Army of Cops

Two Locals Strike

US Borax

WILMINGTON—After two months of patient negotiation, close to 900 members of ILWU Local 20-A here and Local 30 in Boron—in the middle of the Mojave desert—walked out on strike last week against US Borax and Chemical Corp.

The strike has so far been characterized by solid picket lines supported by other unions, by police violence and harassment, arrests, and sophisticated use of strikebreaking techniques by the company and court injunctions.

In both towns, the company has been forced to use trains and even helicopters to supply its strikebreaking foremen and supervisors, bedded down in the plants unable to challenge a strong picket line.

ISSUES

The strike was triggered by primarily non-economic issues, such as contract language and job security. The elimination of jobs by consolidation is a major issue, as are several unsettled grievances.

Local 20-A men hit the bricks in Wilmington Wednesday, May 1 at 2 a.m., two hours past the original strike deadline. The company’s final offer was rejected by an overwhelming membership vote of 187 to 30. Boron went out later on that morning.

Mass picketing went on all day Wednesday in Wilmington in a calm atmosphere. There was no attempt to move anything into or out of the plant. However, company officials announced their intention to keep the plant running. At this point, a few foremen left the plant.

Shortly before noon on Thursday, a locomotive hauling two pullman cars, a dining car and a refrigerator car, with 35 scabs aboard, pulled up at the plant gates. Aside from its load of finks, the train carried food and bedding for 50 supervisors already inside.

Between 80 and 100 pickets blocked the tracks: that no union can be rejected by an overwhelming membership vote of 187 to 30. Boron went out later on that morning.

Portsmouth - Senator Wayne Morse is no stranger to the waterfront, nor to the ILWU. In 1938, as a longshore arbitrator on the west coast, he handled down the historic ruling which still stands: that no union can be required to cross the legitimate picket line of another union, even though there is no language on the subject in the agreement.

In the 30 years since, he has shown himself a true friend of labor and a special friend of workers in the maritime industry.

Sen. Morse’s record in the field of labor and social legislation is told in a brochure published last week by the ILWU Columbia River District Council entitled Oregon Labor Needs United States Senator Wayne Morse.

The brochure points out that Morse has capped off these years of pro-labor activity in Congress with a bill to raise benefits to injured longshoremen, covered by the Federal Harbor Workers Act, from $70 to $105 a week.

AN OLD FRIEND

The leaflet, a neat two-color job suitable for massive distribution, notes that Sen. Morse has been identified “with all legislation since 1947 upgrading longshoremen’s and harbor workers’ compensation.”

A list of the social, educational and labor legislation sponsored by Morse follows, including six minimum wage bills and the first Medicare bill ever introduced in the Senate.

The contract also broke new ground in the canning industry by obtaining for workers a complete dental plan, fully financed by the company. The plan will go into effect immediately.

This is the first such victory won by any of the 34,000 workers employed nationwide by the two major can producing companies, Continental and American.

The workers also won an additional paid holiday, beginning with Good Friday, 1969, area funeral leave, 10 cent hike.

A significant pension agreement was chalked up, increasing to a monthly pension of $5.50 multiplied by the years of service. In addition, anyone with 30 years of service, regardless of age, can retire on a pension of $155 a month.

Also a widows’ pension was introduced, amounting to $100 a month. This will be payable not only to the active member but to the widow of any active member with 15 years or more of service.

The contract was ratified at a stop-work meeting on May 1, by a secret ballot vote.

The negotiating committee includes Walter Joaquim, chief steward, Al Corley, George Garibaldi, John Watson, Henry Blagg, Paul Oppen, Norman Harris, Lin Dangerfield.

These negotiations were the result of patient and effective efforts by the two union locals.

A free-wheeling, informal conference for ILWU members and officers, to discuss the past, the present and the future of our union, will be held the weekend of May 25-26 at the University of California in Berkeley.

This bull session, the first of its kind in our union’s history, will be open to all northern California members, including “B” longshoremen and red book warehousemen. The emphasis is on rank-and-file participation, on active men and women, on stewards and younger people.

Experiences for those attending the conference—meals and transportation—will be picked up by the ILWU. Lodging will be provided for those who live more than 35 miles from Berkeley.

The size of the workshop will be limited to 50 people, so that everyone gets a chance to speak out. Interest is running high in what promises to be an exciting and productive discussion of our union and how it is doing, and what it can do, for its growth and development.

So interested members must get their applications in by May 15. Applications are available from local union officers.
A Place to Land at Last!

"THIS IS the best piece of news I've heard for a long time." That was the immediate reaction of U. S. Secretary General U Thant when it was announced that Paris had been chosen as a site for preliminary peace talks between the United States and North Vietnam. And we second that motion!

U Thant joined a chorus of praise and a sigh of relief heard round the world as this first vital step to start the talks going is now under way. Naturally from every quarter there are words of caution and warning against too much optimism, against too quick disappointment if things don't fall in place in a hurry. The war is not over, the war is not over, is a long history of battles and more than academic experience in negotiations—should simply stated, is that you can't even start those talks, once started, must go on. If those talks stop, perhaps we should stop depending on ceasefire and an end to the continuing war in Vietnam.

But the most essential step has been taken. This is something we in labor—with a long history of battles and more than academic experience in negotiations—should be able to understand easily. The point, simply stated, is that you can't even start to negotiate until you at least agree to talk.

PARIS IS a place where communications are first rate. The one thing we can hope for, however, recalling some of our own experiences in negotiations with employers over the years, is that the news media doesn't try to make the sensitive talks be-grandstand on the sideline as a means of getting votes.

This is much too important for: that kind of thing. This has got to be a matter of life and death. Speaking of life, the one main hope we have now, the one we should like to see reflected throughout the country is that the killing stop immediately. The whole idea of young men being killed, of families being torn apart, of people suffering in both parts of Vietnam, at the very same time that peace talks are in the wind, is too terrible to contemplate.

NOW THAT these talks are to be started, we want to serve notice that as an American union, as parents and relatives of many who have been willing to lay their lives on the line, in Vietnam now, and many wars before, we want to serve notice that those talks, once started, must go on. If those talks stop, perhaps we should stop working and do some talking to our membership about why.

The ILWU developed a very simple and to the point program at the last convention, and at previous conventions—the program depending on ceasefire and an end to the killing, on negotiations, on eventual withdrawal. If a program like this were kept in mind, those talks between our country and North Vietnam would never stop, and eventually something would really happen.

Something called peace!

HARRY BRIDGES J. R. ROBERTSON
President President
LOUIS GOLDBLATT
Secretary-Treasurer

On the Bear
Harry Bridges

LAST WEEK we had the pleasure here of a visit by Jack Jones, who is assistant executive secretary of Britain’s greatest union, the Transport and General Workers (TGWU). Brother Jones, who was a dockworker, came to this part of the country to talk to Rinar Mohn, who heads up the Western Conference of Teamsters and to discuss exchanging delegations between the Teamsters and the TGWU. The TGWU is not only Britain’s strongest and most militant union, but it covers a vast majority of crafts, including trucking and dock work.

Brother Jones dropped in for one very busy day to bring greetings from TGWU general secretary Frank Cousins, an old friend of the ILWU, and a man whom we were very pleased to show around and entertain during his visit last year. Jones saw the Local 10 hiring hall, got a brief fill-in on the M&M contract, and, oh, what robot operations are like, and give him some pictures and background material on that.

Jones and secretary Goldblatt and I had dinner together and spent some discussing developments in Britain especially as they affect dockworkers over there. Naturally we were concerned with news reports telling of London dockworkers withdrawing their support for the ILWU-organized strike by a conservative member of Parliament who publicly and noisily opposed any further immigration of non-white people to England from various parts of the British Commonwealth.

JONES WAS acutely aware of the issues and told us that only a small minority of union men were actually involved, perhaps under 2,000 from a total London work force of some 28,000. And they said they were wing to resisting against some fascist elements which have their own movement in Britain. Jones said his union and the entire ILWU organize council of Britain are intensely opposed to racism and strongly in favor of the government race relations bill which makes it an offense to discriminate on racial grounds both in jobs and in selling property.

In the Jones paragraph, Brother Jones said, "We don’t want to tolerate this fascist-inspired stuff." In other words the "TGWU has been a force for progress in Britain, the leadership—" The west coast, said, "We are here under the umbrella of the British trade union council, under the leadership of Frank Cousins, He was the man who resigned from a cabinet post in the government because he opposed the Labor Party’s attempts to impose a wages—prices scheme—which, though pretending to control inflation, actually holds down wages, while damn little is done on prices.

According to Brother Jones the British worker is really beginning to feel the effects of increased prices resulting from devaluation of the British pound, and the talk of some of the union men was that the giant TGWU finds itself at odds with the ruling British Labor Party is that party’s support of the US’s continuing war in Vietnam.

WHILE DISCUSSING "dockland" in Britain, Jones con-firmed that the main problem that TGWU was being forced to meet was the impact of the machines but also protect the men now working in the industry. In Britain they are finally getting around to decasualizing, and finding it necessary to adopt programs of steady employment and guaranteed incomes for men who make themselves available. They are facing the simple fact that the machine is here to stay, that more machines are coming, that changes have to be met through collective bargaining to meet the impact of machines.

That is what we discussed when we talked about M&M and its whole purpose and progress. Collective bargaining not only must meet the impact of these machines but also protect the men now working in the industry. In Britain they are finally getting around to decasualizing, and finding it necessary to adopt programs of steady employment and guaranteed incomes for men who make themselves available. At the same time they are developing overall national plans to protect the work force through joint union-government registration procedures.

Naturally, Brother Jones and I discovered in our conver-sation that they’re having some of the same headaches that we’ve had, and for the same reasons. Their dockworkers are resisting change, resisting moving from old to new methods—older men—-the same old story. But I assured him it always works out in the long run, and the people who work for a living, with the machine doing a lot more of the work, and taking some of the loads off their backs, come around to appreciating at least these changes.

We also agreed that whether longshoremen talk English, French, Spanish, Russian, Italian, or any other language, dockworkers seem just about the same all over the world. When it comes to resisting change—you can sure say that again!
Goldblatt Calls for Union Voice in Hospital Coverage

LOS ANGELES—A voice for California working people in the determination of the cost and quality of hospital care, and the health services demanded by ILWU Secretary-Treasurer Louis Goldblatt, speaking before the California Hospital Association on May 2.

Goldblatt was speaking as an executive board member of the California Council for Health Plan Alternatives. The council, created by labor organizations, developed "from the need to meet the growing demands of our membership for expanded and better quality care—and with it a voice in the planning of medical care, the availability of services and their cost," Goldblatt said.

California unions, he pointed out, negotiate over $700 million a year in health and welfare benefits. Over 1.5 million workers are covered. And thus the Council in fact represents the largest single group of consumers of organized health care.

Goldblatt pointed out that workers and the public, with plans which give them "catastrophe" benefits, or plans which cover only major illnesses.

He cited the increasing sophistication of the average person about medical care and the acceptance of the idea that health care is a basic right, that it is a social responsibility, that economic interests of the providers, of labor, the situation is especially severe, over 80 percent of people are no longer satisfied with the service, with the care, and the acceptance of the demands of our membership for expansion of the average person about medical care to include preventive care. And yet, Goldblatt continued, the acceptance of the idea that health care is a basic right of clean water, fire and police protection.

"We have heard all our lives that we are going to be spoon-fed, misused, and yet we have situations as the Poor People's March gets underway. Rev. Ralph D. Abernathy, president of the Southern Christian Leadership Conference, pickets the White House with Mississippi "head start" children as the Poor People's March gets underway.

Poor People's Campaign Demands: Jobs or Income

WASHINGTON — "We are determined that we are not going to beg for our rights any longer, but will demand them. We have made up our minds that there will be no new business in this country until it takes care of old business." With those words from Reverend Ralph D. Abernathy, son of the assassinated Dr. Martin Luther King as head of the Southern Christian Leadership Conference, the long-planned Poor People's Campaign got under way.

A joint meeting of the Northern and Southern California ILWU District Councils unanimously endorsed the campaign last month.

About 150 representatives of Mexican-American, Puerto Rican, Indian, white and black poor arrived in the Capitol on April 29 to begin presenting their demands to Cabinet members and Congressional leaders. The poor people's reception from government spokesmen was mixed, ranging from statements of support to new race-baiting.

Testifying before the Senate subcommittee, Rev. Abernathy said, "We have heard all our lives that there are no gains without pains."

Best Steward' Chosen in L.A.

LOS ANGELES — The Stewards' Council of warehouse Local 26 has established a trophy for the "Steward of the Month." According to Stewards' Council President Art Nichols, "The stewards can gain a wealth of knowledge which they will in turn take within their shops and explain all of the pertinent information to the members."

Anthony Lacey, Local 26, Los Angeles, chief steward at a Long Beach shop, center, accepts the Best Steward of the Month trophy from Stewards' Council President Art Nichols as Augie Harris, Steward's Council secretary looks on.

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On our trip to the Soviet Union, we had royal treatment wherever we went—the red carpet was out for us—and we were well received throughout our tour.

We took trips by plane, bus, taxi, boat—everything you can think of. Even by hydroplane. The Soviet Union is moving toward tourism, but as of today, they cannot handle the tourist industry well enough because they don't have enough hotels.

We traveled from Moscow to Leningrad, from Leningrad to Odessa, from Odessa to Yalta, and then back to Moscow through Volgograd.

We found that the ILWU is well-known throughout the Soviet Union. If they don't know the ILWU, they know Harry Bridges. Everybody knows Harry Bridges and the ILWU.

At every city on this trip we visited, we heard several criticisms of the American policy in Vietnam. In Moscow, the chairman of the Central Committee of the Union of the Sea and River Workers repeated this criticism and immediately added that he was aware of the ILWU's stated policy and therefore they were not criticizing us—the delegation—very strongly.

While visiting a collective farm, we traveled approximately 75 miles from Odessa, the delegation established a warm and memorable friendship with the people of the small farm village.

As we finished enjoying an abundant and delicious lunch, the conversation shifted to theILWU delegates inspected port facilities.

We were shown around the harbor by the Leningrad harbormaster and an assistant, the ILWU delegates inspected port facilities.

The oldest member of our delegation, Ralph Abel, who had celebrated his 61st birthday in Russia was very much concerned and warmly touched by the farm manager's conversation.

Abel, who had celebrated his 61st birthday in February, grew old and disgusted with wars. He told the manager that he was a veteran also, and a grandfather, that he presently had a nephew fighting in Vietnam, and of his wish for international peace and good will. Watching these two aging wise men as they talked of peace in the world was truly a memorable experience, as alien fears streamed down their faces.

And for those brief moments we witnessed the true ring of brotherhood in man, some 75 miles outside Odessa on a warm fall afternoon, on a collective farm in Russia.

Modern Port of Leningrad

One of our first stops was at the port of Leningrad. We were shown around the harbor by the harbor manager, Alex Bubanov and his assistant in charge of the operation, Oleg Fomchenko. Alexander Omelchenko, the secretary of the Leningrad Basin Committee of the Sea and River Workers' Union was also with us.

At the outset it was obvious that the Leningrad port was different from any one in almost all respects. Our hosts were proud to point out that it had just won the Lenin Order of the Soviet Union which is the highest award in the country for good port management and implementation of mechanization.

The use of machinery to ease the dock workers' labor to increase the pace of loading, discharging and distribution of cargos is common here.

There is almost 100 percent use of shoreside cranes as opposed to ships' gear, which is very seldom used. As each area of the port is developed, cranes of a specialized nature will be used to handle different types of cargo in different areas.

The use of containers has not been pursued as much as it is in the U.S. because the cargos have to go to such diversified regions in the country, and in quite small volume for each particular commodity.

There is no such thing as a basic gang size. Gang sizes vary from job to job, depending upon the size of the ship and the equipment they have.

Dockworkers in Leningrad seemed to know everything that is happening in the port including plans for expansion, tonnage, and production figures.

Nazis Destroyed 70 Percent

The Leningrad harbor and its loading and unloading facilities were destroyed during World War II and the long siege of the city. However, reconstruction began immediately after the war was over and is still continuing under a large scale plan worked out by the state and the port authority.

We chose to visit this northern port beginning around December 15, lasting until the middle of April. But the harbor is kept open by ice breakers and still functions at near normal during this period.

Later, we were shown around the port of Odessa, in the southern part of the country on the Black Sea. As in Leningrad, the port was modernizing as fast as possible. Cranes were everywhere, with capacities ranging from five to 59 tons.

Ships' gear is very seldom used. There are berthos for 59 ships to work simultaneously, and an installation in the center of the harbor handles the tallest container stacks.

There is an evident lack of storage and assembly areas. This is why they frequently use multi-storied warehouse structures, which are 70 percent mechanized, the same as in Leningrad.

Small containers are used for small quantities of general cargo, which are usually shipped to the Mediterranean region.

We again stressed the advantages of containerization but were told there would have to be a major overhaul of ships, docks, warehouses, assembly areas, rail traffic and truck fleets and new distribution methods created for containerization to be effective on a large scale.

These problems are being considered but there are no definite plans at present.

While we were in Odessa, we learned that the dock workers in all major ports in the Soviet Union were starting their day with a five day week. Every eight weeks, an extra day would be added, averaging out to a 41 hour week. There were to be three shifts, so the docks would be working 24 hours a day.

We were also shown through one of the multi-storied warehouse terminals where goods are stored. We spoke to some of the workers and also went aboard a ship to watch the handling of bales of rags from India.

As in our conversations with workers throughout the Soviet Union, we found that many workers were especially interested in hearing comparisons of mechanization in the two countries. There were also interested in finding out about pension and retirement programs, and comparing our union's cultural work with theirs.

Of special interest to the delegation while visiting the beautiful city of Volgograd was the Volga-Don Canal with its 16 locks, six descending and nine ascending, which connects the Volga and Don Rivers. The canal is a major connection between the Baltic and Black Seas and is of very great importance for economic development and cargo movement.

The port facilities at Volgograd are used primarily for servicing transatlantic ships and the consolidation of cargoes for transit up and down the river and to and from the railroad which parallels the river at this city.

This canal was formerly Stalingrad and was the scene of almost total devastation during World War II. It is now completely rebuilt. It cannot be recognized from the films the delegation saw of pre-war and wartime Stalingrad.

Everywhere safety classes were held and there were rooms where safety literature was available for the individual worker. We were told by a stevedore in Odessa that the ILWU wanted a gang for a stop work if they felt something was not safe. Posters and signs stressing safety were all over.

Incentives and bonuses are offered to workers to complete safety courses. In some categories one has to pass a safety test before being given a job.

One of the big surprises on our trip was the successful method the Russians used to create electric energy at the Volgograd dam. The 23 generators at the Volga-Coulee Dam. Their production costs were considerably less than ours.

Standard of Life Good

Russians wherever we went are very big eaters. Regardless of the meal, breakfast, lunch or dinner, all tables are set for a feast. Getting through the simplest meals such as breakfast and lunch, not to mention dinner, was extremely difficult for most of us. Lunch alone ran into the better part of two to three hours to complete.

The Standard of living is high. The Soviet people just eat and eat and eat. They spend all their money on eating and drinking, and nobody

Two Russian longshoremen unload |
May 10, 1968

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Overseas Report

Leaving Odessa, we travelled to Yalta on what was once Hitler’s private luxury yacht. Many working people were aboard on their way to vacation and rest homes. On these vacations, the union pays 70 percent of the expenses and the individual pays 30 percent.

A small girl, perhaps ten years old, who was studying at one of the many schools where all classes are conducted in English was on the ship with her mother. They were on their way to one of the resorts. As we talked in English, her mother beamed proudly at her.

While traveling on the boat from Odessa to Yalta we got into a discussion with an English language instructor at one of the technical schools and talked about personal savings. He said that this is not as prevalent in the USSR as in the United States because every worker is assured a job, medical care and legal advice, and many other necessary things.

The cost of living, he said, is relatively cheap, so there is little incentive for workers to save unless they want a luxury item such as a car. Cars are considered a luxury because of the cheapness of public transportation.

The beaches at the resorts are always crowded. People of all ages, sexes, sizes and shapes relax in the sun at the beaches. Bathfulness is not a Russian trait; even the fat women wear bikinis. The beaches are comparable to our own California beaches but lack California’s heavy surf.

The beach in Volgograd is a small sand island in the middle of the river, and it’s widely used during the summer months. In Leningrad the Summer Palace is the ideal place for rest and relaxation, with its vast parks, beautiful fountains and statues. It even has an out door theater, smaller than but similar to the Greek Theatre in Los Angeles.

In Leningrad the policemen are conspicuous by their absence. We counted four in the entire city. There are also few policemen in Moscow, however there were more there than in Leningrad.

Yalta displays a plentiful supply of what we refer to as highway patrol or traffic cops. These police use the double passenger motorcycle and travel in pairs on the highways of the tourist-infested city, giving traffic citations every other mile.

This was an especially familiar sight to the delegates from California.

The most interesting point about the Russian policemen is that they carry no firearms. They all carry the wooden nightsticks. We are sure that crimes are committed in Russia, but compared with the United States, the number seems very low.

The beauty salons are always crowded, catering to both men and women. The female hairstyles are exact duplicates of the American female, even to the point where the dye stops and the true colors begin. The men’s hair cuts are neat and we never once saw a beard cut.

Shoreside paper-handling machinery at the Port of Leningrad is inspected by ILWU delegate Tom Freeman.

—Continued on Page 6
A student who completes high school and wants to further his education is required to attend an elementary school. The school which we attended was one in which the courses were taught in English as were other schools in different foreign languages.

We found it very hard to get taxi service, especially in Moscow. Our first night there it took an hour and a half to catch a cab to drive us from our hotel to the railroad station. Our guide explained that as it was Saturday night, most of the drivers had put in their day and had hurried home to their families.

No schools were on our itinerary, but in Odessa we arranged to see the opening day exercises at an elementary school. The school which we attended was one in which the courses were taught in English as were other schools in different foreign languages. This school ran from the first form (grade) to the eighth form.

The horn and rear-view mirror are very wide in most places, and there are no dividing lines. The traffic is everywhere left-hand traffic.

We noticed in each port that the checking work for priorities and the complete absence of many items that we take for granted. These are a people many of whose major cities were completely destroyed and looted in World War II, and a major percentage of the population were casualties in many bloody wars.

A student who completes high school and wants to further his education is required to

We also visited a collective farm some 60 miles outside the town of Odessa. Collective farming, introduced by the Bolsheviks, has several small farms merged their land and live stocks. After the farms deliver to the government, whatever quota prices they can sell, they can sell their surplus at the markets at a more realistic price. The net income is then divided among the members in proportion to the work done.

In an interesting way, we found that Russia's industrial development from the backward nation it was before the 1917 Revolution to a great power, affects the typical American tourist.

A lot of the woman in the Soviet Union has changed very dramatically since the 1917 Revolution. Today women are over 50 percent of the working population. In the cities there are women washing clothes in the laundry's like places, women washing the clothes in the laundry's like places.

For example, upon our arrival in Leningrad, two members of our delegation searched a desperate search for chewing gum. We were soon to learn that the Russians do not produce any gum, and we could not buy any gum anywhere in Russia.

Moreover, our female guide produced from her purse a treasured package of Wrigley's spearmint gum. We accepted one piece of gum and thereafter refused to accept any more of the young lady's last package of spearmint.

Near the end of our stay, we were told that the Russians had established priorities and only immediately needed items to strengthen their economy and serve their people were being produced at this time.

Our guide also told us that ball point pens and fountain pens, once supplied by China, were not among those items classified as priorities until recently.

Youngsters over there seem to have a real fascination with ball point pens and pencils. Once, in Moscow, a small boy, maybe eight years old, walked up alongside one of our delegates and displayed a pin with a railroad engine on it.

Our ILWU delegate pulled some Russian coins out of his pocket but the youngster threw up his hands, not knowing what was wrong.

The boy pointed to a pencil in the American's pocket, and the trade was made.

With only a limited knowledge of Russian history, anyone can easily understand the reason for priorities and the complete absence of many things we take for granted. These are a people many of whose major cities were completely

A student who completes high school and wants to further his education is required to

We found the Russian people to be very proud of themselves and very sensitive. We thought about our country and the fact that it was much to be proud of. They had brought the country from backwardness to a major power in the world in every respect in a short span of time including wartime.

This becomes really striking when we realize that in World War II, during the 908 day siege of Leningrad by the Germans, one million people died. They died of starvation, cold and disease. Many came out crying.

We were taken up to the cemetery there and we watched from a hill as people went in and out, putting flowers on the graves of the war dead.

And everywhere we went, it was the same. About 85 percent of the population were casualties in many bloody wars.

ILWU delegates were told that one million people died during the Nazi siege of Leningrad. Here is an account of a woman of the city of Stalingrad.

A student who completes high school and wants to further his education is required to...
CRDC Makes Portland School
Problem Top Campaign Issue

PORTLAND — Local 8 longshoreman William "Bill" Luch, running for the Portland school board, was one of nine candidates at national, state and local levels to gain the Columbia River District Council's endorsement in the May 28 Oregon primary.

Young Luch, the son of the late veteran Local 8 member, Henry Luch, spoke at the council meeting where the recommendations were made.

The meeting heard a report from international executive board member Johnny Parks on proposals for educational seminars on ILWU history and objectives.

WORKSHOP DISCUSSION

It was Parks' first report to the council since his election as board member, and he prefixed it by saying Senator Morse and Senator Orenburg were the only candidates at national level endorsed at the board meeting in Honolulu.

Morse was endorsed for his outstanding political and social record, and it was felt the Alaska senator also had been a firm friend of labor over the years, Parks said.

The workshop proposals triggered a lively interest and inquiry. Several delegates felt some points were too far removed from the "general area of trade union interest" to draw any response from the ranks.

Parks emphasized that "what we are talking about here is putting emphasis on the newcomers who join the union, and don't know how we won jurisdiction on the waterfront, or made gains." He asserted it was at an early stage to set up an agenda that would meet the interests of the rank and file in the Columbia river area.

The plan was endorsed in principle, and the council voted to recommend it to the locals.

SCHOOLS A PROBLEM

The council considered the crisis confronting primary and secondary education in Portland.

This was touched off by school board candidate Bill Luch who said there had been no effective dialogue between the board and the public for many years. "You can't wait until a crisis develops to get your message across.

Parks, an executive board member of Clifford for Schools, spelled out what last year's voter-turnout of school tax levies has meant to ath-

Urge Support Of Morse Dock Comp Bill

SAN FRANCISCO—A campaign to insure passage of Sen. Wayne Morse's (D-Or.) bill to increase compensation to injured longshoremen and harbor workers was urged recently by ILWU international secretary-treasurer Louis Goldblatt.

In a letter to all longshore locals and federated auxiliaries in California, Washington, Oregon, Alaska and Hawaii, Goldblatt urged all locals to write their respective senators urging immediate passage of the bill, S. 285, without cut-out change.

The bill increases the amount of compensation from $70 per week to $105 per week.

The Federated Auxiliaries can play an important role in the campaign by pointing out to their senators how difficultit is for an injured longshoreman's family to get by on $70 per week or less under the present legislation, said Goldblatt.

New Contracts Won By Office Union

SAN FRANCISCO—Two new contracts were signed recently by negotiators for the Office and Allied Workers Union, Local 67, ILWU.

The first was a three-year agreement at Petersen Import Company providing wage increases, one extra paid holiday, and four weeks vacation after 10 years service. A revised hospital and medical-dental plan was the chief fruit of negotiations with De Pue Warehouse.

Substantial wage increases over a 25% month period were also won.

Agreement is also pending at Safeway Coffee. This shop was recently organized, with Mary Anne Tucker elected stewardess and Aiko Kajiyama assistant stewardess.

Tommy Mayer Of Vancouver Is Mourned

VANCOUVER, B.C.—Canadian ILWU members are mourning the death of Thomas Mayer, age 59, the popular secretary-treasurer of the Canadian area.

He died at his home on the morning of May 8, after spending the last several days busily engaged in preparation for the Canadian area ILWU annual convention which convene here May 13. He is survived by his wife, one son and three daughters.

For many years Tommy was an active member of Britannia Local 663 of the Mine, Mill and Smelter Workers, including service on that union's negotiating committee. He contracted silicosis in the mine and was "sent down the mountain" to lead a quiet life with a lifelong pension.

But Tommy didn't lead a quiet life. He went to work on the waterfront, organized First Aid workers and brought them into ILWU, serving as president of Local 519.

Later he was secretary and dispatcher of ILWU Marine Checkers Local 566 and held that position unti-

Tommy's untimely death is a great loss to the ILWU and the entire labor movement. He will be missed by his many friends and fellow union members.

Two Locals Strike US Borax

Continued from Page 1—

the train, and forced it back up the track. The strikers of the Local 20-A pickets were reinforced by Local 13 longshoremens and there was mass picketing.

455 TOPS

The train returned Friday afternoon without the scabs. However, it was accompanied by four busloads of Los Angeles police, plus 40 patrol cars and a number of motorcycle cops. The stand-off came to 455 cops opposed to about 100 pickets.

The cops made a deep, spread completely across the road and foreb-

ily cleared the pickets out of the way. Two longshoremens were ar-

rested and there was some rough stuff by police. ILWU international representative John Matull was also arrested.

But the Wilmington lines, reinforced by members of other ILWU locals, remain firm.

BORON

The company has also attempted to maintain operations at the Boron plant, with only a lack of success. The 575 Boron workers, members of Local 30, went out at 10:30 Wednes-

day morning, and have since remained on the job.

The Boron strikers have been reinforced by members of the ILWU locals, including service on that union's negotiating committee. He contracted silicosis in the mine and was "sent down the mountain" to lead a quiet life with a lifelong pension.

But Tommy didn't lead a quiet life. He went to work on the waterfront, organized First Aid workers and brought them into ILWU, serving as president of Local 519.

Later he was secretary and dispatcher of ILWU Marine Checkers Local 566 and held that position until his death.

Since 1941 Tommy was secretary-treasurer of the Canadian area, be-

LA cops handcuff John Matull.

ing elected by acclamation in suc-

ceeding years.

He had been on the Vancouver waterfront for 18 years.

"Tommy was a devoted union worker all his life," commented Ca-

a.png

adian regional director Craig Pritchett. "He gave freely of himself for the one industry agreement and for the merger and consolidation of the locals on the Vancouver waterfront. His unimpeachability is a great loss to the ILWU and the entire labor movement. He will be missed by his many friends and fellow union members."

Boron strikers. One grocer has promised to help out as long as he can. And the town is solidly behind the Boron strikers. One grocer has promised to help out as long as he can. And the town is solidly behind the Boron strikers. One grocer has promised to help out as long as he can. And the town is solidly behind the Boron strikers. One grocer has promised to help out as long as he can.

LADIES ON LINE

The ladies auxiliary in Boron is helping around the clock, providing coffee to picketers and keeping a regular supply of a school bus on duty themselves.

And the town is solidly behind the Boron strikers. One grocer has promised to help out as long as he can buy groceries for himself. No strik-

er or his family will go hungry, he has promised.

Also, ILWU Local 35 at Trona and a Local 26 unit at Lancaster have joined the lines.
**On the MARCH**

By J. R. (Bob) Robertson

**It Takes Real Guts to Be Non-Violent**

MARTIN LUTHER KING was 39 years old when he was assassinated, having expounded his work on the grass roots, helping in a labor movement, and作文 the kind of courage it takes to be a kind of man; the fortitude that's needed to be a leader for basic social change in times such as these, and to preach and practice non-violence at the same time.

I think back to the time when I was 39 years old, in 1942, and then I realize the experiences in the 10 years prior to this time, during which时间, increasingly involved as a functionary in the labor movement.

There's no question those were violent times. And you can believe it —I and my colleagues learned to read— to violence with violence in those violent days.

HAVING PARTICIPATED in violent times in those years I can even more appreciate the incredible vision and courage of Martin Luther King, who was able to lead a movement—all the time surrounded by a climate and threat of violence—and yet to act as a preacher and practitioner of non-violence. What a man was—to have this kind of patience, often under the actual threat of attack, even on many occasions physically attacked, yet able to stand up and not strike back.

There's no question but that the last 10 years of Martin Luther King’s life was devoted to a broad program of bringing human dignity to all the little people of this land, to minorities and the Negro people in particular.

How can one help but express the greatest admiration for a man with this type of courage? And believe me when you get to the guts of the issue, it takes a lot of them to lead the various kinds of struggles he headed up in the last 10 years.

MANY OF MY colleagues in the labor movement have lived the most active periods of their adult life in one of the most turbulent periods of human history. I still am very fearful that the price the little people of the world will have to pay for humanity reaches a stage when equal justice for all becomes reality for all, may become unfeasible.

I am not a person who believes in prayer, and hoping that something will happen, will make things happen. Martin Luther King was a very religious man. What I have and so many people in the labor movement and the churches have in common these days is the feeling that we want to put our energies into fighting not for pie in the sky in some dim by and by, but for the good things on earth here and now, indeed.

The only thing that I never cease to wonder at, is that a man like King was able, with all the threats of violence around him, to maintain this calm strength, this ability to have a dream, and make it move, and act, and yet always to do this in the atmosphere of peace and non-violence.

I can think of nothing that takes more guts than that!

Local 29 Holds Picnic

SAN DIEGO—Members of ILWU Local 29 held their annual Easter picnic at Linda Lake, in Lakeside. All A and B members were there with their families.

The festivities began in the morning with an egg hunt for the children. Music was provided by the Rodrigues Brothers.

Local 8 member Bill Luch, candidate for Portland school board.

--- CLIP AND SAVE ---

**CRDC Voting Recommendations for Oregon**

Here are the candidate and ballot recommendations of the ILWU Columbia River District Council for the May 28 primary.

**US Senator**

Wayne Morse

**Congress**

1st District

Wendell Wyatt

2nd District

Al Ullman

3rd District

Edith Green

**State**

Secretary...George Van Hoomissen, Dem.

Treasurer...Robert W. Straub

Attorney General...Robert W. Straub

**Ballot Measures**

No. 3 Bonding for higher education (not a tax measure) Yes

No. 4 Establish new tax base for 79,000 Portland school kids Yes

No. 5 Dock bond measure Yes

**State Senator**

Cooe...R. F. Chapman

Lincoln...Edward Ridderdusph, Dem.

Stan Onderkirk, Rep.

**House of Representatives**

Multnomah

Position No. 1...Don Willner

Position No. 2...Berkeley Lent

Position No. 3...Vern Cook

Position No. 4...Betsy Roberts

**State House of Representatives**

Clackamas

Position No. 1...Glen W. Whallon

Position No. 2...Glynne Gurney

Position No. 3...Richard A. Roth

Position No. 4...Mary Monaghan

Columbia

Position No. 1...Wayne Turner

Douglas

Position No. 1...Jason B. Beo

Position No. 2...Phil Washburn

**Multnomah**

West City

Position No. 1...Richard Lenhart

Position No. 3...Bob F. Briggs

**South City**

Position No. 1...Grace Oliver Peck

Position No. 2...Phil D. Lang

Position No. 3...Norman R. Howard

Position No. 4...Frank Roberts

**Multnomah Position No. 1...Don Willner**

**Position No. 2...Berkeley Lent**

**Position No. 3...Vern Cook**

**Position No. 4...Betsy Roberts**

**City of Portland**

Mayor...Terry Schunk

Council...Stanley W. Earl

**Portland School Board**

CRDC recommends all ILWU union and auxiliary members vote and campaign for Local 8 member Bill Luch for Portland School Board.

**City of Portland**

**May 10, 1968**

Morse—Lifelong Fighter for Laws to Help Trade Unions

Continued from Page 1—

The brochure relates that during Morse's chairmanship of the Senate education sub-committee, "more than $7 billion has been returned to the states to educate our children and save money for local taxpayers. Oregon's share now totals more than $40 million per year—more than 13 times what it was in 1960.

Since 1961, Morse has been leader and floor manager of all education bills in the Senate. While he was chairman of the subcommittee, the congress passed more educational legislation than ever before.

FIGHTS SCAB LAWS

His opposition to compulsory arbitration is also cited. In 1963 he was one of two senators opposed to an amendment to the 1943 rail road strike he helped get a settlement which "took the steam out of a drive for compulsory arbitration for all labor disputes in the transportation industry."

Morse also voted and fought against Taft-Hartley with its union-busting section on the "right-to-work" and was one of the two senators voting against the conference report on Kennedy-Landrum-Griffen law.

The brochure also points out that all working people "have a stake in Sen. Morse's senate efforts. Upon his re-election, under the congressional seniority system, he will become chairman of the extremely powerful Senate Labor and Public Welfare committee.

Johnny Parks, ILWU international executive board member, lays it on the line, telling what will happen if "labor doesn't do its homework in this election."

He points out that "no senator in the last 23 years has done more for labor than Wayne Morse. Next year he will be even more important—in helping secure peace in the world and curing the ills of our sick, urban society."

Parks spells out what will happen unless working people go to the polls.

"What labor does in the election determines whether we stand ahead in the next Congress—or whether we find labor on the run fighting battles against violent anti-union measures already in the works, such as HR 333 to de-stray industry-wide bargaining, and S 1353 which would abolish the National Labor Relations Board and replace it with a U.S. Labor Court."

In the conclusion, Morse is described by G. L. O'Brien, General President of the Brotherhood of Railway Trainmen as "the greatest Senator from the State of Oregon who has continually, with never a backward step, championed the just cause of those who labor for a living."