the port because of a feeling the current grain boom coming from sales to the USSR and China, might fall off.

One newspaper says that the ILWU has been unwilling to increase its labor force for similar reasons. McNamara told reporters that he had attempted to persuade Vancouver officials to expand the port in 1961, and met the same argument.

“Some windfall!” he went on. “Last month we turned down $75 million worth of businesses that terminal wasn’t built.”

As it is, Vancouver leads the world in both timber and wheat shipments, and handles more general cargo tonnage than any other Pacific Coast port.

The port handler 1 1/2 billion tons more than Long Beach, and its general cargo tonnage is more than that of Seattle, Portland and San Francisco combined.

MEETINGS GO ON

Canadian trade officials are meet- ing with the ILWU in Vancouver almost for the past two weeks. They have been in an attempt to persuade them to expand the port. ILWU officials are participating in the meetings, and Trade Minister Sharp said that he is assured that the union is as anxious as any- one to expedite cargo movement.

In the meantime, the ships pile up, and the Wheat Board goes on turn- ing away customers.

Labor Wins Appointment

SEATTLE—With the appointment of Capt. Merle D. Adams to a vacancy, organized labor will be rep- resentative of the Seattle Port Commission for the first time. Capt. Ad- mits in Pacific Coast and Alaska rep- resentative of the Inlandboatmen’s Union and assistant business agent of Local 6, Masters, Mates and Pilots.

Salts and other minerals will be chisel away at the bones of dead animals and the cast anciers of deer and elk. They do considerable dam- age by grinding young, second-growth trees.

Mating takes place in the fall and a ‘youngun’ is born the following year. The youngster is well develop- ed at birth. It can walk steadily and will stop smartly, with tail to- ward intruder — inch-long spine erect. It climbs at two days and is weaned within a week or two.

The following elk tale and photo is a catch from William B. McDaniel, retired member of Local 6, Seattle’s Washington:

My son, Mike, 19 years old, and I, both drew tags for elk and decided that we would drive but 100 miles from home to take our chances. I was determined that Cle Elum was far enough.

We stopped over at my oldest boy’s place for the night and Mike advised me he would be up before the chickens, stalking around the old mine strips. I told Mike I would drive over to Blewett Pass.

While I was still pussy-footin’ around the “Pass” area for my elk, Mike pulled into his brother’s yard about 8:30 A.M. blood over him from head to foot and an elk’s liver and heart in his knapsack.

As Mike tells it, he was stalking into the brush of the Old Mine road when he had heard something like a freight train coming down the road. The elks were in a small incline near him. Suddenly a big bull came moving into a clearing and Mike let him have it. The elk fell to the ground, shook its head and started off again. Mike put another 30/40 slug into its neck as it made the top of the hill, then down it came.

That evening, after I got back, emptied hands of course, we all took off up the old road and drove right over the elk. We rigged a Handy Billy and were up in thirty minutes to move it five feet to the truck.

Here’s a photo of Mike as proof of his elk hanging in my older son’s prune tree.

P.S. We’ve also got 550 pounds of elk in the locker as proof.

Members of the ILWU—in good standing and the married and single family—can earn a pair of the illus- trated KNORBY WOBBLERS. Only recently issued, these are a real snapshot of a fishing or hunting scene—and a few words as to what the snap is all about. Soon as we get
January 10, 1964

Planning Provides Labor's Prime Challenge in 1964

We move into 1964 with unemployment at an unusually high rate, with technological changes in an unplanned society promising even greater challenges, and with the labor movement still facing the fact that—organizationally speaking—it is slipping badly.

The jobless picture is worse than the official 5.6 percent figure—which amounts to about 4.3 million workers actually looking, and unable to find jobs. Another estimated million Americans are working part-time, which means they don't earn enough to live on, but aren't included in the statistics. In addition, increasing numbers are knocked directly out of jobs because of mechanization, automation, technological or efficiency changes; plus this, a number of jobs have suddenly ceased to be because of new machines.

However you call it, it adds up to machines replacing human beings, human beings without work, suffering physically and suffering psychologically, because not having something useful to do is a terrible form of suffering. And when you don't have planning for tomorrow, for all the people, then you face a chaotic future.

New it is important for organized labor to keep itself clearly in this picture. If organized labor doesn't exert whatever power and influence it still has—and set in action some kind of planning for work, for people in the new age of the machine—then who will do the planning? Who else is really interested? Who will be the workers at heart if not the labor movement?

Now we must face the stark fact of a shrinking trade union move-ment. You may have read that last week that last year union member-ship in California reached an all-time high. Before you start cheering, take another look at those figures. Union membership grew by 1.4 percent, the state's work force grew by 3.6 percent! In other words the work force increased by about 2½ times the union membership. It's fine to see the unions growing, but those figures still tell us that as fast as we run we're still moving backwards!

And this brings up some pretty touchy questions. Such as: what gives with a labor movement that sees workers turning their backs on it? We know from many reliable reports that the AFL-CIO is having serious internal problems. And it stands to reason that if it's difficult to maintain unionism within a conference room, among people who've got their fingers in the pie, it must be doubly difficult to get loyal support within shops and plants and offices! Yet the fact remains that a great many Americans have a deep and abiding faith in the labor movement and still look to labor for answers to problems dealing with security for a worker and his family. Surely labor leadership has a historic responsibility to seek answers and come up with suggested solutions— not only for their own members but for the entire community. Many people still fervently believe—that that is in the best interest of the work-ing people is indeed, indeed, the community!

At virtually every union get-together, the same down-to-earth problems loom uppermost: (1) how to maintain unionism in an age of rationalizations; (2) how to increase the interest in union membership into the union movement.

You may have noticed that at a union get-together there were discussions about bringing back some oldsters and the ILWU into the mainstream of labor. Without going into the background of those discussions, which will be discussed later, the very fact that organized labor is thinking about bringing back some “out” unions has achieved just the best recent organizing perceptual shift and for planning for security of any unions in the land.

Lee Looks at Lookalike

Lee Le Masters of the Ware-house Department of ILWU Local 6 looks like a war-time casualty. Freed 25 years ago (Jan. 7) and “Ladette Masacre, 50th Memorial” (April 20). Available for $1.00 (including postage and tax) from the ILWU Book Club, 150 Golden Gate Ave. San Francisco, California, 94102.

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Answer to Who Said It

From an editorial in the NE NEWS, official organ of the United Electrical Radio and Machine Workers of America, December 3, 1963.