MAJOR NEGOTIATIONS

In the background there is increasing labor militancy, an anti-labor offensive by the employers, continuing inflation, rising living costs and an economic slowdown. At the same time, port facilities are being expanded and export of raw materials is being increased. The Canadian ILWU is going into convention with its contract negotiations over and substantial gains to its credit. Before it is the task of implementing and policing the new agreement.

In addition to immediate pork chop problems, a variety of other economic and social issues will be up for discussion when ILWU delegates gather here.

MAJOR NEGOTIATIONS

For example, about 110,000 workers, over half of British Columbia trade unionists, are involved in contract negotiations this year. They include workers in basic industries such as lumber, pulp, mining and construction.

Demands for substantial wage increases are impelled by these urgent increases. Labor economists point out of 4.6 percent annually. Living costs such as lumber, pulp, mining and construction.

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This land is your land, 
This land is my land, 
From California to the New York island, 
From the Redwood forest to the Gulf Stream waters
This land was made for you and me.

—Song by Woody Guthrie

_seen from outer space, the earth has been described by astronauts as a brilliant, shining jewel. But to those of us who inhabit this space vehicle of ours—with its thin mantle of choking air, and its fouled film of essential water—life is becoming hazardous, and mankind is starting to shout for help.

**April 22, 1970**

**To**

Those people who have always been convinced that James Hoffa was convicted on the basis of perjured testimony, bought and paid for by the government's "stool pigeon," the "Squad" in the Department of Justice, last week had proof that they are right. Bobby Kennedy's stool pigeon, Edward Grady Partin, told a federal court in New Orleans last week, that he was promised "immunity from prosecution of federal charges" by the Justice Department. Partin claimed that as late as October 3, 1968, he "was assured that the immunity from prosecution" would continue.

Partin now is under indictment for alleged violation of the anti-trust laws. He testified to his alleged immunity in connection with this indictment.

It would seem to this newspaper that Partin would be a very likely tool for Bobby Kennedy to use in his vendetta with the Teamster's general president.

Partin has been indicted for first degree manslaughter, aggravated kidnapping, rape of a 14-year-old girl, perjury, auto theft, robbery with firearms, burglary, and failure to support his family. Partin also served time in prison and engineered an escape while in confinement. In addition, Partin received a dishonorable discharge from the US Marine Corps.

This newspaper would judge that a man with that kind of a record would do anything or say anything to get out of jail.

At the time Partin was set up by Bobby Kennedy to spy on James R. Hoffa, he contacted the Department of Justice, his bail was reduced so he could post bail—and his spying activities on Hoffa commenced.

In court appearance after court appearance the Department of Justice representatives asserted that Partin was given no promises—nothing, in other words, for his testimony against Mr. Hoffa.

Now their own stool pigeon has given the lie to the Department of Justice. Partin said "yes, indeed" he was promised immunity from prosecution of federal charges by the Justice Department. Little by little the sordid, filthy tale of the way Bobby Kennedy brought about the jailing of James Riddle Hoffa is coming out.

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Local 28 Wins First Public Dock Contract

PORTLAND—An historic first was chalked up on the waterfront last week when Local 28 disclosed that the Ship, Industrial Service Workers and Watchmen had signed a contract with the Commission of Public Docks.

The agreement, providing for both union security and a raise in wages, was unanimously ratified at a special membership meeting April 16.

In addition to union security, the agreement provides for a wage increase which will raise the hourly wages for the more than 300 men employed by the waterfront, beginning this summer.

The negotiations which resulted in what the locals plan to call their "first" contract, were公元

Columbia River Council

Nix on Nixon's Comp Bill; Stop 'Nerve Gas' Move; Elect Laborites

PORTLAND — The April 12 Columbia River District Council meeting considered candidates and measures in the May 26 Oregon primary, and mapped strategy for defeat of the Nixon bills on harbor workers compensation (HR 16859 and S 3629).

"The ship owners have a truly meritorious system" of five-step increments, with a starting base wage of $3.77 and a pre-contract top wage of $4.26 is replaced by a flat wage of $4.50 an hour (except for extras and new hires) who receive $50 cents an hour less, with a 25 percent raise in 90 days and the full $4.50 after 180 days.

The negotiating committee included Fred Huntzinger, president of Local 40; Ed Strader, secretary-business agent of Local 46; R. K. Strahan, vice-president of Local 40, also gave some assistance.

Local 28 negotiators were Bill Smith, vice-president; Jack La-Vigne, secretary-treasurer; Frank Steeley, steward at arms; Art BArdesky, John Lee, John Aiken, and Howard Willits, running for re-election.

Credit was given to regional director D. Johnny Parks; Interna-<tional Vice President News S. Fantz; Ed Andrews and "the entire labels of the workers who lost their jobs of Lock 4" and Ben Ballif, president of the Vancouver local for "help and advice during the negotiations which brought to Local 28 its first signed contract."

-- Approve Ashland Chemical Pact

MOJAVE, Calif. — ILWU Local 26 members of the Chemical Company, located at Mojave, have approved the terms of a new three-year pact.

The old labor agreement which had one more year to run provided a 12-cent-per-hour wage increase on February 23, 1970. The new contract adds an additional eight cents to the wage rate and contains 20 more cents per hour increase on February 23, 1971 and 20 more cents on February 23, 1972.

Shift differentials were increased from 10 cents to 15 cents for the swing shift and from 20 to 30 cents for the graveyard shift.

The negotiating committee included Billy Hines, Troy Johnson, Gene Canaday and secretary-treasurer Lou Sherman.

Local 8 Organizes Warehouse

PORTLAND — Longshore Local 8 has taken its first step toward inclusion in a joint negotiating drive. In an election held last week at the Reed Supply Warehouse Hardware Co. warehouse, voted overwhelmingly to affiliate with the ILWU.

The vote was ILWU-dual union; and one vote was challenged. Negotiations will begin soon.

ALL PARTICIPANTS in the Joint PMA-ILWU supercargo class in Wilmington are already on the 20 percent supervisory key list. They follow a two-week course to brush up and to obtain the special certificate needed for this special typesetting program. From left, Frank Gladding, Ed Clemons, Tom Carner, Vic Christensen, Terry Tomas, Jim Davenport, Del Long, Robert Stuart, Larry Henon.

Portals and Public Docks

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THE ILWU overseas delegation left for Czechoslovakia on October 30, 1969, after a short briefing at the International Union office in San Francisco. We arrived in Prague the next day.

We were greeted at the air terminal by Helena Kubinova, of the international section of Czech Roads and General Transportation Workers' Trade Union; Frank Novotny, organizer for that union; and Jarka Pekova, translator. Miss Pekova is the linguist who acted as translator for Astronaut Borman on his recent visit to Czechoslovakia. That is when we also met Frank Kusten, our microbus chauffeur, who stayed with us the entire trip.

Out of all the arriving passengers on the huge Park Hotel, where we were officially welcomed stage for all our future meals.

Cheeses, dill pickles and various types of bread—in a truly brotherly fashion, managed to carry what the 1968 delegation meant when they did not drink. However the other two delegates, all followed by a full course supper—set the grammed for our stay in Czechoslovakia, subject to change, to meet with our approval.

Their generosity with alcohol was only surpassed by their inability to believe that Tony did not drink. However the other two delegates, in a truly brotherly fashion, managed to carry the load in the best traditions of the ILWU.

The array of Prague ham, Ukrainian sausage, cheeses, dill pickles and various types of bread—all followed by a full course supper—set the stage for all our future meals.

After a few formalities (toasts) President Drda explained the functions of the union in Czechoslovakia deeply appreciated the opportunity to visit a nation which has been very much in the news and the subject of a great deal of worldwide discussion and controversy.

As you will see by this report we ILWU delegates were deeply impressed with the people we met, with their hospitality, kindness and cooperation. We had serious difficulties in many cases in communicating because of language problems. We received a great variety of answers to our queries and—because it is a complex country in a complicated situation—we discovered it was impossible to arrive at simple conclusions.

By EDDIE DE MELLO
Local 142, Hawaii

DON GARCIA
Local 502, New Westminster, B.C.

TONY GARCIA
Local 46, Port Hueneme, Calif.

City Glints Like Gold in the Sun

Prague is rich in historical landmarks and rich in culture which has been preserved down through the centuries, including the Prague Castle, Golden Street and the Cathedral of St. Vitus, to mention a few.

Sunday we traveled by minibus about 25 miles to Konopiste Castle, which at one time was the home of Archduke Ferdinand, before his assassination off World War I. Ferdinand was hardly a conservationist. He had 320,000 animal heads in his castle ranging from tiny antelope to buffalo. We were impressed by the fact that the Czechoslovaks preserved these historic sites, because they take a great deal of pride in their history and traditions.

The Transportation Workers' Union—which consists of truckers, bus drivers, road repair men, maritime and air workers—has about 120,000 members, representing 350 organizations or locals. This means that about 97 percent of the transportation industry's work force is organized. Because union membership is voluntary there is a very small percentage that do not join. However, we were told that even they get the same wages, working conditions and all benefits, and are represented by the unions in grievances and bargaining.

The eight classifications of wages vary from the lowest of about a thousand crowns (16 crowns equals $1 US on the exchange) to a high of about 2400 crowns. Longshoremen are among the highest paid. Agricultural workers, who work primarily in cooperative farms, appear to be paid entirely on a quota basis—meaning their returns are based on what they produce.

Longshoremen, we were told, average about 150 percent of their minimum scale—meaning they earn about 2400 crowns. They receive bonuses and premiums in addition to the minimum.
All enterprises, with few exceptions, are government-owned in this socialist country and therefore the unions bargain with and sign contracts with government-appointed managers or syndicate directors. Selection of officers and other union representatives is by a rank-and-file referendum ballot.

Dues are based on one percent of net salary. The employer also pays an equal amount. Sixty percent of this goes to the union for salaries, recreation, for medical services in the union, etc.

We asked about strikes and were told there are no strikes in Czechoslovakia. This was explained to us: The people own the country, the workers, own the enterprises and they would only be striking against themselves. Besides difficulties are resolved through grievance procedures which, we found, are virtually the same as most ILWU grievance procedures.

We were given an example of a kind of union autonomy in which they can win their demands without strikes: In a section of the transportation industry the management wanted the workers to work seven days a week (this was soon after the August, 1968 Russian Invasion). The workers showed up on the seventh day at noon office hours and carried the grievance through and sustained the five-day week.

After our discussion with the central committee of the union (which seems to resemble our International Executive Board) we left on the first leg of our journey which was to take us eventually to the ports of Bratislava and Komarno on the Danube River, and Decin on the Elbe River.

**BRATISLAVA**

Bratislava is some 400 kilometers from Prague (about 250 miles). That evening we were received by Secretary Josef Rucka, secretary of the Slovak Roads and General Transport Workers' Trade Union. We were taken to the Carlton Hotel where a reception for us was held.

Early the next morning we met at the union's headquarters and toured the docks. We met with union workers and the general director of the Czechoslovak Danube Navigation National Enterprise, which is the government-owned company that operates the port.

Czechoslovak ships operate on the Danube from Austria to Hungary all the way to the Black Sea. (Canadian delegate Don Garcia requested that one of the Czech ships had discharged one of the very few places anywhere that they wouldn't permit us to take cameras. The Czechs build these ships for other countries with river trade as well as their own use.)

Even though Czechoslovakia is not on any sea or ocean, the Czechs now have a small merchant fleet, going out of the Black Sea and out of Hamburg. (Canadian delegate Don Garcia recalled that one of the Czech ships had discharged machinery is broken or damaged at a West Coast port. They were told it is taken to the repair shop by any violation on the job as well as breakage.

The man who conducted us through the port was Ivan Marek, who is director of longshoremen. He is a dynamic former guerrilla fighter against the Nazis. He's been the director of longshoremen at that port for some eight years and is expecting to retire soon at the age of 60.

He told us that what he most hopes for is no wars in the future. "It's not right that one worker should kill another." He asked us all to please come back, "on your own when you have a chance."

When Tony told him he didn't drink, Marek asked "What kind of a longshoreman are you if you don't drink?"

The work force is made up into gangs of five or six workers each, including a leader who is responsible and in charge of the gang. There are 300 longshoremen at the port.

There were no ships working the day we were there, probably because of the extreme low water level in the river. The cranes and the work space along what appeared to be kind of a stone levee with rock facing and railroad line tracks, etc., were very much the same as Bratislava.

We got into a discussion about work practices and the director spoke with great enthusiasm about how everybody works together and pulls together in gangs on the job. When we got into discussing what happens when someone doesn't do his job, he told us about some of the rather stringent penalties.

For example, if you are one hour late you lose two hours' pay. If you are absent one day, they take two days from your vacation. We also learned about the fishing time called "fishing." It came about when a local longshoreman asked a delegate what happens when a piece of the work is broken or damaged. The union then negotiated it and the shipowner has to pay for the work. A fisherman's "catch" is only for personal use, never sold.

We noticed that they are usually very good at using their time, and that they can win their demands without strikes.

**KOMARNO**

We next visited the Port of Komarno, which moves about 3,600,000 tons of cargo annually. Most of their cargo is handled by cranes. They have about 11 with lifting capacity of seven, five and four tons; and one five-ton barge crane. The average stay of a vessel is five days.

The workers who don't load ships work at other jobs: such as making prefabricated houses, which we were told will cost seven thousand crowns (equivalent to $4,375 US). The wage of the steady longshore or dock worker is about $750 a month, considered a very good wage for a Czechoslovak worker.

The company conducts its own trade school in shipbuilding and ship machinists for young workers. They have students from the USSR, Bulgaria, Romania and Poland.

In Bratislava we also visited the Sailor's Club, which has sleeping accommodations for about 80 men. The workers have mountain retreats, recreational camps and summer camps for children from the second to eighth grade. Last summer 621 employees took advantage of the recreational camp and 925 traveled around Czechoslovakia in the company's vacation bus. It is free to the employees and paid for by the company. Even trade school students in the company have three-week vacations.

**DECI N**

Our next stop was Decin, on the Elbe River, which flows north and west into both East and West Germany and empties into the North Sea some miles past Hamburg. It is one of the busiest shipping rivers in the world. Again, this port of Decin was plagued by low water level, the result of a drought. Cars are very good and very expensive in Czechoslovakia. We were told in many cases that people often didn't have enough money that they could afford a car. Gasoline is extremely expensive, which necessitates smaller vehicles. On the highways you don't see too many private cars but an enormous volume of trucks. In order for a private individual to purchase a car he has to put in an order two or three years in advance before he can get the car.

Build Biggest River Vessels

In the afternoon we visited the shipyards which build the biggest river vessels in Czechoslovakia and Central Europe—around 2700 tons. The shipyard was one of the very few places anywhere that they wouldn't permit us to take cameras. The Czechs build these ships for other countries with river trade as well as their own use.

Even though Czechoslovakia is not on any sea or ocean, the Czechs now have a small merchant fleet, going out of the Black Sea and out of Hamburg. (Canadian delegate Don Garcia recalled that one of the Czech ships had discharged

Czech-built transformers in Vancouver to be used at a new dam in BC.)

Czech workers have autonomy in which they can win their demands without strikes. In a section of the transportation industry the management wanted the workers to work seven days a week (this was soon after the August, 1968 Russian Invasion). The workers showed up on the seventh day at noon office hours and carried the grievance through and sustained the five-day week.

Aft...
We were in a minibus which was completely new and it was painted in the union's official color. The driver, who was as a union member, noticed a great deal of interest in this car wherever we went, probably because it was brand new and quite a few cars on the road. We saw very old model cars, most of them in very good shape. Our chauffeur Frank Kusten was remarkably good care of this microbus, keeping this car immaculate.

Decin is some kilometers away from Bratislava, approximately 300 miles along the Elbe River. The port's annual tonnage is about 1,400,000. The company has 250 employees and operations in the cities of Prague, Usti, Boletice, Decin, Melnik and Kolin.

The company has its own warehouses in East Germany, Poland and West Germany. Two warehouses handle 90 percent of the material in these cities. The company also conducts its own trade school for about 500 young people. We toured the port and again noticed the serious low water, which slows down the entire shipping industry in the country.

For people living in Boxcarrs and the leaderman in one of the warehouses we visited the docks was a woman! She also did the checking.

**Hard-Working Women**

Actually on many of the docks and shipyards, in addition to the heavy industry, there is as well as in manual labor such as street cleaning, gardening, bricklaying, pick and shovel work you often find women working. We were told that the women working in the shipbuilding yard at Kolin...

The company has two warehouses, which are more like large marahaling yards and distribution centers, which handle 90 percent of the material from this area. Some of the major shipping from Decin consists of the great Czechoslovak glass factories, which is sold throughout Europe and around the world.

Much of the loading is done by very modern gauge railways. We were told that the company was very interested in the modern ways to improve operations at this port.

After we visited the workers on the job, and watched a warehouse operation, we returned to the center of the city where we saw what was called the "Manifestation Parade" on the 32nd anniversary of the Russian October Socialism Revolution.

This was a holiday for all the workers and the schools throughout Czechoslovakia. We saw many enormous red wreaths carried by eight men at a time. We noticed the workers worked a half day and were given the afternoon off. Many of the wreaths were laid on tanks and at a time. It was payday and the workers had a good time.

We met people who we knew were very much concerned about this change and at best we could only get a once-over lightly view of the country. We were told that as far as he was concerned the change in August 1968 set the country back 20 years.

We met a great many people who left no doubt that they deeply resented the method—and we were told to stress that they deeply resented the method of the Russian intrusion into Czechoslovakia by force, which they considered to be a violent invasion.

We met some who said that they would have welcomed the Russians coming in because they felt this country was in very severe economic trouble, but they did not want them to move in the fashion the way that they arrived without some kind of preparation of the people at large.

On the other hand we met some who said if the Russians had waited any longer the country might have gone the way of Hungary, which would have meant civil war, shooting in the street, reprisals, and much worse.

We know that many people could not communicate with us because of language during those periods when we had free time, so that in many instances we simply couldn't really ask a question and get an answer on specific events.

One thing was made very clear to us and that is that the people of Czechoslovakia do not believe in war. Had they had enough of it. Czechoslovakia is a country that for a long time they were very much against it but they never said anything about it.

For example, we met one very nationalistic Czech who said he loves his country deeply. He told us that as far as he was concerned the change in August 1968 set the country back 20 years.

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SAFETY AWARDS—Two northwest ILWU Locals recently won PMA awards for the lowest disabling injury rate among all Locals of comparable size on the Pacific Coast. Receiving the awards from PMA’s accident prevention director C. J. Bourke are, left, Jim Heath, Local 98 president, and right, J. Frye, Local 19 vice-president and safety committee co-chairman.

PORTLAND — Local 50, Astoria, was honored at a safety awards banquet April 8 for the lowest accident station this in comparison among ports on the US Pacific coast.

The president Jerry Biggs accepted a plaque on behalf of the Local 50 membership signifying the Astoria chokers had fesse disabling during 1969 than any local with a membership between 100 and 1,000, in ports of Oregon, Washington, California.

Special awards were also given two other longshoremen, August Koch of Local 4, Vancouver, Wash., and Robert Nixon, a member of Local 8.

Koch is co-chairman of the Vancouver Joint Accident Prevention Committee, and served on the Washington governor’s safety conference committee.

Nixon has designed posters for the Joint Accident Prevention Committee, credited with enhancing the safety record of Oregon area locals.

The Illinois Central and the Illinois Central Union Carbide have had fewer disabling injuries during 1969 than any local with a membership between 1,000 and 10,000.

LOCAL 4 PRESIDENT Ben Balfiiff, Terry Cook, and Gary Arthur of Johnson stevedoring firm, welcoming Cook to “Golden Shoe Club.”

Brent Taylor, chairman of Local 4, was working in a hold on top of stowed cargo recently when one of the steel plates used to accommodate the lift truck spun out from under the truck’s wheels, severing the toe of Terry’s safety shoe. Without the special shoe, he’d have been minus some toes or even a foot.

Isle Hotel Workers Choose ILWU

BONOLULU—ILWU Local 142 won an NLRB-representative election April 3, at the King Kamehameha Hotel In Kailua, Kona, on the big Island Hawaii.

Score: ILWU—43; No union—37; AFL-CIO Local 5—4.

Big Island division director George Martin commented; “The ILWU victory is to be found in many months of hard work by a team of dedicated organizers.”

These included rank-and-fileers Clarence Nosaki, Morris Osu, Richard Kuaida, Nestor Santana, Clara Mae Lindsay, June Kauhane and William Pacatang, who also served as observer in the election. Staff members who played major roles included Dan Johnson, Tommie Traik and Frank Lane.

This kicks off an intensive campaign to bring the benefits of unionism to the other hotels in the Island Holidays hotel chain, which is now a subsidiary of Amfac, Inc. Two other hotels are now under construction.

HANALEI, Kauai—A bargaining session at the Hanalei Plantation Hotel voted more than 25% to 1 for ILWU Local 142, at a NLRB representative election on April 20.

The vote was: ILWU—48; No union—19.

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Next Dispatcher Deadline—April 30

Desert Strike Still 100%

Continued from Page 1

from the community,” Wright said. One store is giving strikers credit, others are knocking 15 percent off prices for the strikers and their families; one gas station is giving free gas to the truck that makes the fire and several men were consumed on the spot.

Pickford added a footnote: “Insecticides are also very dangerous. We had a case where the fumes alone of an insecticide ate through three tarps. You might say this was sort of funny too, because the walking boss — whose name I won’t mention because I’ve known him for 20 years — told the men that the stuff was only a deterrent. “It was a deterrent all right, that stuff could dissolve anything!”

The two safety representatives were asked about those “one-way” shippers’ pallets, many of which have a notch cut in the 2’ x 4’ cross members. Pickford put it succinctly: “Some of those shippers’ pallets are nothing more than a bunch of knots held together by some rotten flims.”

Franz agreed with Pickford saying that “most of the boards are junk and they’re not built for slinging them with a scoop bridge. They’re good for about two or three lifts on a set of forks but not to sling aboard ship.”

He continued, “there was a survey of three years ago at the port of Buffalo, New York, where several men were killed loading calcium hypochlorite in tanks a couple of trips before.”

Fire and several men were consumed on the spot.

Docks, Widows On Pension List

SAN FRANCISCO — Following is the April, 1970, list of dock widows covered under various ILWU-PMA plans.

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HONOLULU — "Organizing is the lifeblood of the union in Hawaii." This was the purpose of workshops where by the end of this week, 159 rank-and-file ILWU leaders will have completed two days of intensive training in organizing techniques on three islands.

The first session was conducted March 19 and 20, for 65 people at the Orchid Isle Hotel in Hilo.

On April 16 and 17, forty-five people from the islands of Maui and Molokai, including a session at the Sonesta Hotel on Kaanapali in Maui. On April 23 and 24, forty people were scheduled to participate in a session on Kauai, at the Kauai Sheraton Hotel.

Rugged Year For BC Union

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eight percent was needed just to stay even.

—Unemployment in March stood at 6.7 percent of the labor force, the highest since 1964, aggravated by the austerity program of the federal government headed by Prime Minister Trudeau.

Labor leaders point out that while ostensibly aimed at combating inflation, the real purpose of Trudeau’s austerity program was to increase unemployment, cut social services and impose wage controls on the workers.

Meanwhile price-fixing and profit-increasing by big corporations is supposed to be future unrestricted by government controls.

—Inflation, legislation is on the increase too. In British Columbia labor is faced with Bill 33, which permits the government to impose compulsory arbitration.

COMPLUSSION

The federal government is now considering the Woods Report which also proposes (for unions like the ILWU that come under federal jurisdiction) such measures as compulsory arbitrations with government interference on internal union affairs.

In a get-tough-with-labor attitude, the government has united in the BC Employers Council. Dominated by the big corporations, its goal is not only to depress wage demands but to force all employers to abide by its decisions under threat of economic penalties.

In line with this policy over 1100 members of five unions have been locked out by Pacific Press since February 15. Pacific Press publishes both Vancouver dailies. The press unions have maintained their unity and are publishing a paper of their own, the Vancouver Express, three times a week with a circulation of 100,000.

In the construction industry, the Construction Labor Relations Association has completed two days of intensive training in organizing techniques on three islands.

The conferences were conducted with assistance from the University of Hawaii Extension Services and of the Export of raw materials, no for an answer.

ROLE-PLAYING — Hotel workers at conference, Madelin Pahana and Rene-May Lum Ho act out roles as non-union worker and organizer during "role-playing" session in which delegates learn what to do "when you get no for an answer." —Photo by Stanley Nuku.

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