NEW YORK—While a majority of dockworkers belonging to the International Longshoremen's Association have voted agreement to a new contract, some 75,000 longshoremen are still on strike in all Atlantic and Gulf ports from Maine to Texas.

(Despite President Johnson's urging that all striking ILA members return to work where settlements have been achieved, no decision was reached at the time The Dispatch went to press.)

Traditionally, the ILA does not terminate a strike until all ports agree to return, on the slogan, "one port—all ports." At the time the first contract was rejected on January 11, ILA president Thomas W. Gleason said, "We all work together or we all stop together."

In Miami and Galveston talks were reported stalemated over minimum workgang sizes, where the practice has been to vary the sizes according to the cargo handling needs.

The situation is also a reflection of the long time refusal of numerous employers on the Atlantic and Gulf coasts to agree to any kind of coast-wise contract, similar to that in operation for over 30 years on the West Coast.

These unusual gains were rejected originally by a close vote in the New York-New Jersey port area, and then, on January 21, ILA longshoremen reversed themselves and voted better than two to one to accept the previously rejected contract.

No return to work was in the offing until other ports acted, which Gleason said, depended on shipping employers security at the workers' expense in the form of a long-term agreement with small money gains, "Goldblatt said.

He added "the intelligent thing was to do what we did—reverse the national pattern of long-term agreements and go for a holding action—a short contract—while we see what develops. We'll be back in negotiation for a new contract in 10 months.

"We were able to get such an agreement," Goldblatt observed, "only because the employers know our membership is united and can work without an agreement for one year if necessary.

"We negotiated for several years with different unions and finally decided on the ILWU. Being on the waterfront we felt we should join with other waterfront people."

"Our contract expires at the end of the year and we will now have the backing of the ILWU.

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"In our local we have a wide variety of members engaged in many different occupations. With these occupations now in the union the membership is extended to many as yet unorganized employees. We look forward to a period of growth of our local and the union.

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THE WALL STREET JOURNAL of February 2 reports that "Mississippi is feeling the impact of racial strife where it hurts—in the pocketbook." It quotes A. L. Rosenthal, president of Work Wear Corporation of Cleveland, manufacturer of uniforms with two plants in Mississippi, as making this reply when invited to establish a third plant there: "We won't consider expanding in Mississippi until the state and its people join the Union again."

The report continues that tourism is down, that big distributors are notifying Mississippi manufacturers they will not purchase their goods so long as racial strife continues and Mississippi businessmen in general have a bad case of jitters. It couldn't happen to a nicer state. And thus far the boycott has been spontaneous, at least so far as we know. The same issue of the Wall Street Journal reports that the Greenwich Village chapter of NAACP picked the New York Stock Exchange in appeal for boycott of products manufactured in Mississippi; also that banks, investment concerns and other large firms have been asked not to bid on securities issued by the State of Mississippi.

The NAACP, we learn, has compiled a list of firms operating plants in Mississippi. These are the most part big national firms having plants for the manufacture of the same goods in other states. These goods reach dealers without label as to their origin. This makes a straight out "Don't-buy-Mississippi" campaign on the consumer level difficult if not impossible.

One thing that can be done, and the NAACP so suggests, is to ask the dealer if he knows where the products came from, and if he doesn't know to have him ask his distributor and tell the distributor that he has a customer or customers who don't want anything produced in a state which tramples on the rights of its citizens and defies the Constitution of the United States.

And, of course, there is nothing wrong with adding the big national firms to get out of Mississippi "until the state and its people join the Union again."

* *

O F ALL THE DEEP South states, Mississippi is the most outlaw. She systematically excludes her Negro citizens from exercise of their right to vote. Her officials incite and even participate in murder, arson, mayhem, terror and blacklisting to deny Negroes any rights or any dignity.

Her star on the flag is a fraud!

The brutishness of her sheriffs, police and white hoodlums is displayed with equal ugliness against trade unionists, be they white or black. This was evidenced by the experience of two organizers from the International Brotherhood of Electrical Workers who were assigned to organize a new manufacturing plant in Simpson County.

In a damage suit filed in Federal Court they recite that they were visited at their lodging by a mob and threatened with death within 12 hours. Police would not help them, they said, nor arrest the members of the mob. To the contrary they actively interfered and halted their attempts to distribute organizing handbills. Other IBEW organizers were jailed at Jackson for distributing leaflets, and the union reports they have been opposed all the way by state, county and city officials.

Mississippi officials and white racist vigilantes will have to be physically restrained from their illegal acts. We believe the chief magistrate of the United States has the power to do this, and there must be money in the treasury available for an army of deputy US Marshals to prevent the crimes being perpetrated.

THE PRESIDENT'S STATE of the Union message drew cheers from labor on many recommendations—such as medicare, war against poverty, minimum wages, aid to education, tax cuts, and much more. But there are serious and particular reasons to propose to repeal Section 14 (b) of the Taft-Hartley Law.

This section is one of the phoniest gimmicks in a phony law. Section 14 (b) allows individual states to pass their own "Right-to-Work" laws to outlaw union shops. It means that while workers are told they have a right to organize and bargain for wages, hours, conditions, etc., individual states have a right to pass laws to hamstring collective bargaining.

The obvious purpose of these state laws and this becomes clear when you realize that nearly every southern state has one of these open shop shams—is to maintain low wages, miserable conditions, cutthroat competition between workers trying to earn a living. It's an open invitation to runaway plants to use unprotected segregated labor. What it boils down to is more money for employers, less for workers.

LWU's WASHINGTON representative reported recently Johnson is considered "less than enthusiastic over pushing this highly controversial measure through Congress."

Some say the President put it in his message mainly to cool off Meany and the AFL-CIO. Talking about it, without doing anything about it, may be a pretty cheap payoff for labor's support. Maybe all Meany expects out of it is an "honorable mention" and little else.

This demonstrates the iron law of the private sector to unite behind a real campaign to repeal this section. And it can be done. Remember the job labor did in defeating right-to-work state initiatives in California and Washington in the last few years. It was only possible when labor was united—with all hands joining in—and fighting together down to the wire. Trade union solidarity can do a job not only against "Right-to-Work," but against another law that also wreck the labor movement—the hot cargo and secondary boycott provisions of the Kennedy-Landrum-Griffin law, which is especially at commissation.

When Jim Hoffa spoke at the ILWU's 1963 convention, he reminded us that when the NLRA ruled that union members could not refuse to handle goods that are struck or unfair, or refuse to give service to other employers involved in a labor dispute, the NLRB was using the law "to make strike-breakers out of every union man in America." This ruling came right out of the K-L-G hot cargo law. And it can also be blamed on the President.

The secondary boycott provisions mean that one set of unions cannot exert the pressure to help out another union. It is an even worse job than the K-L-G. Yet labor has failed to stop the K-L-G. But the ILWU did stop this secondary boycott. They had a real campaign to repeal this section. And it can be done—by a real campaign to repeal this section.

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Rail Labor Leaders Call For Federal Ownership

WASHINGTON, D.C.—For the first time in the history of the rail industry, rail labor leaders recently went public with demands for rail ownership and operation by the federal government.

The unprecedented move, made in a unanimous vote of leaders of the Railway Labor Executives' Association (RLEA), is an indication of the railroads' increasing troubles and their willingness to make tax-paying taxpayers

let a fresh breath of air in on a stale scene. By demanding nationalization of the railroads, rail labor leaders hope to spur official recognition of the industries' need for improvement in service between Boston and Washington, for example, and to bring attention to the President. The President touched in his State of the Union message, is impossible under present law. The railroads have too long been in the hands of banker-bosses, and the reform-minded trucking industry can serve only to erode profitability of business enterprise, they said.

In a last-ditch effort to stop the industry from reaching this critical point, and to put an end to the entire labor movement and many far-reaching benefits that it has brought over the past years, the RLEA leadership has called for public ownership.

"A great national resource has been plundered and run down by incapable hands," the leaders said.

Local 33 Head Urges Action

BY US, State

SAN FRANCISCO—John Royal, secretary-treasurer of ILWU Local 33 Fishermen's Union, told the news media last week that the fishing industry in San Pedro and San Diego faces extinction within three years unless drastic government action is taken—and fast.

"The government's benefits to "runaway" canners and boat owners who wish to be at least matched by protection to fishermen and boat owners who remain in the United States, he said, or else tuna fishermen will disappear. He also expressed hope that California commercial fishermen will make out better in Sancisco in the long run than they did in the last years of the war.

Several bills were passed by Congress and signed, which helped commercial fishermen.

These include the "Vessel Subsidy Differential Bill," which allocates $96,000 a year for tuna fishermen a 50 percent subsidy. Another bill prohibits fishing in US territorial waters by foreign fishermen.

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We arrived in Casablanca, Morocco, on a Saturday, and found few people working. The hotel we stayed in was very close to the waterfront and although there was no longshore work being done on Saturday and Sunday, with the help of a volunteer guide named Jimmy we toured the waterfront.

There were plenty of ships in the harbor from all over the world — including East Germany, France, Denmark, England and Spain. We toured the front and ended up at fisherman's wharf, where fishermen were unloading tons of small sardines. Our guide said that this was not the sardine season, otherwise this area would be loaded with fish.

We visited the office of the American Embassy and presented our credentials. We were referred to the labor officer, Mr. Peter Spicer. We told him the reasons for our visit and he offered us a history of the Union Marocaine du Travail (UMT) — the Moroccan trade union.

Mr. Spicer phoned the office of Mahjoub ben Seddik, secretary of UMT. He was not in, but we went to the main office of UMT — which functions like the office of our international union. It is a 12-story building and became the property of the union after independence. The union did not have to pay for the building. It is the headquarters of unions such as the harbor workers, agricultural workers and many other federation unions.

We paid with our blood

We were fortunate to be introduced to Mohamed Fechtall, assistant to the deputy secretary general. He is also a member of the executive committee. He told us about the UMT struggle when it was first organized.

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About 20 percent of the people of Morocco are unemployed.

Moroccan union officials informed us that they wish to receive our publication, The Dispatcher, and that they will send their French language publication L'Avant-Garde to the International Office of our union.

The docks of casablanca

Brother Laalej introduced us to Fouari Ahmedet, longshore union leader in Port De Casablanca, who took us to visit the docks of Casablanca. We first went to the allo section. Part of this piers was for shipping grain. The allo are so high that from the top you can see the whole port of Casablanca.

We also met some of the 350 warehousemen who work in the port area. Their union is known locally as the national Office of our union. They have about 300 pieces of equipment, such as jiteens, forklifts, mobile cranes and trucks. These are diesel trucks, but union leaders felt they were far apart.

Other recent strikes were of the workers in carbon, petroleum, and gas refineries who struck for 24 hours. The beef concerned a change in the government negotiated with the union for 24 hours. The beef concerned a change in the government negotiated with the union for 24 hours.
soil, but close to Casablanca we saw two tractors
struck by the old method of turning over the
company puts one tenth of one percent in a wel-
donkey or donkey -horse combination. We were
ers at work with teams made up of a camel -
at 2:30 p.m. During the bus trip we noticed farm-
traveled by bus to Casablanca, where we arrived
not come to see the people!

We found ourselves faced with plenty of com-
many individual farms—crop farmers who raise
vegetables such as lettuce, head cabbage, carrots,
broccoli, etc., we saw vineyards and plenty of

In Algeria, on the other hand, there was a
Beyond Algiers, toward the airport, there are
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Three More Men Killed in Alameda Barge Accident

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Cesar also spoke of the warm reception received by Teamster inter-external delegates to the joint Northern and Southern California encuentral meeting at Fresno, December 12. T-H BAN URGED

Local 32 member Paul Perlin, the program chairman of ILWU Warehouse Local 26, spoke on the urgency of replacing Section 14(b) of the Taft-Hartley Act, which allows states to pass their own “Right-to-Work” laws. The program also looked to the possibility of repealing Section 14(b), known as the “Unions-Upside-Down” law, which allows states to pass their own “Right-to-Work” laws. The program also looked to the possibility of repealing Section 14(b), known as the “Unions-Upside-Down” law, which allows states to pass their own “Right-to-Work” laws. The program also looked to the possibility of repealing Section 14(b), known as the “Unions-Upside-Down” law, which allows states to pass their own “Right-to-Work” laws.

**M&M Training Program for BC Dockers**

VANCOUVER, B.C.—The first training and development program for BC Dockers is now underway in Vancouver. Three categories are being trained: checkers, out-of-town employees, and stevedore equipment operators.

*The need for the program,* Canada Area ILWU President Bud Barker said, “arises out of the need for retaining men with the introduction of new machines and the mechanization and modernization of the industry.”

The program has been put into operation under terms of an agreement, reached with local and regional management and union officials. Included in the program’s concern is the need for increased safety precautions at the docks, and the hiring of more skilled workers to increase productivity.

**Golden Fete**

Mr. and Mrs. Vincent Vido- lini, ILWU Local 10 president and his wife, were honored at their 50th anniversary on February 5, 1965. They have been members of the ILWU since 1915, and have been active in the union’s work for over 30 years. Their contributions to the ILWU have been recognized, and the couple was honored with a banquet and awards ceremony.

**LA Rank and File Group Backs Hoffa, Raps R-i-W**

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One of its most vicious features in Section 14(b) is the state “Right-to-Work” law. These laws have been passed in over 20 states, and have been upheld by the Supreme Court. The conference agreed that repeal of Section 14(b) could set the stage for renewed organizing efforts in many parts of the United States.

**Additional fish legislation, in-**

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Dockers Hail Big Canadian Wheat Deals

VANCOUVER, B.C. — In the last week of January Canada concluded two sales of wheat to China, amounting to 11 million.

The orders will be shipped through British Columbia ports and are expected to stimulate economic activity on the Prairies where the wheat crop is growing as well as on the coast where it will be shipped.

One sale, for 600,000 tons, is for 27 million bushels of wheat. The terms are 25 percent down and the balance in 18 months.

A further sale of 11 million bushels of wheat and wheat flour has also been made to the Soviet Union. Most of it is said to be destined for Cuba. It will be shipped out of St. Lawrence River and Atlantic ports.

Oregon ILWU Urges Action to Stop the FHA

Commissioner

ILWU urges action to limit FHA financing. The FHA has been subsidizing the workmen's compensation program, the ILWU notes, is that the worker pays on-the-job injury, has been made to the state disability fund, affecting every working man and woman in the state.

Disability insurance, which covers off-the-job illness or injury, is paid for entirely by worker payroll contributions.

Disability insurance program from bankruptcy has become the first major issue of the 1965 session of the California Legislature. It's also become something of a political football.

Pending before the Assembly floor this week is an urgent bill that will boost worker withholding taxes by $25 a year to bail out the disability fund, which will be $27 million in the red.

The Republican minority in the lower house has been maneuvering to block the urgency bill, leading Gov. Edmund G. (Pat) Brown to the state disability fund, affecting every working man and woman in the state.

The San Francisco Planning Commission recently, Kearney, who continues to work as the dock boss, said he wants the commissioners to establish more personal contact with neighborhood groups to continue the city's development as a commissioner.

Oregon ILWU Presses for Safety Code

SALEM — ILWU representatives have moved toward securing safer working conditions on the waterfront and in certain other areas of heavy industry in Oregon.

Ernest Baker, CRDC representa-
tive, met with William Callahan of the industrial accident commission, to discuss a state safety hazard.

Lack of funds to cover the hiring of inspectors has prevented efficient policing of safety regulations already on the books, Callahan told Baker.

As a result of the conference, an amendment is being drawn up which would permit the commission to hire 39 additional qualified inspectors.

If this does not bring results, the next step will be to press for a new safety code with sharper teeth, Baker said.

ILWU Man Will Head Wa State Labor Body

VANCOUVER, B.C. — Frank Ken-

The ILWU notes, that the worker pays on-the-job injury, has been made to the state disability fund, affecting every working man and woman in the state.

The union will support legislation to stop the subsidy paid to the worker's compensation program by the disability insurance fund.

The union's program declares also that it will support "adequate financing" for the disability program.

At the same time the ILWU will "oppose any provision that reduces the maximum number of weeks payable; that repeals the existing provisions of escalation or reduces any benefits."

Send it to: Fred Goetz, Dept. TDRD 0216 S.W. Iowa, Portland, Ore- gon 97219.

Please mention your local affiliation and, of course, retired members are eligible.

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With a sugar

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California, adopted at Fresno on De-

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Sugar Pact Negotiators

A one-year sugar wage and benefit agreement was reached between ILWU Local 142 and employers on two plantations—Hama-Kua Mill Co. and Honokaa Sugar—this week. Wage increases will be 22c an hour, rather than 7c. The additional increase of 15c an hour was granted because of 1963 industry-wide wage increases which were deferred on these plantations because of a bad financial position.

**DENTAL, MEDICAL, SEVERANCE**

Continued from Page 1—

NEW YORK—Saga Magazine will run an article titled “Hard Harry, Tiger of the Docks” in its March issue which reaches 36 million homes. 

**Sugar Pact**

7c Increase

Dental, medical, and severance plans were all extended for one year to January 31, 1966. The employers agreed, however, not to政协 any limit on the number of retirees under the pension plan (i.e., persons who take a lump sum cash-out of pension plans). The condition that they return permanently to a foreign land is still in effect. The pension plans actually limit such cash-outs to 2 per cent of payroll each year, but this provision will not be enforced.

**DENTAL, MEDICAL, SEVERANCE**

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**SAGA Reviews Bridges Case**

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**Pact Negotiators**

After lengthy negotiations between ILWU Local 142 and employers on two plantations—Hama-Kua Mill Co. and Honokaa Sugar—wage increases will be 22c an hour, rather than 7c. The additional increase of 15c an hour was granted because of 1963 industry-wide wage increases which were deferred on these plantations because of a bad financial position.

**NEW WESTMINSTER**

The rail unions, facing a fight to save the state’s full crew law, have five spokesmen here including veteran lobbyist Jerry Rutledge of the Trainmen. Other lobbyists include representatives of the Teamsters, the building trades, transit employees and the state AFL-CIO. Some of our brothers in other locals and ports in and around area could tell the same story.

Oregon Labor Lobby Ready For Big Year

SALEM—Labor “was never in better shape to do an effective lobbying job” at the Oregon legislature than it is at this session, ILWU Columbian and Oregon AFL-CIO lobbyist Ernest Baker said in his first report to the locals, “The Shape of Things to Come.”

ILWU Local 502—so that, together, we can build a better union for all working members and their families.

**IN VRAGONTiations to these Canadian brothers on their initiatives—we have every reason to believe they make in this bulletin.

Perhaps it is no accident that the Canadian ILWU has been making unusually fine progress — organizationally, and in terms of its job... Keep of Local 502—so that, together, we can build a better union for all working members and their families.

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