SAN FRANCISCO—The West Coast waterfront strike, now in its third week, is 100 percent effective. From border to border all ports are down and the morale of longshoremen and clerks on the bricks is up.

In his “On the Beam” column in this issue of The Dispatcher President Bridges concludes by saying:

“I know we have some plenty tough demands, but I am also sure we have a winner!”

All coast longshore and clerk locals have received a letter from Bridges, chairman of the coast negotiating committee, bringing the membership up to date on the final offers of the PMA and detailing strike strategy.

This includes two employer offers: a one-year settlement offer, or the British Columbia three-year proposal. Both were rejected by the ILWU negotiators as insufficient.

(The full text of the letter on these offers and on strike strategy is on page 3. An outline of the BC agreement is on page 7.)

The coast strategy committee, in response to a request from the US government, has agreed to load almost 29,000 tons of grain to feed starving Pakistani refugees. (See page 8.)

WELFARE

In answer to many questions concerning welfare and pensions, the coast strike strategy committee guarantees that welfare benefits and pension payments will continue.

PMA has refused to release the money now in the welfare fund. It is the union’s position that this money is the property of the striking “A” and “B” men. The issue has been taken to the coast arbitrator.

However he rules, the union will guarantee that Kaiser or the insured plans will be paid and welfare will continue during the strike. (These points are explained in detail on pages 2 and 3.)

MORALE HIGH

The high level of morale reported by all locals can best be judged by the way all hands went swinging into action the moment the strike began. Strike bulletins started flying out like autumn leaves and in short time there was complete mobilization.

Naturally there was some confusion at first. As most bulletins point out—this is the first coastwise strike in 23 years, and a majority of the men had never been in a strike of this kind before.

It was well stated by Local 19’s second bulletin, written in Jerry Tyler’s inimitable style:

“CONFUSION? CHAOS? Of course! Remember the first time you kissed a girl? It was a gigantic job getting our strike machinery rolling. Our Strike Committee and their helpers were like cats on a tin roof and came through in fine style under the circumstances. Our membership, in the main, showed much good humor and patience. There are still some problems unsolved. But most of the bugs have been erased. It takes time. Don’t start a bunch of stupid rumors. Just complicates things. And if you think you are being abused pulling a six-hour picket shift, how about your Strike Committee? Day and night every day of the week, man! (and no pay!).

All locals or areas have set up their own varieties of strike organization. In most cases the men are formed into picket line groups who are dispatched to specific piers or gates. There are also roving pickets in cars—and even boats in some ports—who keep a watch on the over-all scene.

There are committees to handle every conceivable problem: publicity—to keep members informed; “bumping” committees to get food and clothing where needed; hardship committees—to deal with getting food stamps or other relief.

UNITY

The universal tone of all the bulletins is—Unity! The spirit is high. Publicity Committees keep emphasizing that the strike may be a long one—and report that the men are digging in and prepared.
GOING ON STRIKE brings many problems and troubles—but we have a winner. Even though our strike is only two weeks old, we have our share of troubles. A matter of great importance to our striking membership in the longshore division is the medical and welfare benefits.

Many of our members took for granted medical benefits would be paid while the strike was on. The ILWU-PMA Welfare Agreement and the ILWU-PMA Welfare Fund Agreement are part of the Pacific Coast Longshore Agreement. During the contract negotiations, at Joint Coast Labor Relations Committee meetings, the union moved to have all monies currently in the fund used to pay Kaiser and the various insured plans until the funds run out, even if we went on strike.

The PMA has taken the position that these funds end with the expiration of the contract. The union trustees of the fund, Vice President Chester and Coast Committee Members Forrester and Ward, have convened a special meeting of the fund trustees and demanded that payments cease. The AG thereby has been reached both on the trustee level and the labor relations committee level and the issue will go to arbitration before the Coast Arbitrator.

The fund has a balance as of May 31, 1971, of $2,798,067.59—roughly between two or three months' benefit payments. Our position is that this money is the property of the striking "A" and "B" men of the longshore division. Our membership is entitled to welfare benefits based upon hours earned for the year ending December 31, 1970.

The issue that will go to arbitration is, "Does the agreement require the payment of money to workers on strike?" We think it does. In this respect our welfare agreement is unique, in that provision for arbitration continues on after the termination of the agreement and the Coast Arbitrator can continue to rule on matters submitted to him by the parties even though the agreement has terminated.

If we win this arbitration, which will be decided in a few days, then the money remaining in the fund will be used to continue payment of medical and welfare benefits.

Should we lose the arbitration, the International Union acting on behalf of the longshore division will make arrangements to guarantee to Kaiser and the various insurance companies involved in the plans that payment will be made following the strike, and welfare benefits will continue.

In that case, after the strike settlement every member of the longshore division will contribute an agreed upon amount per hour out of the wage increase to defray the welfare costs. This money will be handled by payroll deduction if we get the cooperation of the PMA; if not, we will handle it ourselves through the local unions of the longshore division.

A NOTHER IMPORTANT problem for our strike is the problem of diverted ships. Our real economic power rests with our strength to keep vessels from loading or discharging in Pacific Coast ports of the United States. There is enough power in that strength to prevent the movement of vessels, except military, to win the strike. The economics of the profits in this industry is the quick turnaround time. Keep the ships at sea carrying cargo. That's where the employers make their money.

So, when a ship goes to Vancouver and sits for ten days at $5,000 per day, waiting for a berth and then the cargo has to be drayed 2,000 miles at the vessel owner's expense, with the additional cost of double handling the cargo, he's not exactly making any money. Our membership is now handling diverted ships at Vancouver, B.C. This is by unanimous decision of the longshore caucus in April and reaffirmed by the entire Coast Negotiating Committee and the Coast Strike Strategy Committee.

We can, of course, if necessary review the situation and change our minds if it becomes necessary and ask our Canadian area of the ILWU to refuse to handle diverted vessels. I am sure that if we make such a request our Canadian brothers after a vote of the rank and file will support our request. But before we do so, let's listen to what a couple of B.C. employer spokesmen had to say recently.

According to Mr. Keith Dixon, General Manager of the Canadian Importers' Association, quoted in the Globe and Mail, Thursday, July 8, 1971: "The Port of Vancouver will be permanently damaged by the United States west coast strike. Diverted shipping from the four strike-bound ports will cause massive confusion in Vancouver. I don't see why we (Canadian shippers) should be forced to pay for difficulties in the United States." He doubted that new rules designed to protect Canadian cargo would do much good.

Mr. Dixon said, "When one has Canadian cargo stowed under cargo destined for American ports, all of it has to come out of the ship." He added, "This all could have been avoided if they refused to handle diverted cargo."

The same newspaper reports difficulties with lack of rail cars by the American railways, difficulties with a shortage of trucking equipment. The Canadian Importers' Association, referring to the Vancouver dock strike and the diversion of Vancouver vessels to Seattle in 1969 and 1970: "We found then it took us an average of six weeks down there to locate and forward Canadian cargo that we would have handled almost immediately in Vancouver. You can visualize the situation. Then, we had one port on strike and 24 open; now we have one open and 24 on strike."

Much has been said about the few ships working in Ensenada. We have had a long period of fraternal relations with our Mexican brothers, both at the International level and particularly with Local 13. But, how can anyone call upon workers who are not members of our union to strike in our support when we have not pulled out all our own troops?

By decision of the Coast Negotiating Committee, Hawaii is still working, ports of Alaska are still working, and B.C. is still working. Certainly before we worry about our Mexican brothers helping us we have to get all of our US members in the battle and out on strike.

Another problem we have is that of perishables and ship stores. We want to work the ship stores. We don't want to chase the crews off those ships. Let them stay on and get paid as long as they can. Should it be necessary we will have the support of all of the American maritime unions, and seagoing unions to shut down the ships. I am sure that support is there.

Another ticklish problem is that of perishables. The letter of the Coast Strategy Committee means to discharge the perishables on vessels which departed prior to the strike date, and there is no need letting this stuff rot on the docks. Getting rid of these perishables doesn't in any way weaken our strike. However, full authority for implementing that policy rests in the areas and locals.

We have all sorts of calls from people getting real up-tight about a little bit of dock work here and there authorized in the areas. Remember, it's hanging the hook that counts. Read the letter to the locals on Exceptions carefully before anyone gets up-tight about a dock warehouse somewhere. The power of the union lies in its ability to prevent ships from moving with cargo in and out of Pacific Coast ports. As long as that power is exercised we have a tight strike. We have a good tight strike, and we know for sure that should we need it we will have the full support of the entire AFL-CIO and the labor movement everywhere.

I know we have some plenty tough demands, but I am also sure we have a winner!
Bridges Explains PMA Final Offer, Strike Strategy

The following letter, sent out to all longshore and clerk locals, brings the negotiation and strike picture up-to-date through July 7. In the letter, President Bridges discusses the PMA final offer, and strike strategy, including what can be done to work. Also discussed is the matter of welfare and pension benefits during the strike—Editor’s note.

To All Longshore and Clerk Locals

Dear Sirs and Brothers:

Negotiations with PMA resumed Monday, June 28, and continued until the evening of June 30, 1971. During these negotiations the Coast Negotiating Committee presented PMA with a counter offer of our strike position quoted in full in The Dispatcher June 17, 1971. The union’s pension demand was firm and up to provide for $500 per year pension at age 65 for all men retiring after July 1 with 25 years of service. The union also demanded CPS work. All other demands in the union’s strike position remain the same.

PMA Final Proposals

PMA made a number of new proposals to avoid a strike during the course of the last minute negotiations. On Monday June 28 the employers proposed a basic wage increase of 50 cents for the first year, 35 cents for the second year, and 50 cents for the third year. PMA also proposed to add an additional money amount as a substitute for the union’s demand for a work opportunity guarantee, provided the union drop its demand for a work opportunity guarantee.

No meaningful negotiations and explorations could be conducted along this line because the employers refused to accept the union’s definition of longshore work jurisdiction, and the union’s definition of a shipper’s load.

PMA pushed very hard for a 3-year contract, emphasizing that both in the National Master Freight Agreement with the Teamster brothers and the ILWU-UFT Warehouse Agreement, and the recent United Auto Workers-General Motors settlements were made for 3 years, and for money amounts less than half that being asked by longshore.

On the eve of the strike PMA made two proposals—one for a 1-year settlement and the other for a 3-year settlement—both of which were rejected by the Committee.

Employers’ One-Year Settlement

Tc per hour increase—7/1/71.

Pensioners retired prior to 7/1/66—$335 per month, plus cost of living increase, 7/1/72 and 7/1/73.

Pensioners retired on or after 7/1/66 but before 7/1/71—$300 per month, effective 7/1/71.

Pension benefits after 7/1/71—$335 per month.

Normal retirement age—62 years, with 25 years of service, and those who retire prior to age 65 shall receive a supplement of $75 per month up to age 65. Compulsory retirement age to be reduced from age 68 to age 65 over a 3-year period.

Change one sentence in the CPS Agreement to provide that the transition period terminates midnight, June 30, 1972.

Employers’ Settlement for Three-Year Proposal

The British Columbia Longshore Agreement as written, for a 3-year period.

For the benefit of many of our members who are unfamiliar with it, the British Columbia Longshore Agreement now has a base rate of $4.76 per hour with an increase to $5.03 on February 1, 1972. It has provisions in it for strike stripping, and unstaffing of container cons by longshoremen for freight destined or originating outside a strike position. The British Columbia agreement also provides a guarantee of $4,349.80 (Canadian dollar is now valued at $ .97) every 26 weeks, provided that the man is available for work 130 days (excluding Sundays) during that period.

It is impossible to thoroughly evaluate the real meaning of this proposed agreement because of differences in work practices and other items. The next issue of The Dispatcher will publish a summary of the major provisions of the British Columbia Longshore Agreement so that our members will become more familiar with that Agreement. (See page 1.)

One thing of course was very obvious, namely that the employers can grant our demands on jurisdiction if they so desire. This was the first time any movement took place during the entire nine months of negotiations on this important matter. These proposals were rejected by the Coast Negotiating Committee, and a coastwise strike was effective 8 a.m., July 1, 1971.

Coast Strike Strategy Policy

The Coast Strike Strategy Committee, consisting of CLRC and Int’l officers, a sub-committee of the Coast Negotiations Committee per causus action, has made the following decisions on strike policy which all longshore and clerk locals shall follow:

1) All longshore and clerk locals whose members are employed by both PMA and non-PMA companies are on strike. All foremen and watchmen’s locals shall continue to perform their normal work.

2) Confine the strike to on-and-off ship, or barges, and on-and-off docks, as defined in the longshore agreement. Permit off-dock warehouses and dock area warehouse operations to work with port wide and/or area wide committees instructed to implement such policy. In implementing, care should be exercised at all levels so as to preserve maximum unity and understanding of locals.”

3) The following EXCEPTIONS are authorized:

a) Military cargo. Area committees to work out distribution of work.

b) Passenger ships.

c) Mail, baggage and stores.

d) Perishables (including ship stores, cargo that will rot or spoil on ship or dock, chill, or some frozen cargoes).

To be determined at local level.

e) Lines, inbound and outbound.

f) Logs shall be received.

g) Port grain elevators manned by longshoremen from dispatch halls shall be closed.

4) Diverted vessels with cargo for U.S. ports should be worked until further notice. This policy to apply to Canadian, East Coast and Mexican ports.

The Committee feels that with the entire Coast solidly on strike there is no need at this time to seek action from Canadian, Mexico or the Atlantic and Gulf ports in the ILA. The Coast Strike Strategy Committee has the power to change policy on this at some future date.

Should any situation arise in any area which is not covered by these instructions, the local strike committee should contact the Coast Strike Strategy Committee.

Welfare and Pension Benefits

For the past several weeks, the Coast Labor Relations Committee has been trying to work out arrangements with PMA for continuing welfare benefits during the strike. The ILWU position has been that all monies left in the Welfare Fund should be used to make payments to various carriers, so that welfare benefits should be continued at least until such time as the funds are exhausted. The union has stated that the Trustees are bound to use the money for the purposes intended, and that payments for welfare should continue. The PMA has refused to change its position of not paying medical benefits to strikers.

Disagreement was reached in Coast LRC on this matter at 10:30 a.m. June 30, 1971. ILWU will take this matter before the Coast Arbitrator, and if the Coast Arbitrator refuses to rule, or rules against the union, then the ILWU Longshore Division will negotiate directly with the carriers. The ILWU Longshore Division will guarantee that full reimbursement will be deducted from the final wage settlement. Every effort will be made to provide welfare benefits for the duration of the strike.

Pension payments will continue.

The matter of welfare benefits will go to arbitration very shortly, and local unions will be kept fully informed of any decision in this important matter. As the strike develops, all local unions will be kept fully informed of all developments.

Paternally,

HARRY BRIDGES, Chairman
Coast Negotiating Committee.
China Will Buy More Canadian Wheat

VANCOUVER, BC — A 24-member Canadian trade delegation has just returned from China with an agreement that China will buy more wheat from Canada this year than ever before.

"It was a damn good visit," said Luc Pepin, federal minister of industrial trade and commerce, who headed the delegation during its nine-day visit, which included long talks with Premier Chou En Lai and senior Chinese officials.

Last year Canada sold goods, mainly wheat, to China valued at $140 million, and bought $19 million worth of goods from China. Pepin predicted that trade between the two countries would expand and the imbalance narrowed, with Canada willing to sell China "just about anything" except military equipment.

"This will be an ongoing process going back and forth all the time now," predicted Pepin, who said that Prime Minister Pierre Elliott Trudeau had also been invited to visit Peking.

This was the first official delegation to visit China since the establishment of the Peoples Republic in 1949. Canada established diplomatic relations with the Chinese government in 1970.

Advertisers Shunning Scab-Produced I-J

SAN RAFAEL—One of the things you see is the destruction of a good newspaper—it sort of ruins the morning coffee.

This is the result of the Internationals' efforts to destroy the San Rafael Independent - Journal has just about succeeded in destroying itself.

Because of the strike, the scab-produced paper lost over two million lines of advertising in 1970. Of 21 California dailies measured, the I-J has slipped to last place in advertising.

This is the result of the Internationals' efforts to destroy the Journal has just about succeeded in destroying itself.

This is the result of the Internationals' efforts to destroy the Journal has just about succeeded in destroying itself.

Pamphlet for Trade Unionists Against the War

WASHINGTON, DC — Titled "A Rich Man's War and a Poor Man's Fight," a pamphlet described as a handbook of trade unionists opposed to the war in Indochina, is set for publication here on Labor Day.

The book, which deals with the history of US involvement in Southeast Asia, the effect of the war on the US economy, and the draft, union activities against the war.

For a copy, send $1 to Washington Labor Library, 800 West 16th Street, Bethesda, Maryland.

July 5 Has a New Urgency

PORTLAND — The marchers had been asked to assemble at 9 a.m. at N.W. 9th and Davis for the parade to the seawall.

But they began streaming into the downtown square — it's a block east of the old hall — long before that. And they kept coming, and coming.

Then came the I.W.W. printers, management at the San Francisco Chronicle and the president of the Farmers Union of California.

Other unions that came to the I.W.W. included university professors, teachers, university professors, teachers, and regional directors.

The old-timers were next. Pensions from Coos Bay, Seattle, Tacoma, Longview, as well as Portland, were in disciplined contingents on the side streets and in the main line of march leading from the square.

First came the Honor Guard with the commemorative wreath for the slain in the '34 strike. Then the International officers, including George Martin, newly elected ILWU vice president; Germain Bulcke, a former International vice president, and regional director G. Johnny Parks; then the heads of the Portland, Seattle and local ports, Dick Wise, Shaun Maloney, Len Thornton, Arne Aursven, Evert Kankkennan, and Ben Baftt and Ken Swicke.

The old-timers were next. Pensioners from Coos Bay, Seattle, Tacoma, Newport, Vancouver, Astoria and Longview, as well as Portland.

Mary had risen before dawn, bucking holiday traffic to march behind Mike Sickinger who came on the waterfront in 1918 and once loaded two-by-fours on sailing ships.

Old-timers who had not marched in years, recently out of hospital beds and with cars waiting to take them to the seawall, stepped off the curb on shaky legs, to fall in step with the Pensioners' contingent as it passed.

Next came auxiliary women from Portland, Seattle, Tacoma and the auxiliaries, led by Valerie Taylor, president of the Federated Auxiliaries, and Vivian George, president of Auxiliary 3, marching for the first time in Portland.

The Honor Guard (Rocky Brown, Tex Craighead, Dick Mullen, and Grant Fulmore) had passed from sight, before the union delegations from North Bend, Newport, Astoria, Vancouver and Longview — with 60 marchers, moved into line.

Vice-President George Martin was featured speaker at Portland ceremonies.
SAN FRANCISCO — Honoring the martyrs of the 1934 “Big Strike,” hundreds of maritime workers gathered solemnly at Steuart and Mission streets — the site of “Bloody Thursday.”

Dock workers were there with families and friends to hear speakers emphasizing that we are in another strike — and all spoke of winning this one!

Local 10 president Bob Rohatich chaired the ceremonies. First speaker was ILWU president Harry Bridges. He was followed by a number of Local 10 leaders who spoke, as did Local 34 president Jim Herman, Local 6 president Curtis McClain and regional director LeRoy King. Also speaking were leaders of pensioners and the auxiliaries, representatives of the Marine Firemen, and Mates and Pilots.

Against a background of wreaths from all maritime locals, flanked by a longshore honor guard, vice-president William Chester delivered a stirring keynote speech.

CHESTER’S SPEECH

Within the sound of my voice—37 years ago—there was tear gas, clubs, and gunshots.

Bloody Thursday came to its end and the casualty lists were counted. There were 109 injured and two dead.

The National Guard came in — in full battle dress — and 2,000 troops marched up the waterfront.

They carried rapid fire arms, tear gas, machine guns and bayonetted rifles.

That’s why we call it “Bloody Thursday.”

And don’t forget — a few days after Bloody Thursday there was the greatest general strike here in American history!

That was labor’s answer to Bloody Thursday!

Two men were killed in San Francisco.

Two in San Pedro.

Two in Seattle.

One of the men was shot dead here was — Howard Sperry. a longshoreman, and a veteran of World War I.

He was a member of the Veterans of Foreign Wars — and a post of the VFV was named for him.

He fought in one war.

And he died in another.

His body is buried at the Presidio National Cemetery, beside veterans of many other wars.

Nick Bordoise — was not a longshoreman. He was a culinary worker.

He was a native of Crete — and a member of the Cooks Union. He worked in some of the biggest restaurants in town.

After the strike broke out — he was convalescing after an operation. But, he got out of his sick bed to answer the call for working people to come out to help their fellow workers. He put in many hours every day as a volunteer in the longshore strike soup kitchen.

It was while he was on his way to do his bit at the strikers’ relief kitchen that he got a police bullet in his back.

The rest of the story is history — including the famous funeral parade that marched from this spot — up Market Street.

40,000 trade unionists pledging that they would win this strike.

ANOTHER GREAT STRIKE

And now — 37 years later — we are engulfed in another great strike. Our last strike was 23 years ago.

Since that time there have been many changes due to automation, mechanization and technological improvements in the longshore division of our union.

Longshoremen from the Mexican border to the Canadian border voted to strike by secret ballot — by 96 percent.

Our employers — the PMA — claimed they could not afford to pay either our original demands — those made by the October caucus — or our new demands.

WE WILL WIN

We are going to win this strike! Because of the unity and solidarity of our rank and file.

We are going to win this strike because of the support we will have from the rest of the labor movement and the community in which we live.

And yes — we are going to win this strike because we have the support of our longshore brothers on the East Coast — South and Atlantic and Gulf Ports!

And if necessary to win, we will ask for support from longshoremen throughout the world!

By winning — this strike will be the best way to honor Howard Sperry and Nick Bordoise.

On an occasion such as this, a great American, Dr. Martin Luther King once said:

“When I look out along you and see black men—brown men—yellow men—and white men—intermingled like the waters of the river—I see not black faces, yellow faces or white faces—but I see the faces of the future!”

In conclusion:

We must fight for the brotherhood of man here at home and throughout the world!

And together — through struggle — we are going to obtain victory for decent jobs — decent homes — a peaceful life — and the dignity that belongs to every human being! So help us, God.

Thank you very much.

Vice-President Bill Chester addresses San Francisco July 5 memorial.
ILWU Attacks Strikebreaking Legislation

From the ILWU Washington Office

WASHINGTON — In a letter to Senate Labor Committee Chairman Harrison Williams on June 23, ILWU Washington Representative Al Lannon set forth the union's opposition to the Nixon Administration's "Public Interest Protection Act" and similar proposals aimed at crippling the right of workers in the transportation industry to strike or to ratify contract settle-

ments. The letter pointed out that the International Executive Board has called the proposals a "major attack on organized labor, free collective bargaining and rank and file democracy." The letter was aimed at heading off Administration attempts to use the West Coast longshore strike as a justification for whipping up congressional hysteria to secure passage of its legislation.

"Employers," Lannon said, "will never bargain seriously when they can expect the government to bail them out... Now, once again, we see legislative efforts which can only benefit the employers, introduce while negotiations are in progress. Should all employers play again (as in 1948) count on governmental inter-

vention, the reaching of a contract settlement will surely be difficult." The union statement was published in the Congressional Record of June 28 by San Francisco Cong-

gressman Phillip Burton. Burton also included a New York Times story exposing a letter from the American Association of Port Au-

thorities predicting a 90-day East Coast strike this fall and urging sup-

port for the Nixon Administration proposals. The ILWU pointed out that this prediction, coupled with the call for consideration of no-strike laws, came even before negotiations had begun in the east!

Two Victories for Local 6 Organizers

STOCKTON—In a recent election, workers at Lerner Co. here—a processor of screws—voted 11-0 to affiliate with ILWU Local 6. Negotia-

tions will begin soon.

SAN JOSE—Employees at Bazar, Inc., a distributor of household items, voted 17-7 earlier this month, to affiliate with Local 6. The company will soon move to larger quar-

ters in the area, doubling its work-

force.

Results of the Voided Election

Following by membership request—is a tally of the June 7-11 election for Coast Committee members. This is the election which was challenged by one of the candidates, Art Almeida, and sub-

sequently voided when President Bridges upheld the challenge.

The results of the second election, held July 12, 13, 14, were not in at Dispatcher press time, but will be reported in the next issue. The following is for information only:

COAST LRC BALLOT June 71

LOCAL FORRESTER HUNTINGSPUR ALMEIDA ward

142—Hawaii 368 93 244 278
13—Wilmington 720 762 1244 704
29—San Diego 36 38 74 33
46—Port Hueneme 29 19 30 29
10—San Francisco 614 729 818 698
14—Eureka 35 35 42 37
18—West Sacramento 14 3 5 16
34—San Francisco 325 131 101 443
49—Croissant City 7 9 1 7
54—Stockton 11 176 163 29
4—Vancouver 18 90 24 79
8—Portland 128 625 479 249
12—North Bend 136 46 48 127
21—Longview 40 143 48 112
40—Portland 31 53 15 57
50—Astoria 19 72 15 76
53—Newport 14 20 10 21
1—Raymond 25 5 28
7—Bellinger 20 31 14 14
9—Seattle 301 353 283 303
19—Tacoma 190 50 47 163
24—Aberdeen 94 81 13 81
25—Anacortes 16 5 1 23
27—Port Angeles 20 6 4 21
32—Everett 46 8 20 35
47—Olympia 39 12 11 50
31—Port Gamble 20 114 2 15
52—Seattle 87 41 37 67

3,514 3,681 3,913 4,078

Local 26

Two-Week Beef Brings Win on Severance Pay

SAN FRANCISCO—After a 14-

day strike last month, 25 Local 6 members at Lyons Magnus here have won substantial improvements in severance pay and other welfare coverage. The soft drink company, under contract with Local 6 for some 30 years, is closing down its operations here and selling its inventory to a subsidiary of Consolidated Foods in Clovis, California. Many of the work-

ers had built up substantial senior-

ity. Local 6 pickets, with the help of pickets from the waterfront locals, were able to bring about a favorable settlement when they were able to stop company-owned trucks from removing inventory.

OTHER FACTS

Also, negotiations have been com-

pleted with companies in San Fran-

cisco's export and import industry. The houses involved in the new agreement are Alta Export, Western Packing and Crating, R C Express, American Boxing and Crating, and Transworld Forwarding Company. This is the first time these five companies have been tied to the agreement.

After a short strike, Local 6 mem-

bers also wrapped up an agreement for the San Francisco Refrigeration Company, picking up area fringe benefits and beefing up wages by be-

tween $40 to $60 per month.

Local 26

Strike Vote Turns Tide At Textile

LOS ANGELES—It took a 63-4

strike vote, but Local 26 negotiators recently concluded a new agreement characterized as "the best contract in the history of Textile Sign Com-

pany."

The total package covering a three year period is worth approximately $1.06 per hour. It concludes wage in-

creases of 25 cents per hour each year, full medical coverage, a Health and Welfare Plan for the first time, three weeks vacation after 5 years, cost of living allowances, and introduction of the union dental plan in the second year of the con-

tract.

The negotiating committee in-

cluded James Dunn, Robert Meyers, Reuben Valles and business agent Hy Orkin.

OTHER CONTRACTS

Also, a new three-year contract with a wage package of over 75 cents an hour has been ratified by Local 6 members at Baker Commodities. In addition, shift differentials were in-

creased. There were improvements in sick leave, medical and dental provisions as well.

The negotiating committee con-

sisted of Charles Dawson, William Johnson and business agent Sid Lon-

don.

Local 17 Strikes Filter Co.

SACRAMENTO—Warehouse Lo-

cal 17 is on strike against Air Filter Service and Supply Company — with two members at 17, 82 and four at 17, 21 in Sacramento on the picket lines. The members went out July 7 when agreement in the newly-organized shop could not be reached on wages and union security language.
Outline of 1970 BC Pact

(Here are the main provisions of the 1970 pact between the Canadian Area ILWU and the British Columbia Maritime Employers Association. The Canadian settlement was the result of an offer made by the Pacific Maritime Association to the West Coast ILWU Negotiating Committee the last day of negotiations, June 30. Because The Dispatcher was already going to press it was impossible to include the full text of the pact in the last issue — Editor's note.)

Duration: Thirty months, from February 1, 1970 to July 31, 1972.

Wages: Increase of $1.15 per hour on a base rate of $3.86 over the term of the contract. The increments are: February 1, 1970, 45 cents; February 1, 1971, 45 cents; February 1, 1972, 25 cents. Also, a retroactivity section will provide 45 cents for each hour of work between August 1, 1969 and January 31, 1970.

Guarantee: "Every registered union member under the age of 65 is guaranteed for each 26-week period of employment equity (including vacation pay) . . . equivalent to $900 at the appropriate straight time rate of per hour for each person guaranteed, averaged over six months.)

If a worker is available 130 days in a year, the guarantee will average out to five out of six days, excluding Sundays. If an employee performed the work he was capable of doing, he is eligible for the work or pay guarantee.

If his total income for employment under the agreement, including vacation pay, is less than the amount of the guarantee he will be paid the difference.

Injunction: The agreement covers all work "in connection with the movement of inbound or outbound cargo, weather permitting it enters or leaves the dock . . ."

This includes the "operation of stationary equipment; hand handling equipment; to or from railroad cars, trucks, trailers, and other vehicles, barges, gage trains when all of the foregoing are alongside within reach of conventional or the ship's gear and under the control of any member of this association covered by this agreement, up to the point at which it is stowed in or discharged from a deepsea or coastwise vessel."

Just as the ILWU has new maintenance of the facility and equipment.

Containers: If an imported container "comprises cargo for only one beneficial owner, is destined beyond the Vancouver Local Area, it may proceed without packing on the dock, by a truck or railroad.

The same regulations refer to export cargo. Full containers made up by one Vancouver Local Area shipper, or several shippers outside the Vancouver Local Area, may be loaded simultaneously from the dock to the warehouse."

The contract provides for a four-week break every 1820 hours. If more than 1820 hours are worked, the equivalent weeks of vacation will increase.

Local 12 Strike Machinery in Motion

NORTH BEND — Local 12 has set up picketing information, hardship and soup kitchen committees to run a longshore strike on the North Bend-Coos Bay docks. At this writing, no picketers have been placed at any of the eight or ten terminals in this area, although cars of observers — "you might call them roving pickets" — have patrolled the eight-mile-long waterfront extending from Eureka to Coos Bay, according to information committee chairman Everett "Tuke" Richardson.

The information committee was recently approved by the ILWU World, and promised that Local 12 would not picket any lumber, sawmill or other industry related to the waterfront "unless there is an attempt to load or unload cargo from the vessel."

Richardson and his committee told The World of the unanimous support which Local 12 has received from the many local unions in the area.

Oregon Clerks, Longshoremen Get It All Together on Strike

PORTLAND — The Oregon-Columbia River area strike apparatus moved into high gear July 1, with Everett Ede, veteran of the strikes of the '30's and '40's, serving as coordinator of all committees.

Last summer's auto beef served as a "warm up exercise," according to Ede. "We took it as we were left off, in a manner of speaking."

The picketing committee, headed by Tom Daugherty, has stations at Terminals 1, 2 and 4, and at the two grain elevators, Globe and Peavay. Picketing on the Portland waterfront goes down the clock, in eight-hour shifts.

Clerks share picket duty with the longshoremen. Jesse Stranahan of Clerks Local 46 is chairman of the Area Publicity Committee. Les Thornton, president of Local 46, is the Clerks' strike chairman.

The first strike bulletin, issued in behalf of Locals 4, 8, 12, 40, 50 and 53, hit the streets July 2.

COMMITTEES

The area publicity committee consists of Stranahan; Floyd Ashley, who is chairman of Local 8's public information and publicity committee; Bob Morin, Art Wagner, Victor Neil, Warren Smith, Doug Bledsoe, Jim Welch, Art Allen, Bud Schillington, Bill Leese and Wesley "Smoky" Pfeifer. Baliff is president of Local 4, Vancouver, and Pfeifer is vice president.

The two bulletins issued to date by the area publicity committee featured cartoons by Nixon. The second bulletin brought Steve Adore back, who is on strike, and C. J. Thomas, in a cartoon ridiculing the claim of The Oregonian (owned by the Northwest Steelheader interests and never sympathetic to labor) that the strike is a jurisdictional beef between longshoremen and shippers.

Local 8's welfare committee also is on the job, with chairman Al Warner warning that food stamps and surplus food programs vary from state to state and county to county.

"Be sure to read the bulletin board in your hall before contacting food stamp or surplus food officials, to avoid disqualification."

Local 8 Man Named to Nuclear Energy Panel

SALEM — Gov. Tom McCall last week appointed Tom Banfield as one of five public members of the Nuclear and Thermal Energy Council created by the Oregon Legislature.

Luch has been active in many environmental groups for years, such as the Environmental Defense Center. He also is active in the Northwest Steelheader-Council of Trout Unlimited.

The steelheaders group and the Oregon Environmental Council are among plaintiffs in a lawsuit challenging the proposed Trojan Nuclear Plant at Rainier.

First Local 12 pickets to go on duty are left, Dan Martin and Pete Krnminga.
Morale Runs High as LA Dockers Shut Ports Tight

WILMINGTON — A special report to THE DISPATCHER from the Publicity Committee of Local 13:

The once bustling harbors of Los Angeles and Long Beach have completely stopped thanks to the militant efforts of the brothers of Locals 13 and 63. Working around the clock in four shifts, they have shut down one of the greatest harbors in the world.

No longer do the cranes and winches move cargo in and out of the ships. From the Outer Harbor in San Pedro to the Queen Mary in Long Beach, the waterfront is silent. The quietness seems unreal. The clank of steel is no more. The grinding noise of the railroad cars stopped. The teamsters with their big rigs are gone.

As the strike moved into the second week, the morale of the men on the line is outstanding. Today we drove around the two harbors and spoke to many of the pickets. They are a mixture of young and old. Only one fourth of the membership still active participated in the strike of 1948.

The wisdom of the old plus the strength and tenacity of the young make an unbeatable combination of men dedicated to preserving a way of life that is unique in the history of the working class.

TWO-WAY RADIO

The union has a Citizen Band two-way radio with the headquarters at the Union Hall. Men patrol all the picket stations in San Pedro, Terminal Island, Wilmington, and Long Beach in three eight-hour shifts giving instant communication to the hall in case of an emergency.

This gives the men on the line a tremendous feeling of being in touch with the hall at all times. We also have brothers in boat crews patrolling the harbors. We found very few ships tied up at the docks as we toured the harbors. In Long Beach, we counted seventeen at anchorage in the bay.

Longshoremen of the Thirties and Forties had little idea that by the early Fifties they would have paid vacations and pensions. This was a direct result of the strike of 1948.

The men of Locals 13 and 63 are aware of the issues of this strike.

As a longshoreman, a man has dignity. The men on the line know that they will have to fight to win our demands, and with the wisdom of age and the strength of youth WE SHALL WIN THIS STRIKE.

Alex Duthie
Member of Local #13
Publicity Committee

Strike Committee OKs Grain Shipment to Pakistan Victims

SAN FRANCISCO—In response to an official request from the United States government the ILWU strike strategy committee agreed to recommend loading over 28,000 tons of grain to be shipped to Pakistani refugees threatened with death by starvation.

A wire from Helen Bentley, maritime commission chairman, explained that this grain in sacks waits in warehouses in Los Angeles, Seattle and Astoria.

This, she said in her appeal, could save hundreds of thousands from starvation.

Full text of telegram follows:

To: Harry Bridges, ILWU
From: Helen Delich Bentley, Chairman, Federal Maritime Commission

As you and your Executive Board are well aware, thousands of Pakistani refugees are threatened with death by starvation resulting from a series of unfortunate circumstances which have ravaged that nation these many months. The United States of America has some 28,000 tons of bulgar wheat and flour destined to relieve some of this starvation now sitting in warehouses in Los Angeles, Astoria and Seattle.

All of these grains are packed in burlap bags on each of which is the red white and blue scene of clasped hands symbolising that the contents come from the hearts of the American people to help others less fortunate around the world . . . in this instance the Pakistani refugees who have sought aid and protection in India.

This is an official request from the United States government to the International Longshoremen's and Warehousemen's Union for special humane consideration to immediately release and load the 8,822 tons of wheat and flour in Los Angeles, 1,361 tons in Astoria, and the 18,621 tons in Seattle, so these grain products can be used to save hundreds of thousands of persons from starving to death in the immediate days ahead as the F.L.-480 grain was destined to do. Our government has pledged a total thus far of $70 million for food and non-food aid to help India which has undertaken to feed those refugees from her limited food stocks.

Thanking you in advance for President Nixon, the people of Pakistan, and all of us in the US government who are working on this project, I remain sincerely

Helen Delich Bentley
Chairman, Federal Maritime Commission

The ILWU International Executive Board will meet Thursday, July 22 at 10 a.m. at International Headquarters, 150 Golden Gate Avenue, San Francisco. Main item on the agenda is the swearing in of the new board and installation of officers.