ILWU Pensioners Stress 'Senior Power'

ANDERSON, Calif.—"The most effective bunch of lobbyists and agitators on the coast"—the Pacific Coast Pensioners Association—held its annual convention here last week and demonstrated what PCPA President Bill Lawrence called "senior power." The 424 delegates from up and down the Coast (plus one from Oklahoma, who gathered at the Shasta County Fairgrounds, attended to the year by year growth of the PCPA. The first convention in 1968 hosted 220 delegates. Among new clubs represented were the San Francisco, East Bay and Los Angeles warehouse groups, organized since January 1. Many came in campers and stayed for several nights at the Anderson City Park. Also in attendance were wives, family members and friends. ILWU officers, auxiliary members and even a few young people who had brought parents and grandparents down to the convention.

THE KEYNOTE

The convention keynote was set by PCPA president Lawrence: "The pensioners today are having a hell of a time making it, because of inflation and rising living costs. You hear of student power. But if you get 19 percent of the people on pensions in San Francisco together, you could elect a new mayor. If you got the 2,000,000 social security recipients in California together, you could have a new governor."

Amid resounding cheers, Lawrence concluded, "That's senior power!"

The concept of senior power was also projected by James Carbray of the National Council of Senior Citizens. Bringing greetings from his organization, Carbray said it now consists of 2,800,000 members in 2,641 clubs. He emphasized its ties with the National Council of Senior Citizens. He emphasized its ties with the National Council of Senior Citizens—held its annual convention here last week and demonstrated what PCPA President Bill Lawrence called "senior power." The 424 delegates from up and down the Coast (plus one from Oklahoma, who gathered at the Shasta County Fairgrounds, attended to the year by year growth of the PCPA. The first convention in 1968 hosted 220 delegates. Among new clubs represented were the San Francisco, East Bay and Los Angeles warehouse groups, organized since January 1. Many came in campers and stayed for several nights at the Anderson City Park. Also in attendance were wives, family members and friends. ILWU officers, auxiliary members and even a few young people who had brought parents and grandparents down to the convention.

THE KEYNOTE

The convention keynote was set by PCPA president Lawrence: "The pensioners today are having a hell of a time making it, because of inflation and rising living costs. You hear of student power. But if you get 19 percent of the people on pensions in San Francisco together, you could elect a new mayor. If you got the 2,000,000 social security recipients in California together, you could have a new governor."

Amid resounding cheers, Lawrence concluded, "That's senior power!"

The concept of senior power was also projected by James Carbray of the National Council of Senior Citizens. Bringing greetings from his organization, Carbray said it now consists of 2,800,000 members in 2,641 clubs. He emphasized its ties with the National Council of Senior Citizens—held its annual convention here last week and demonstrated what PCPA President Bill Lawrence called "senior power." The 424 delegates from up and down the Coast (plus one from Oklahoma, who gathered at the Shasta County Fairgrounds, attended to the year by year growth of the PCPA. The first convention in 1968 hosted 220 delegates. Among new clubs represented were the San Francisco, East Bay and Los Angeles warehouse groups, organized since January 1. Many came in campers and stayed for several nights at the Anderson City Park. Also in attendance were wives, family members and friends. ILWU officers, auxiliary members and even a few young people who had brought parents and grandparents down to the convention.

THE KEYNOTE

The convention keynote was set by PCPA president Lawrence: "The pensioners today are having a hell of a time making it, because of inflation and rising living costs. You hear of student power. But if you get 19 percent of the people on pensions in San Francisco together, you could elect a new mayor. If you got the 2,000,000 social security recipients in California together, you could have a new governor."

Amid resounding cheers, Lawrence concluded, "That's senior power!"

The concept of senior power was also projected by James Carbray of the National Council of Senior Citizens. Bringing greetings from his organization, Carbray said it now consists of 2,800,000 members in 2,641 clubs. He emphasized its ties with the National Council of Senior Citizens.
ILWU president Harry Bridges broad-
solution in an address September
ly outlined some approaches to a
Transportation Association.

enough longshore work opportunity
21 to a labor-management rela-
so that our longshoremen may make
them the ILWU means muscle.”

a decent living is our No. 1 problem.”

Ruth Dallaire, “especially from Local
12. Employers respect us because of
our union contract specifically for-
bids management from giving the
women cold shrimp which take
longer to clean.

Since the women work on a piece
rate basis the condition and size of
the shrimp is especially important.

Local 42 contracts expire in May
and August, 1971.

“We've gotten tremendous support
from the ILWU,” said store owner
Ruth Dallaire, “especially from Local
12. Employers respect us because of
our association with the ILWU. To
them the ILWU means muscle.”

Work Opportunity Is Number One Problem, Says Bridges

SAN FRANCISCO—“The lack of
enough longshore work opportunity
so that our longshoremen may make
decent living is our No. 1 problem.”

Focusing on some basic issues, ILWU president Harry Bridges broad-
ly outlined some approaches to a
solution in an address addressed
to 21 to a labor-management rela-
tions forum of the National Defense
Transportation Association.

Bridges attributed the decline in
work to three factors:

- The unexpectedly rapid growth
of containerization. “Frankly speak-
ing, the ILWU was caught off-
guard,” he said, “as were many ship-
ning companies.”

- A drop in tonnage reflecting a
general economic slowdown in the
United States.

- An end to the liberalized free
trade programs initiated by the two
most recent Democratic administra-
tions, a renewed tendency toward
protectionism ... and a slight slack-
ning in the Japanese log market.”

As a result, from a level of almost
26 million longshore man hours on
the Pacific Coast in 1966, there were
small declines in 1967 and 1968, a
steep drop of 1.2 million man hours
in 1969, and the prospect of a further
drop in the near future.

In 1969, he said, containerized car-
goes exceeded 6 million tons, ac-
counting for roughly one-fourth of
all general cargo handled by PMA
member companies on the West
Coast. The outlook is for continued
expansion of the share of cargo
going into containers.

“Contractwise,” Bridges said, “the
union has two basic approaches to
protecting the workforce in the Pa-
cific Coast longshore industry.

“We can insist that all workers, in
call categories, now in the industry be
kept in the industry without any
layoffs, and with work or pay guar-
antee of at least 40 hours per week.

“Second, we can, and very likely
will, insist on bigger pensions, early
retirements, and more pension,
provided that those who
leave, remain to be worked out as
union policy.”

Related to all this, he added, is the
issue of longshore jurisdiction.

“The lack of such agreements is the
basis for the ILWU to insist on
an equitable standard of living for our
members, and to see to it that the work
done on the waterfront is done both
safely and efficiently, with a minimum of
the backbreaking labor we have
experienced in the past.”

Visit to ILWU Seafood Processors

CHARLESTON, Ore.—The photos
on this page show some members of
Seafood Processors Local 42 in the
two ILWU fish packing plants on the
Southwest Oregon coast.

At the peak of the summer shrimp
season approximately 200 workers—
90 percent of them women—work as
shrimp pickers, shelling, cleaning,
cooking, freezing and canning
shrimp brought in from the Pacific.

Aside from working shrimp Local
42 members fillet fish, crack crabs,
and clean bottom fish for freezing
and shipping. The day The Dis-
patcher visited one plant, the com-
pany had just installed a new shrimp
picking machine which can be used
for low and medium quality shrimp.
So, as it is for all ILWU members,
mechanization is a problem here.

“Our conditions are much better
here than they are in the nonunion
plants on the Coast,” said Local 42
president Carolyn Slyter. “Nonunion
plants have to pick pinheads—that
weigh very much—we don’t. They
don’t make what we make because
So, as it is for all ILWU members,
mechanization is a problem here.

“Our conditions are much better
here than they are in the nonunion
plants on the Coast,” said Local 42
president Carolyn Slyter. “Nonunion
plants have to pick pinheads—that
weigh very much—we don’t. They
don’t make what we make because

Our conditions are much better
here than they are in the nonunion
plants on the Coast,” said Local 42
president Carolyn Slyter. “Nonunion
plants have to pick pinheads—that
weigh very much—we don’t. They
don’t make what we make because
Local 11 Blasts Destruction of Fruit Crop

SAN JOSE—The Local 11 executive board has branded the destruction of 57,000 tons of apricots this year for lack of a market—as "criminal." The dried fruit local also attacked a recent decision "to let thousands of tons of unpicked apricots rot under the trees."

In a letter, addressed to Senator Alan Cranston and area congressmen the board said: "These apricots and apricots, fresh, canned or dried, are nourishing foods; for millions of people who are undernourished or hungry—not only in far-away foreign lands but right here in California."

"Because of this, thousands of California cannery and packinghouse workers have been laid off for the first time in six months in the San Joaquin Valley."

"Local 11 board asked: "What did you do as our representatives in Congress do to halt the destruction of this fruit? Do you agree that destruction of food is a criminal act; or is it normal, necessary or proper? Are you in favor of unlimited government purchase of these products as long as people are in need? What do you propose as a long range remedy?"

Local 26 Contracts Set

New contracts have been negotiated and ratified by members of Local 26, represented by ILWU Local 20.

"Criminal"—The dried fruit local also attacked a recent decision "to let thousands of tons of unpicked apricots rot under the trees.

"We the undersigned officials of Local 10, backed by the unanimous feelings of the rank-and-file members of Local 10, do hereby strongly urge California Stevedore and Ballast Co. to make peace and harmony to all parties involved."
Since the military took over Brazil in 1964, the country has been torn between the generals and revolutionary groups— with working people somewhere in the middle.

Our main objective was to meet the working-men and their representatives; to discuss their living and working conditions; to acquaint them with the ILWU and to offer our friendship as workingmen with common interests and common goals. But because of political tensions this was often difficult.

When we arrived in Rio de Janeiro early in the morning, it was warm and sunny. We took a taxi to our hotel in the Flamingo district. At 8 a.m. the downtown streets were heaving with people. Paddlers with carts dodged in and out of the traffic. Many large buildings towered over the streets and people clustered in coffee houses drinking the thick, syrupy coffee which Brazilians love so well. Already the temperature was in the 80’s.

After a meeting with a US labor attache, we met with officers of the 35,000-man Federacai dos Estivadores (the Brazilian longshore union). They represent the equivalent of 65 locals along the coast.

We had a long talk with the union president, who told us of the difficulties of his job, especially since the 1964 take-over. Although union officials are elected by their members, they must have permission to hold office from the Minister of Labor.

In fact, we found out from other sources that the government has a tremendous amount of control over union affairs.

No Strikes Allowed

For example, even though labor and management may agree on a contract, it can’t become effective until the ministry of labor approves. The government often cancels labor contracts with wage hikes it considers “excessive.” Strikers are unheard of, and the government considers them subversive. This takes the punch out of any union.

Also, if a union member is suspected of being “subversive” the government can forbid him from running for union office for ten years. The president said that the union’s hands were tied with the question of collective bargaining and strikes.

Our next stop was the port of Rio. The sheds and piers which make up the main port area stretch for six miles. Three hundred dock cranes are located along the docks and are mounted on rails for mobility. Since the warehouse platform is about 40 feet from the ship— separated by railroad tracks—the ship’s gear is not used. Rail cars with wooden sides are used for direct loading or discharging of heavy lifts.

Most of the cargo being discharged this day consisted of bundles of aluminum, rolls of paper and sacks of peas. The peas were discharged in rope slings, about 20 to a lift, and were then hoisted up on the platform prior to being transferred into the warehouse by a forklift driver.

Checkers are employed to tally the loads. One checks for the steamship company and one for the government or port which is operated by the government.

The men on the docks were reluctant to speak at first, possibly because government and secret police are always present and partly because we were Americans.

Finally a few began opening up. They told us their wages were too low and that living conditions were generally poor. Prices were high and they had a hard time making enough to feed and clothe their families. Public housing was too far from their work area, and too expensive.

The same day we also met with Rio warehouse unionists. The National Federation of Warehousemen provides vocational training for its members, assembly halls for meetings and keeps health and welfare records.

In a conversation with the president of the federation, we were told that in 1964, many unions were placed under “intervention” by the government. This meant that a government administrator would take over control of a particular union until “undesirables” were purged from the rank-and-file.

We had the general impression that labor is paralyzed by the threat of such interference and can do very little about some of the obvious problems, like housing, wages, conditions, etc. Many officials see automation down the road, but can do nothing for their members because of the military government.

After examining training rooms and office facilities and meeting various officers of the union, we were driven to a local union office where we met local officials and were shown medical and dental facilities available to members.

A doctor was on hand for general examinations. Anyone with a serious illness or injury was referred to the government hospital.

The hiring hall also is located on the premises. The director of the federation showed us the new union-sponsored St. Benedict’s Maternity Hospital. Because of the crowded conditions in the government hospitals, many women would not receive adequate care without this union facility. We were impressed with the cleanliness and sophistication of the facilities. This was a big project undertaken by the union and every one involved, including the doctors and nurses, beamed with pride.

Sao Paulo

After leaving Rio de Janeiro, we flew to the most industrialized center in South America— Sao Paulo.

On our first morning in Sao Paulo we decided to casually drop in on a union office to avoid the formal approach and try to get a more candid look at the union and its members. So we walked into the offices of the Chemical and Pharmaceutical Workers.

The officers were very friendly and anxious to show the delegates how their union functioned and the gains they were making in membership.

The president of the union explained about the problems in recruiting members because any wage increase they could bring about went to all workers whether they were members or not. However they still had medical facilities and new projects included an apartment and shopping center complex near Santos for members.

Driving through town we noticed the contrast between Sao Paulo and Rio de Janeiro. With its beaches and scenic views is the playground of Brazil. Sao Paulo, with its big buildings, high-rise and industrial areas, is the workshop.

The people in Rio, by their clothes and housing, either seem well to do or poverty-stricken. But Sao Paulo appeared more middle class. Workers live in the suburbs and have cars.

On a trip to a union picnic, far outside the city, we noticed some public housing— small shantytowns like this one (below) in Rio de Janeiro.
houses side by side, row after row. These cost about $4,000 US dollars and a worker has 30 years to pay for a home. The chief disadvantage of public housing is the distance from town. You have to have a car or use public transportation to get to work.

On Sunday, labor takes a day off in Sao Paulo, so we decided to make the short trip by bus to the busy port of Santos, the largest and most active port in all South America.

Just before we descended into the city we saw many shanties near the railroad track. Here the system doesn't exist; laborers, who pick up extra work on the waterfront, live. However, Santos itself reflects great growth with new buildings in every area and modern luxury apartments and a hotel along the beach.

Monday morning we visited the clerks' local. The building and office spaces were very modern and clean; in fact, better than many on our West Coast.

The clerks do much the same work as ILWU clerks, checking and spotting cargo. They are allowed to go to the waterfront where their membership is kept down in order to make a fair living.

In the afternoon we dropped in on the port captain and asked about the port. He was enthusiastic about the port and the projected new facilities and clean; in fact, better than many on our West Coast.

The port captain arranged for a tour of the Santos port area.

The port captain was an ex-navy man. He seemed very enthusiastic about the port.

As we entered a union building we were greeted by hostile and suspicious longshoremen. After telling them who we were, the men became more talkative and interested.

As we entered a union building we were greeted by hostile and suspicious longshoremen. After telling them who we were, the men became more talkative and interested.

The next day, Sunday, there was no work, so we flew to Lima, Peru, the land of the Incas.

In the morning we traveled to the nearby port of Callao and talked with the port captain. When we asked for an address of unions he remarked that as far as the maritime industry was concerned they didn't exist!

The port administrators didn't encourage our going down to the dock area but we went anyway. Near the dock the buildings were very simple - most stations reflected poverty and hardship.

As we entered a union building we were greeted by hostile and suspicious longshoremen. After telling them who we were, the men became more talkative and interested.

They told us that they haven't been able to strike for five years and the last time they did, the shipping companies took their casks. Their last union president had been run out of office recently for making an agreement with the employers which would lessen the loss of overtime pay.

They have 1,000 longshoremen who work by a revolving numbers system. They work an eight-hour day on a tonnage basis. One worker stated they work like "slaves."

They are assigned their jobs as their number comes up from a blackboard at the hall which lists the ships, the pliers and the gang compositions.

The meeting started as usual. We were told about the good working conditions and attitudes which existed between the employer and the union. Although the navy ministry watched over the port work, we were told they didn't harass the workers.

An assistant, who was supposed to be familiar with the waterfront, briefed us on present conditions. When he had finished telling us about the housing plans, etc., we asked him why the workers had lost their overtime pay. He said that they had not and we asked him where he received his information. He received most of his news and information about working conditions from the Ministry of Navy.

We asked that we had obtained our information from the workers who had firsthand knowledge whether or not they were getting overtime pay by looking at their paychecks. The labor attaché said he would look into it though there was little he could do.

In Peru we also got a report on sugar. We couldn't do this in Brazil because of unsettled conditions in the agricultural area.

In the northern regions of Peru thousands of acres of sugar cane provide work for tens of thousands of supposedly unionized plantation workers. Their problem has been to try to negotiate with the owners of the internal empires — the sugar haciendas. About two percent of the population of Peru controls 90 percent of the land.

The workers have fought long and hard for agrarian reforms for years but have constantly been turned away by administrators appointed by and representing W. R. Grace & Co.

The workers live in small brick houses built by American companies, rent free. However, they also had to buy uniforms and pay tuition. Recently the government appointed administrators to oversee the huge sugar plantations. Up to now the social and political control of these lands has been controlled by the families who own the plantations. Now although there will be no wholesale distribution of land there is a future plan to form cooperatives to maintain the country's sugar exports.

On our quick trip through these three Latin American countries, we enjoyed the hospitality of many unionists and officials, too numerous to mention, and our debt to them is great. We also thank our brothers in the ILWU who chose us for this mission. We hope this report will be useful to them.

Where Unions Don't Exist

The next day, Sunday, there was no work, so we flew to Lima, Peru, the land of the Incas.

In the morning we traveled to the nearby port of Callao and talked with the port captain. When we asked for an address of unions he remarked that as far as the maritime industry was concerned they didn't exist!

The port administrators didn't encourage our going down to the dock area but we went any way. Near the dock the buildings were very simple - most stations reflected poverty and hardship.

As we entered a union building we were greeted by hostile and suspicious longshoremen. After telling them who we were, the men became more talkative and interested.

They told us that they haven't been able to strike for five years and the last time they did, the shipping companies took their casks. Their last union president had been run out of office recently for making an agreement with the employers which would lessen the loss of overtime pay.

They have 1,000 longshoremen who work by a revolving numbers system. They work an eight-hour day on a tonnage basis. One worker stated they work like "slaves."

They are assigned their jobs as their number comes up from a blackboard at the hall which lists the ships, the pliers and the gang compositions.

The next day we visited the US labor attaché.

The meeting started as usual. We were told about the good working conditions and attitudes which existed between the employer and the union. Although the navy ministry watched over the port work, we were told they didn't harass the workers.

An assistant, who was supposed to be familiar with the waterfront, briefed us on present conditions. When he had finished telling us about the housing plans, etc., we asked him why the workers had lost their overtime pay. He said that they had not and we asked him where he received his information. He received most of his news and information about working conditions from the Ministry of Navy.

We asked that we had obtained our information from the workers who had firsthand knowledge whether or not they were getting overtime pay by looking at their paychecks. The labor attaché said he would look into it though there was little he could do.

In Peru we also got a report on sugar. We couldn't do this in Brazil because of unsettled conditions in the agricultural area.

In the northern regions of Peru thousands of acres of sugar cane provide work for tens of thousands of supposedly unionized plantation workers. Their problem has been to try to negotiate with the owners of the internal empires — the sugar haciendas. About two percent of the population of Peru controls 90 percent of the land.

The workers have fought long and hard for agrarian reforms for years but have constantly been turned away by administrators appointed by and representing W. R. Grace & Co.

The workers live in small brick houses built by American companies, rent free. However, they also had to buy uniforms and pay tuition. Recently the government appointed administrators to oversee the huge sugar plantations. Up to now the social and political control of these lands has been controlled by the families who own the plantations. Now although there will be no wholesale distribution of land there is a future plan to form cooperatives to maintain the country's sugar exports.

On our quick trip through these three Latin American countries, we enjoyed the hospitality of many unionists and officials, too numerous to mention, and our debt to them is great. We also thank our brothers in the ILWU who chose us for this mission. We hope this report will be useful to them.

Paid by Tonnage

The gangs are paid by tonnage loaded or discharged so the men have to work fast to make better money.

Another ship was discharging coke. Four men were down in the hold shoveling the coke toward the square. The coke was being discharged into railroad cars bound for the indus, textiles center of Sao Paulo.

Another ship was discharging crates of general cargo. Cotton discharged from another ship was loaded into a railroad car for a textile mill in Sao Paulo.

The next day union members took us for a tour of their school and hospital. The need for school and hospital facilities is critical because only the well-to-do children to receive an education they might or-
Safety Bill Stalled

Suppressed Report Shows 25 Million Injuries Per Year

WASHINGTON, DC—A suppressed Labor Department report showing occupational injuries to be over ten times higher than previously estimated has recently come to light—while backers of a tough job safety bill stated to hit the House floor September 29 expect major Nixon administration efforts to weaken it.

Previous official figures had shown 14,000 job-connected deaths per year and over two million injuries. But enough, and cause for action— but according to a study commissioned by the Bureau of Labor Standards over a year ago, it seems that many serious but “non-disabling injuries” are not included in these figures.

If all major injuries were included in the statistics, says the report, the total would be over 25 million occupational injuries each year.

LOG EXPORTS

Senator Mark Hatfield (R-Ore) is working on comprehensive timber indemnity legislation. He is considering replacing the Morse Amendment restrictions on log exports with a general authority by the secretaries of agriculture and interior to limit exports based on domestic need each year.

In a recent letter to Hatfield, Northwest log port ILWU leaders asked retention of the Morse Act principle which sets a quantitative ceiling on log exports rather than giving blanket authority to limit exports to the secretary of agriculture and the secretary of the interior, as Hatfield has suggested.

Grape Boycott Over

SAN FRANCISCO— The AFL-CIO has called off its boycott of California table grapes in the wake of successful contract negotiations with growers by the United Farm Workers Organizing Committee.

The end of the boycott was announced at a recent convention of the California Labor Federation by AFL-CIO president George Meany.

Meany said: “The boycott was a success because of the support of the national unions, the support of the state AFL-CIO Federation, the support of central labor councils all over the country, local unions, and public officials at the state and local levels and support from enlightened religious and private groups through out the country.”

The boycott was initiated in 1968. It was credited with bringing the five-year strike of California farm workers to a successful conclusion.

Local 8 Caucus Delegates

PORTLAND—In a special election last month, the following Local 8 members were elected caucus delegates: Fred Huntzinger, Everett H. Ede, Don R. Ronne, John Olson, Dick Wise, Wes T. Johnson, Thomas Daughtery, Albert E. Owen, Andy Wilson and Phil Badalamenti.

Local 13, Wilmington

WILMINGTON—In elections held recently Rudy Rubio was re-elected secretary-treasurer of Local 13 and Raoul Olvera was elected welfare officer on the first ballot.

Inflation Cuts Real Wages

Auto Workers Strike GM Demanding Big Wage Boost

DETROIT—Nearly 350,000 auto workers at General Motors at its United States and Canada plants downed their tools at midnight September 14 for the first time. It promises to be — given General Motors’ attitude — a long strike.

General Motors and the auto workers are far apart on basic issues.

The company has offered 38 cents an hour for the first year, though it would take a minimum raise of 50 cents an hour for auto workers just to hold what they have lost due to inflation.

In addition, the union says that the plan is less than equitable among different plants. General Motors is insisting on many important contract ‘takeaways’—many demands by management which would seriously weaken benefits and protections that UAW-GM contracts have provided for members for many years,” he continued.

Local 26 Asks Investigation of Police Attack

LOS ANGELES—Only a few hours after the start of a huge Chicano march against the war in Vietnam, a leading Mexican-American journalist was dead, a young marcher was fatally injured, at least 250 people were arrested, and thousands were either tear-gassed or beaten.

TV commentator Ruben Salazar was fatally shot by police late last month, when 30,000 Chicanos, participating in an orderly protest against the war in Vietnam, were attacked by Los Angeles police and sheriff’s deputies.

Local 26 BLAMES POLICE

Local 26 president Joe Ibarra has demanded a full investigation into “the circumstances surrounding the overreaction of the sheriff’s department,” and blamed law enforcement officials for the destruction of property and lives.

“These tragic events can only serve to convince the Chicano populace and blacks and throughout the Southwest that we must fight . . . to insure our civil rights,” Ibarra said.

“A violent response to the illegal and senseless repression of our people is our only solution. We must fight back against the entire system of discrimination; we must always be on the alert against the double standards of law enforcement agencies whom we, as convinced react differently in Beverly Hills, as opposed to their reactions in the Mexican-American and black ghettos of Southern California,” he added.

Ibarra in his wire to the Justice Department asking for an immediate investigation.

Kenny Ford, 1934 Veteran Dies in Portland

PORTLAND — Kenneth (Kenny) Ford, 64, former manager of the ILWU soup kitchen during the 1948 maritime strike, died September 19.

Born November 15, 1906, in Seattle, Ford came to the Portland waterfront in 1954. Represented Local 8 as a caucus and convention delegate, served many terms on the local’s executive board and was active on defense committees for Interna
tional president Harry Bridges and John L. Lewis.

He retired December 1, 1969.
Pensioners Convention Demonstrates Growth

Continued from Page 1

alternate medical plan, and an end to the war in Vietnam.

The convention also resolved to issue the forthcoming longshore caucus that the PCPA is ready to help in any way necessary to ensure the success of the pending dock negotiations.

PRESEVING MEMORIES

At the suggestion of secretary-treasurer Louis Goldblatt, the PCPA also voted to start a project of putting on tape the old-timers' accounts of union history. Goldblatt warned that if too many years went by, these records and memories would be lost to the future.

The delegates also voted to support the bill sponsored by Senator Edward Kennedy of Massachusetts and four others for a national health program and to work with the locals, the auxiliaries and legislative representatives on this program.

The incumbent officers, President Lawrence, vice-president Mike Sickinger, and secretary Germain Bulcke, were re-elected unanimously. After area caucuses the following board members were also elected: Columbia River-Joe Werner; Southwest Oregon small ports—Garal Johnson; Lower Columbia River ports—James A., Washington small ports—Lee Barker; Seattle—Rocco Craycraft; Southern California—Roy Brown; San Francisco Bay Area—Ernie Woods; Warehousemen—Jim Nelson; Northern California small ports—Jim Shuffler.

Many ILWU officials came to speak to the pensioners. They had one basic message: "You guys built this union. We welcome your contributions and we need your support. There is no generation gap in the ILWU."

Goldblatt opened with: "If there was the group that built and built well it's the group that's here today. You provided the underpinning for our organization, and its independence, honesty, democracy and courage has made the ILWU different from all other unions. You old-timers decided that there was nothing wrong with a rebel union, a union that went beyond narrow craft consciousness."

WHERE POWER LIES

Goldblatt spent some time talking about the relationship of the ILWU and other unions, which he described as "better than ever. After all it's the group that's here today. You provided the underpinning for our organization, and its independence, honesty, democracy and courage has made the ILWU different from all other unions. You old-timers decided that there was nothing wrong with a rebel union, a union that went beyond narrow craft consciousness."

Talking of the coming longshore negotiations, Goldblatt said, "We don't have to look for any source of strength elsewhere. Our strength is right here to get us through any kind of crisis." He received a standing ovation.

Reporting on growth of the PCPA, Secretary Bulcke said it now had 3,180 members on the Coast, and for the first time embraced organized warehouse pensioners.

The pensioners were thanked by the PCPA president Lawrence and secretary Germain Bulcke, the PCPA treasurer Louis Goldblatt, the PCPA secretary-treasurer Louis Goldblatt, and the PCPA recorder Jim Shuffler. They had one basic message: "You guys built this union. We welcome your contributions and we need your support. There is no generation gap in the ILWU."

Fitz St. John Dies; Pioneer In BC Labor

VANCOUVER, B.C. — The death last month of William Fitz St. John of North Vancouver, B.C., at the age of 85 severed one of the last living links with the very early struggles of B.C. longshoremen for unionism and decent conditions.

Born of a wealthy family of black plantation owners in the West Indies, he early rebelled against the privileged life and went to sea. In 1907 he came to Victoria where he got odd jobs on the docks. Next year saw him at Chemainus where he hauled lumber by horse and wagon around the saw mill and supervised the loading of sailing ships with lumber.

FIRING FOR UNIONISM

His next place of work was Vancouver where he supervised loading for Empire Stevedoring. For encouraging the 500 men working under him at that time to take action against the prevailing 16 hour day, he was fired as superintendent and barred from the waterfront for three months.

Returning to the waterfront as a longshoreman, he became very active in the newly formed International Longshoremen's Association which established a local in Vancouver in 1912 or 1913.

Fitz was actively involved in the 1923 strike on the Vancouver waterfront. The strike was lost and the ILA local smashed. Its place was taken by three different groups - 8 gangs from the old ILA local, 6 gangs of independent lumber handlers, and around 20 gangs of men who went to work during the strike. In 1935 when the three groups tried to amalgamate and form one union on the docks, the employers forced a strike, again smashing it. Fitz actively participated in this strike too.

JOIN ILWU

In 1942 the three existing groups on the docks in Vancouver—the Vancouver Waterfront Workers, The North Vancouver Lumber Handlers and a segment of the old ILA voted to join the ILWU. Fitz actively supported the ILWU, remaining a member until his retirement in 1953.

"I came to know him in 1922 or 1923," said Sam Engler, retired Vancouver longshoreman and former president of the ILWU Pensioners Club. "Fitz was dedicated to helping his fellow man. He was highly respected and you could always depend on him when you needed a picket line. He was outspoken in a quiet way, never aggressive. "Fitz always stood firm by his principles which included unionization and doing unto others as you would have them do to you."

Old friends Frank Engler of Local 500 and PCPA president Lawrence reminisce.

Tom Shaffner
**Strongbacks**

**Driver Hurt by Unsecured Hatch Beam**

SAN FRANCISCO — A lift truck driver here, operating his truck in the lower hold of a vessel, recently raised a pallet of cargo to such height that it made contact with 'tween-deck hatch beam immediately adjacent to the area being worked.

The contact caused the unsecured beam to come out of its socket and fall, breaking it loose from its machine to avoid being struck by the falling beam, but, in his haste he fell and injured himself.

Looking back, the accident was caused by failure to lock, lash or otherwise secure the beam and raising the load on the forklift to such a height that it made contact with the hatch beam.

According to the Pacific Coast Maritime Safety Code, (Rule 183): “No cargo shall be worked through a section of the hatch unless the strongbacks or pontoon of the adjacent section is bolted, locked or secured by other means.”

Also according to federal regulations “any beam or pontoon left in place after satisfactory inspection through which cargo, dunnage, equipment, or any other material is being worked, shall be lashed, locked, or otherwise secured so that it cannot be displaced by accident.”

—From Local 10 Steward’s Bulletin

**Workshop Covers Pork Chops, Politics**

**Team Conference:**

**Hails Northern Port Warehouse Agreement**

MONTREAL, CAN.—The pattern-setting warehouse agreement won this summer through the joint efforts of Northern California ILWU and Teamster locals was enthusiastically applauded at the conference of national port warehouse councils last month.

The ILWU was represented at the conference by International secretary-treasurer Louis Goldblatt, Local 6 president Curtis McClain, Local 17 president Frank Thompson and Local 26 president Joe Barrara.

**FREEDOM FOR HOFFA**

The ILWU delegates also told the assembled Teamsters of the ILWU’s commitment to work for the freedom of imprisoned Teamster president James R. Hoffa, and promised cooperation with similar attempts by the Teamsters.

The warehouse conference passed a resolution calling for the establishment of regional committees throughout the country under the banner of the Hoffa case before the public.

In an address to the conference, Goldblatt told the delegates: “I move that the Executive Committee issue statements to the effect that collective bargaining is not in the public interest.

When an employer tells you that collective bargaining is not in the public interest, I ask him to explain to you who is really seeking to wipe you out, or moving for the establishment of compulsory arbitration of labor courts.”

**NOTE OF CONFIDENCE**

The Teamsters joined in calling for public hearings and said:

“Further discussion of the effect of these proposed regulations is needed. They may impair contracts between employers and labor unions. They may impair the rights of hundreds of thousands of workers and their families. The government should consider the lives of its citizens without at least holding public hearings on the matter. Even if the government does not require it, conscience demands that the government protect the rights of its citizen-workers with at least as much zeal as it now proposes to give in the handling of imported merchandise under customs jurisdiction.

Workers would be fingerprinted and there would be no way to divulge physical characteristics, military record, all employment within the last ten years and a host of other things. They would be issued identification cards to be presented on demand to the employers, the employer convited of a felony or misdeemeanor.

The proposed regulations would produce the desired effect.”

The Teamsters joined in calling for public hearings and said:

“Further discussion of the effect of these proposed regulations is needed. They may impair contracts between employers and labor unions.

They may impair the rights of hundreds of thousands of workers and their families. The government should consider the lives of its citizens without at least holding public hearings on the matter.

Even if the government does not require it, conscience demands that the government protect the rights of its citizen-workers with at least as much zeal as it now proposes to give in the handling of imported merchandise under customs jurisdiction.

Workers would be fingerprinted and there would be no way to divulge physical characteristics, military record, all employment within the last ten years and a host of other things.