Seattle Modernization

What is believed to be the first photograph showing the entire expanse of the Port of Seattle's new "container" Pier 46, with three carriers simultaneously working cargo, is shown above. This modern ocean-terminal is part of a multi-million dollar port expansion and modernization program. The pier is leased jointly by the Alaska Steamship Co. and the Matson Navigation Co. Alaska Steam's Coastal Monarch is seen on the north (left), the line's Nadina on the west (center) with the Matson's Howaier Farmer at the south berth. Such improvements are encouraged under the ILWU-PMA's M&M agreement.

All ILWU Dockworkers on Coast to Receive New Registration Numbers

SAN FRANCISCO — All ILWU dockworkers covered by the Pacific Coast Longshore Agreement — from Bellingham, Washington to San Diego, California — are to receive new registration numbers aimed at more efficient recording of the many fringe benefits accumulated under an increasingly complex contract — including vacations, welfare, pensions, and M&M eligibility.

This includes longshoremen, ship clerks and walking bosses. The new numbers will become effective with the first payroll year of 1965—which starts Monday, December 21, 1964. "The importance of correct records is obvious," Coast Committee-man Howard J. Bodine wrote in a communication to all coast longshore, ship clerk and walking boss locals. "It is on the basis of the record that vacation payments, welfare, pension and M&M eligibility are determined."

For this reason all locals were asked last July to inform members to be prepared to offer proof of birth date or work record, if necessary, so that the Joint Labor Relations Committee could assure each individual the record would be correct.

Coast commitment Bill Ward said the new registration numbers becomes increasingly necessary as fringe benefits become more complex with each agreement.

Among the reasons for the new system, the Coast Labor Relations Committee said, is the need to avoid duplication of numbers, as men transfer, or change ports in the future.

In the past when a man traveled and worked as a visitor in another port, he was given a temporary number. This creates many confusing problems when it becomes necessary to examine the record for the purposes of pension, M&M, etc.

All locals have been receiving notices, signed by ILWU President Harry Bridges, and FMA President J. Paul St. Sure, stating that "new numbers have been assigned on a random basis and are arranged so that there will be no duplication of any number for any registered man on the coast."

Each man now registered, or all who might be registered within the next 20 years will have a new number, without chance of duplication. Numbers are selected in blocks with an identifying code for each area and home port.

Registered men will be able to obtain their new numbers from lists posted in dispatch halls or from local offices. The new number is to be used beginning 8 a.m., December 21, 1964, and not before. Old numbers must not be used after that date, to avoid confusion in wage payments. New identification cards are also expected to be sent out shortly.

The re-numbering process was first approved by the longshore caucus of 1962. The 1963 caucus agreed to move ahead with the process to eliminate duplicate work numbers.

In June, 1964, the CLRC decided to speed action on the project, noting in its minutes that the lifetime work record in the industry for each registered man who is eligible for fringe benefits will be recorded and computed by IBM equipment.

Support

ILWU Support

Victory for Paper, Pulp Strikers

PORTLAND — In a joint statement, the ILWU, Teamsters and International Woodworkers of America pledged last Sunday not to "stand idly by" while paper employers "seek to divide workers and recruit scabs and strikebreakers."

By Tuesday, announcement came from Washington, D.C. that the first strike in the history of the pulp and pulp industry was won with a 20-cent-an-hour wage increase, fringe benefits and a modified union shop.

Significantly, the joint ILWU-IWA-Teamster statement was being read and discussed on a TV program here when the news of settlement arrived.

Representatives of the ILWU, Teamsters and IWA met with officers of the recently organized independent union, the Association of Western Pulp and Paper Workers to discuss mutual problems arising from the current strike in the pulp and paper industry.

This strike against 10 employers — of the Pacific Coast Association of Pulp and Paper Manufacturers — had directly involved 21,000 pulp and paper workers in 48 plants in California, Oregon and Washington when it started on November 11, 1964.

Most of these employers have labor agreements with the IWA, Teamsters and ILWU.

The joint statement concluded with a reaffirmation of the position that members of the AWPPW on the bricks were "striking for an honorable settlement of just issues in the dispute."

"Thus, we pledge our full support to the Association of Western Pulp and Paper Workers and urge all of organized labor to support these workers," the labor officials said.

Log Exports Create NW Port Prosperity

TACOMA — Log exports to Japan provided Northwest ports with a powerful shot in the economic arm according to figures released by the Washington Public Ports Association. The Association said this business also played the same role for Oregon ports.

What Does This Little Box Do?

See Page Six
**The Sacrosanct Image**

*I NEVER MET A MORE PERFECT MAN!*

EDGAR HOOVER

**On the Bean**

Harry Bridges

**THE DISPATCHER**

Published every two weeks by the International Longshoremen’s and Warehousemen’s Union at 150 Golden Gate Ave., San Francisco 2, Calif. Second-class Postage paid at San Francisco, Calif. Subscriptions $2.00 per year.

150 Golden Gate Ave., San Francisco 2, Calif.
Phone P Res 5-6323
HARRY BRIDGES J. R. ROBERTSON
President Vice President

LINCOLN FABERLEY MORRIS WATSON
Research Director Information Director

Deadline for next issue: December 7

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**PERHAPS THE MOST colossal and absurd lie uttered since the infamous Goebels became press agent for Adolph Hitler was J. Edgar Hoover’s characterisation last week of Dr. Martin Luther King, Jr., as “the most notorious liar in America.”

The gentle Dr. King did not reply in kind. Instead, he made excuses for the aging so-called chief cop, and declined to debate.

We have also seen some editorial apologists in the commercial press trying to explain the strange wing-ding or curious of which J. Edgar threw before the ladies of the Washington press corps because Dr. King has been critical of the slowness of FBI agents in the South.

What King and many others have charged is that the FBI agents in the South have been dragging their feet. Is it not strange indeed that the FBI can roam a shoremen’s & Warehousemen’s Union at 150 Golden Gate Ave., San Francisco 2, Calif.

**HOOVER HAS NEVER been sacrosanct to us, nor do we think he and the FBI have done “excellent” work as some editorials say. Quite the contrary, he has undermined the democratic system and made men and women afraid to speak out about things that disturb them for fear that they will be branded as subversive.

The criticism which Dr. King directed at the FBI should have come ten times over from US congressmen, who should be constantly on the alert against erosion of democratic rights, but then—J. Edgar has a fat dossier on every one of them!**

---

**DURING THE INTERVIEW, I pointed out that the objection to criticism was not so much that Mr. K was removed. Here, if a big man is removed he’s usually kicked upstairs, or politely eased out—with a nice banquet, or a gold watch, or a lot of nice speeches and pleasantries, and everybody acts as if nothing happened.

My Russian visitor merely pointed out again and again that they do things differently over there. They get down to brass tacks in a hurry.**

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**THE ILWU WILL long remember the day old Nikita Khrushchev dropped into the hiring hall in San Francisco, met with union leaders, and left on a longshoreman’s white cap, and generally showed himself to be an interesting, lively human being. So when all the hubbub died down, I asked Mr. Hall Duarte what had happened to Khrushchev, and how and why it happened, many of us had a natural interest in getting some answers.

Recently I had the good fortune to have an interview with a visitor from Moscow, a man who is familiar with trade unions in the USSR.

So here was a chance to get a trade union explanation of what happened to Mr. K from a trade union source. And that, in my opinion, is the most trustworthy source for us.

We are not overlooking the fact that Khrushchev’s visit to the United States, which reached its peak last week, was a rich source of constructive understanding by the time he reached San Francisco, that a great deal of cement new understanding between both of us, that the American public, K’s visit gave the American man a new view of the different ways of thinking and working in the two great powers. Many more Americans became more aware of the facts of life through the world’s other great nuclear power.

I pointed out especially that Mr. Khrushchev had been warmly welcomed in this part of the country, and we were very proud when he dropped in on Local 10’s hiring hall. He became better acquainted with Americans and vice versa. It may have done a lot ultimately to bring about the best treaty— which undoubtedly represents the highest achievements of President Kennedy and Mr. Khrushchev.

**BOTH BEFORE AND after K’s visit a number of ILWU people visited the Soviet Union. I visited the country. Later a delegation from the ILWU, Secretary-Treasurer Louis Goldblatt, former Coast Committeeman L. H. Thomas, and Local 10 Dispatcher Mike Samaduroff met K. Last year, Vice President J. R. Robertson, and Local 6 President Chill Duarte also met Khrushchev and a great many trade union leaders. We have many reasons for our special interest, above all, in the fact that in this league we like to know what’s going on in the world.

The key question I wanted answered was what really happened. How was Mr. Khrushchev removed? Why? What is his status today? I didn’t have to be told by the visitor that they do things differently over there. They do things differently, whether it’s in the union, the operation of the industries, the political systems, and their methods of selecting or removing or replacing people to high office are different, and therefore strange to us.

I’ve reported to our members on many occasions, that based on my experiences and observations the group that has the most to say in the USSR is the trade union movement.

When I asked the Soviet visitor about what happened to Khrushchev, I was sure that he, as a man who knows Soviet trade unions, would have been able to explain the attitude of Soviet trade unions toward Khrushchev. Did they decide two days after K’s visit to remove him? I asked.

First of all, there’s no doubt that Mr. K was charged with gross errors of judgment with respect to internal affairs of his country—especially in food production.

Well, over in the Soviet Union, apparently one of the most serious was again against Mr. K. It was reported that certain government agencies in charge of farm production and supplying machinery, materials, etc. The result was that the government agencies lost control and led to mismanagement, disruption, and a loss of vital products; while yet others said that Mr Khrushchev’s visit was not well received.

It may also be true that K’s dispute with Communist China—in which serious and bitter verbal insults were exchanged daily—was causing everyone to lose sight of the true issues.**
Two ILWU Teams to Visit Africa

SAN FRANCISCO—Two teams of ILWU Overseas Delegates left last week for a continuous five-month tour of the world to study labor, politics, and the human problems with which they are faced in their own countries. The campaign is a part of the world-wide ILWU Drive, and is expected to be of great value in broadening the understanding of the world's problems.

The two teams consist of 15 men, 10 from Local 10 and 5 from Local 142, and are headed by Executive Board Members John E. Walker and Vincent Shannon, respectively. They are accompanied by William Lawrence, ILWU Local 13, and a member of the International Executive Board.

The tour will cover Europe, Africa, and Asia, and will include stops in Italy, France, West Germany, East Germany, India, Ghana, Nigeria, and the Philippines. They will also visit countries in Latin America, including Cuba, Mexico, and Peru.

The delegates will be free to travel wherever they wish, and are expected to return with valuable information on the labor situation in the countries visited. They will also be expected to report their findings to the ILWU membership upon their return.

Automation Impact Studied by State

SACRAMENTO—What is the impact of automation and technology on California? Hearings in San Francisco on December 14 and 15 were held to consider this question.

Fairley emphasized the basic principle of the M&M Plan, namely that workers should share in technical progress. In the Bay Area hearing, Lincoln Fairley, ILWU research director, as well as professors from the University of California at Berkeley, Stanford Research Institute, and others in labor, management, and in private and public organizations.

The Local 6 election, held at various points in the Bay Area, November 17-20, was won by the following: Re-elected to head huge warehouse Local 6 were Charles (Chili) Duarte, president, and George Valter, secretary-treasurer. Duarte ran unopposed, Valter was opposed by Joseph Lynch. The Local 14 division was won by Joseph Lynch, who won the presidential race, while John G. Williams ran unopposed for the other two executive offices. In the Local 142 division, a run-off for business representative will be held between Irving E. Larson and Charles P. Renix. James C. Hall is convention delegate, district council and trustee is N. W. Wilburn.

The Local 10 division was won by William Lawrence, ILWU Local 13, and a member of the International Executive Board. The Local 11 division was also won by the 20-man California Commission on Manpower, Automation and Technological Change.

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The Saga of the
OR
The Warehouse Industry Reac
AUGUST 1938—DE

By Sidney Roger

Francisco warehouse employers, wanting a return to open shop conditions, deliberately started locking out warehousemen wherever they refused to work on a box car loaded by strikebreakers, and deliberately moved from warehouse to warehouse. It contained only a small amount of school supplies, but what was involved was a major principle.

When workers refused to unload the boxcar they were ordered off the job. The box car with school supplies was sent to liquor and drug warehouses or any other place where the test was to be made. Simultaneously, more than 300 warehouses laid off workers as part of the lockout scheme, even though the box car never went through their doors.

Crime Charge

Berkeley — A number of Congress of Racial Equality (CORE) groups in the Bay Area served notice on local realtors that passage of Proposition 14 — which denies minority groups state protection against housing discrimination — now means CORE will take direct action against those who practice racism.

In a press statement last week, CORE chapters said they will "be watching the realtors and are prepared to file charges against them should they use their new freedom from law to increase discrimination."

The statement said in part: "The passage of Proposition 14 means there is now no legal guarantee of equal opportunity for minority members seeking homes. But it does not mean that we will give up the fight for decent integrated housing. Since we can no longer appeal to state laws, we must now act directly against those who are perpetrating inequality and injustice.

"Of course, realtors claimed that their defense of Proposition 14 was strictly in the name of protecting property rights. But the door has been too wide open to increased racial discrimination. The CORE chapters in this area will be watching the realtors and are prepared to take direct action against them should they use their new freedom from law to increase discrimination."

The statement was signed by Berkeley CORE, Campus CORE (University of California campus), Oakland CORE, Richmond CORE, and Southern Alameda County CORE.

Crime Charge

San Francisco — A criminal charge of violating safety regulations against workers' compensation was filed today in U.S. District Court here by the Federal Government against the Pacific Coast Engineering Company of Oakland.

The charge resulted from a barge explosion and fire on San Francisco Bay March 19 that killed two workers and injured 19 other people.

The Government contends that Pacific Coast Engineering "...willfully failed and refused to establish working conditions as determined by the Secretary of Labor ... to be reasonably necessary to protect the lives of such employees ...".

The Government also charges the company violated the regulation that states that no welding, cutting or heating shall be done where the application of flammable paints or the presence of other flammable compounds exist.

The two workers were directed by a supervisor to use an acetylene cutting torch on a manhole cover near a newly painted tank. Their torch was being held by a hose and was out of the tank.

The explosion could be heard from the shore and the fire lasted about 30 minutes. The water company hose was used to control the fire.
**THE DEAD END KIDS ARE AT IT AGAIN**

**DECEMBER 1939**

Adrien J. Falk B.R. Funsten H.P. Melnikow Harry Bridges Sam Kagel Eugene Paton

Eugene Paton Paul Smith James Reed

The entire campaign, serious as it was, also had a humorous side. For example, there are those cartoons seen in panels 1 and 6, showing the figure of Mr. San Francisco being burned by the "Hot Box Car," and later riding cheering on top of the car as the men went back to work.

And there was the advertisement, September 29, 1938 (panel 2 lower left), titled "The Dead End Kids Are At It Again" another good example of the appeal to the public made by the ILWU Warehousemen. "The Dead End Kids resembled these problem kids in many respects." They have "deliberately forsaken the round table, and are sending their thousands more workers... It's the end of the line—so hop off the box car. It has been a nice ride, hasn't it? But it has only taken you in circles."

Item number 3 above, dated October 7, 1938, reports that Paul C. Smith, the San Francisco Chronicle's general manager, agreed to accept the post of mediator of the warehouse tieup, on invitation by Local 6 president Eugene Paton. Smith wrote recently in his autobiography, Personal File, that he was thrown back on his heels when he received the invitation from the union to act as mediator because he assumed they would consider him unfriendly. Then he said, "Since both sides had apparently agreed on something for the first time in four months of strife, I couldn’t very well duck the challenge."

The mediation effort ending the beef with a master contract, was signed in October, 1938. The actual story was really wound up on December 7, 1939—25 years ago. That was when the negotiation, mediation and arbitration proceedings which lasted nearly a year under a master contract ended with an arbitration award. Among the awards, covering 2200 employees, was a base wage rate of 75 cents an hour—instead of the 60-65 cents employers wanted to pay; retroactive pay and vacation benefits estimated at approximately $120,000, plus wages and vacation awards—worth $120,000, plus wages and vacations to June, 1940, estimated at another $180,000, and six days paid sick leave per year without charge to employees.

**CIO WAREHOUSEMEN WIN BIG ARBITRATION AWARD**

**AFTERMATH OF 1938 SHUTDOWN**

Salary increases and Vacations are Granted

The warehousemen, after a four-day "conference" at sea, concluded:

"Hawaii is a state which has no serious discrimination in housing or in any other endeavor—a state that has elected all Orientals to Congress—members of the California Real Estate Association and the National Association of Real Estate Boards who arrived on the SS Lurline last week are the same people who financed and put over the odious, racist housing Proposition 14."

In a letter to the editor, Hawaii ILWU Regional Director Jack W. Hall, said the racial segregationists were here after a four-day "conference" at sea, should be aware that: "Hawaii is a state which has no serious discrimination in housing or in any other endeavor—a state that has elected all Orientals to Congress—a state that gave a Negro candidate for the City Council more than seven times the potential vote of its Negro population."

Hall, in his letter, a copy of which also went to Hawaii's Governor John Burns, concluded: "They should prominently wear their badges at all the 60-65 cents employers want. The rights of others meant what they think of them."

"Next time they leave the confines of segregated California for a convention or conference we recommend they choose either Alabama or South Africa where temporarily the natives are under control."

Hall's letter, published in the Honolulu Advertiser, also received considerable play on local radio stations.

**Local 26 Wins Wage Fringe Cosmetic Pact**

**LOS ANGELES**—Local 26 announced signing of a contract with Studio Girl—Hollywood, Inc. The company, a subsidiary of Helena Curtis Industries, employs approximately 100 workers in Glendale. This, along with Max Factor, brings another major cosmetic plant into a union.

The contract, ratified by unanimous vote of the membership, provides improvements in wages and other benefits estimated at approximately 42 cents per hour for each employee over a two year period. Wages are retroactive to October 1, 1965.

Actual wage increases range from 10 cents per hour for each employee over a two year period, averaging 22 cents per employee, during the first year. Fringe benefits include eight paid holidays; two weeks vacation after one year; three weeks vacation after 10 years; six days paid sick leave per year with limited accumulation; full employer payment for health and welfare at $20.15 per employee; jury pay for actual days of service, and three days funeral pay.

Uniform and laundering service will be provided by the company without charge to employees. During the second year, 1965, all employees will receive an additional 10 cents per hour wage increase.

**Bellingham Auxiliary Honors Retired Men**

Bellingham Auxiliary of ILWU Local 7 and auxiliary 6, of Bellingham, especially honored were the following members:

- Olaf Amble, Yale Beard, Rollie Beddome, Harold Campbell, Clyde Cline, Roy Olson, Fred Ringenback, Olaf Simonsen, and Albert Young

Brothers Amble, Cline, Ringenback and Simonsen were also presented with 25 year pins.
SAN FRANCISCO—What the little dark box contained was seen last week on the Swedish Johnson Line's M/S Yakima Valley, as it loaded cases of fresh fruit.

It is a remote control gadget weighing around 10 pounds, which hangs over a man's shoulders and is attached to the winch power units by a rubber-lined cable, about 3/4 of an inch in diameter.

The remote control unit, built by the ASEA Company, which builds the electric cranes, and which is seen on so many Swedish ships, enables a man, as can be seen in the panels above to walk with the load, to be able to look over the side of the ship to the dock, and to walk back to the hatch to look down into the square.

The effect of this efficient remote control gadget is the elimination of a hatch tender. The unit can work both regular boom winches and cranes.

Scene above, left, is a pallet load of fresh grapes, as it comes over the side from the dock below, with Local 10 winch driver Jewel Langford, handling the controls. The panel at the right shows Langford looking down into a pallet load as it moves down into the square.

A single picture, on the right, shows gang boss Albert Reel, who is demonstrating the same box, adapted for the electric crane on the ship, as he brings the hook over toward the camera to demonstrate control.

As might have been expected, this addition of a one-man winch driving operation, without a hatch tender, created considerable discussion on the "front." The union's position is that the job is still a regular break-bulk operation, requiring a minimum break-bulk gang which includes a driver and a hatch tender.

The employer's position is that it is a new operation to be handled by the employers with the same limits of safety and no onerous work loads. The employers say if the union objects it should go to arbitration.

Union members of the Coast Labor Relations Committee disagree, and say it is not a matter for arbitration; that a minimum manning scale for such an operation has already been set.

This type of operation was worked once before with a winch driver and hatch tender, with the two men working under employer protest. This time it was worked with a single man, under union protest. The local arbitrator was called in and his decision is still pending. However, it was noted then his decision, local arbitration is binding for one particular ship, at one particular point, and is not binding on the coast.

Dockers, Widows On Pension List

SAN FRANCISCO — Following is the latest list as of December 1, 1964, of dockworkers retired under various ILWU-PMA plans:

Local 8: Leo Milan, Stephen Wallery, Local 10: Joseph E. Allen, Fred W. Buse, Joseph E. Gettlin.


Benefit funds: Local 51, Benefit: Funds 69; William F. Weiski.


Wheat Trade Step-up seen in Northwest

PORTLAND — Wires and letters which area ILWU locals recently sent to Washington, D.C. calling attention to reduced export wheat shipments through northwest have brought action. Grain elevators will soon be humming again, according to an article published in Pendleton by the Oregon Wheat Trade Council.

The paper reported a US Department of Agriculture purchase agreement under Public Law 480 would step up the wheat movement, which the paper indicated would resume in volume in December. The law aids wheat importing nations to make purchases.

The paper credited Senator Morse and other members of Northwest congressional delegations, labor unions, port and producer groups for the step-up of wheat movement, the "largest-value crop in the Pacific Northwest."

In 1963, more than 1,768,000 short tons were exported from Vancouver and Longview, and 2,247,800 short tons from Portland. This summer the movement slowed to a trickle.

Port Hueneme, Calif., will hold its election December 11, 1964, to fill the offices of president, vice president, secretary-treasurer, other standing committees and delegates, and 7 members of the executive board. Nominations will be made at December 1 meeting at 617-14th St., Longshore Hall, 617-14th St., Longview, Wash.

Local 46, Port Hueneme, Calif., will hold its election December 11, 1964, to fill the offices of president, vice president, secretary-treasurer, recording secretary and 11 members of the executive board. Nominations will be made December 11, 1964, meeting. Polling will be between 7 a.m. and 7 p.m. at Dispatch Hall, Port Hueneme, Calif.

Local 51, ILWU, Port Gamble, Wash., will hold its election January 4, 1965, to fill the offices of president, vice president, secretary-treasurer, recording secretary and 3 members of the executive board. Nominations will be made December 7, 1964, to fill the offices of president, vice president, secretary-treasurer and 11 members of the executive board. Nominations will be made at December 17 meeting. Polling will be between the hours of 8 a.m. and 10 p.m., at Bredablick Hall, Bredablick, Wash.

Local 83, Pelican, Alaska

Local 83, ILWU, Pelican, Alaska, will hold its election January 12, 1965, to fill the offices of president, vice president, secretary-treasurer, recording secretary and one member of the executive board. Nominations will be made December 17 meeting. Polling will be between the hours of 8 a.m. and 10 p.m., at Bredablick Hall, Bredablick, Wash.

Local 92, Portland, Ore.

Local 92, ILWU, Portland, Oregon, will hold its election December 11, 1964, to fill the offices of president, vice president, secretary-treasurer, recording secretary and 7 members of the executive board. Nominations will be made December 7, 1964, meeting. Polling will be between 7 a.m. and 7 p.m., at Dispatch Hall, Port Hueneme, Calif., Pelican, Alaska.

Local 972, Portland, Ore.

Local 972, ILWU, Portland, Oregon, will hold its election December 11, 1964, to fill the offices of president, vice president, secretary-treasurer, recording secretary and 6 members of the executive board. Nominations will be made December 11, 1964, meeting. Polling will be between 7 a.m. and 7 p.m., at Dispatch Hall, Port Hueneme, Calif., Pelican, Alaska.
Northern ILWU Council Spurns Passage of SF Anti-Scab Law

BRODERICK — The ILWU Northern California District Council November meeting unanimously recommended passage of an anti-scab law which was subsequently passed by San Francisco supervisors of an anti-scab law. (A detailed analysis of the meeting is contained in the March 17 issue.) The council also heard the victory of the extremely activist group of nature lovers, scientists, public relations citizens — with whom labor unions generally sympathize — who defeated the West Pacific Electric Company from building a nullifying receiver at Bodega Head — within a stone’s throw of the San Andreas fault.

The Bay Area Regional Wage and Fringe Pattern Board of Supervisors passed an anti-scab law several days after the NCPP-ILWU public demonstration. The new law makes it a misdemeanor for a person to offer employment to someone who has been employed by an employer to act as a strikebreaker or for an employer to accept them, during a legal strike or lockout. The anti-strikebreaker law will allow for a point system for every violation, with the maximum penalty set at a fine of $100 per violation. The law is a significant step forward in the fight against anti-union activities.

The ILWU Northern California District Council delegates instructed officers to support the passage of an anti-scab law in the state legislature, which convenes in January.

The Northern and Southern California District Councils will meet to formulate a program for the 1965 state legislature, which convenes in January. The joint north-south council will conduct a strike of the West Coast grain elevators, December 12, at the Hacienda Motel, Highway 99 North, Fresno. In addition, the council will consider the interests of ILWU locals, delegates from UC, Mill and Mine Mapa (Mexican-American Political Association) who have indicated interest in this legislation.

The Local 6 strike at Cutter Lab, now in its eleventh week, aims to achieve the Bay Area warehouse wage and fringe pattern, as well as a strike agreement, in view of Cutter’s continuous threat to move to a low-wage southern state.

It was recalled that the last Cutter strike lasted 77 days.

Southern ILWU Council Asks $1.25 Floor for Farm Wages

WILMINGTON. The November meeting of the ILWU Southern California District Council, held at a hotel building here, heard Bill Lawrence, council executive, speak on items of interest to labor in the 1965 session of the legislature.

Lawrence directed a drive to enact a $1.25 per hour minimum wage in agriculture—a top priority item in labor’s book, Lawrence said.

Also, higher rates for low-income workers must be established, in particular the gimmicks used to raise rates such as “advanced risk” which is the fight against the gorging minority, Lawrence said; the gimmicks—receive at the hands of the insurance companies. This results in “looting” the small man. It is the term used to describe boosting already existing rates for people least able to afford it.

Other legislative topics covered included:

• A proposed $50 tax deduction for funeral expenses in the event of death in the immediate family;
• A house tax exemption for persons and low income hardship cases;
• An extended aid program for maintenance and care of retarded children and assistance to the elderly;
• A program to shift the tax burden to those most able to pay;
• The tax burden to those most able to pay may become the hottest legislative battle for labor and its allies in many years, delegates stated.

The council also voted to furnish immediate assistance to the ILWU Northern California District Council delegates in their December 12 meeting with Lawrence also spoke of the crisis in educational and work opportunities for hundreds of thousands of young people in our state. He said:

“Are 250,000 drop-outs from grade and high school every year in California. A minimum of 250,000 people must be operated to hold back a mounting tide of unemployment and juvenile delinquency.”

An expanded vocational training program with full participation of the labor movement in job training and apprenticeship programs was backed.

Congressman Emanuel Celler was urged to open a full scale investigation of the Justice Department and Bobby Kennedy’s International Crime Investigation. The ILWU Northern California District Council delegates instructed officers to support the passage of an anti-scab law in the state legislature, which convenes in January.

ABILITY TO PAY

A labor program for a state tax base tax on an ability to pay, was a top item for discussion.

Nate DiBlasi, Local 13, an ILWU representative for the San Francisco Building and Construction Trades Council, and local labor to “ease the tax and insurance burdens on the low and middle income people.”

The battle against skyrocketing costs of living to homeowners in particular may be a central issue in the 1965 legislative session. A program to shift the tax burden to those most able to pay may become the hottest legislative battle for labor and its allies in many years, delegates stated.

The council also voiced the belief that the extremely activist group of nature lovers, scientists, public relations citizens — with whom labor unions generally sympathize — who defeated the West Pacific Electric Company from building a nullifying receiver at Bodega Head — within a stone’s throw of the San Andreas fault.

Says Longshoreman Madrid.

“California anglers know how, the bonita is a great game fish and will put up quite a struggle to throw the hook. I’ve broken millenial lines — from 15 to 20 pound test — on these finnister. Well, my boat had nothing but a small spinning reel for trout, a light glass rod and a six-pound test line. In spite of this thread-like line and ultra-light equipment, I landed the fish unaided — and without a gaff!”

We hear that Mike Parks, son of G. Johnny Parks, past president of Local 6, Portland, nipped a lunker steelhead from the Columbia river that tipped the scales at 17 pounds and measured 37 inches from nose to tail. More on this later and perhaps a photo.

Cliff McConnell of Portland has several reasons for making an occasional trip to the Dalles. One of these is that the entire family enjoys the fishing on the Columbia and its adjoining sloughs, not more than five miles out of town. The weekend of April 4th, Saturday, was one of these trips. It was approximately 6:30 a.m. when Cliff, accompanied by his fishing partner, motored down the Willamette and a few hours later, when first hit and subsequently worked the No. 2 bass to bank, another two pounder. Angler of jigs for a hit and miss, and shortly thereafter another strike that comparatively was no more violent than the others. But on this occasion the rod tip plunged down swiftly like a hungry fish hawk after a surface floundering ball. In a few minutes a long-time member of the Oregon Bass and Panfish Club and veteran bass angler, knew he was fast to a “beeg one.”

In the ensuing minutes, that seemed like hours, Cliff carefully battled the thumping fish. As he patiently eased it into the bankside shallows it made a vigorous, head-shaking effort to throw the hook, and then lip-flop’ed’ across the pond’s surface.

Eventually Cliff landed the great bass — an eight pound, nine ounce specimen — largest recorded in Oregon waters this year.

Previous “large one” for 1964, readers will recall, was taken by L. W. “Tex” McCreigh in the Willamette below Wheatland Ferry. All-time record for Oregon was a 24 pounder which was dutifully recorded in

Canadian ILWU Supers Picket US Ship; Win Loading Job

VANCOUVER, B.C. — Canadian ILWU supers etc. in Local 516 of this port placed a picket line Wednesday around the US ship, Bonita that tipped the scales at five tons. A settlement below that made by all other major oil firms.

Our paper’s correspondent at the scene reported that the ILWU National Office in San Francisco had already informed the ship’s master that the ILWU would not accept a settlement below that made by all other major oil firms.

PETER C. MADRID, a character who, with a professional strikebreaker, won the right to load Bonita that tipped the scales at five tons.

“Field and Stream,” the nation’s traditional keeper of freshwater fish records, Fibber hugged his big moose in a slough of the lower Columbia not too far from Portland.

ILWU members in good standing and left-handed users of their families can earn a full spool of the illustrated SCOTCH spinning line — 100 yards of eight pound test.

That’s all necessary is a clear stream, a fishing license, and a few words as to what the photo is about all.
Stockton Suit Is Attempt to Ruin Contract

STOCKTON—A $6000 suit was filed by some important "longshoremen" against the ILWU and PMA who charge was kept been kept in low-paying jobs. The suit was filed by Brian Gordon, the same attorney who filed a recent suit for 45 former San Francisco Class B men who were let out. Rummage here announced a children's Christmas party.

Dawn Rutter also announced a children's Christmas party.

BRODERICK—ILWU Ladies Auxiliary offered it a permanent haven for size, and holding up suggestions for a look-see at the various sides. The Association at 20 for $1.00. They says they will be sold at Local 10 dues win-

Color Postcard of St. Francis Ready

This postcard in full color has been announced ready for distribution by Secretary Carl Smith of the San Francisco Bay Area Longshoremen's Memorial Association. Smith, who suggests the card is excellently suitable for holiday greetings, says they will be sold at Local 10 dues window in packages of 20 for $1.00. They may also be ordered by mailing money to the Association at 400 North Point Street, San Francisco.

ST. FRANCIS OF ASSISI by Bufano
This heroic statue of the patron saint of San Francisco was carved in Paris in 1926-28 out of a 20-ton block of granite. It rested unsewn in a warehouse there for 27 years, and was transported to San Francisco in 1955 by friends of the present work, called by one critic the most significant piece of art in 500 years, rested temporarily in three different locations in the Bay Area until 1963, when the San Francisco Bay Area Longshoremen's Memorial Association offered it a permanent haven on the grounds of itsоварежд russe building near Fisherman's Wharf in San Francisco. The building serves the dispatching and office needs of Local 10 of the International Longshoremen's & Warehousemen's Union.

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The legend on the back of the card (reproduced at right) tells the story of the statue and still leaves room for greeting and signature.

The color photo is by Otto Hagel, who did "Man & Machines."