Wages Are Frozen; Prices Melt

SAN FRANCISCO — One of the main immediate effects of the Nixon-wage-price freeze was that pay raises and cost of living allowances for more than seven million workers in the United States have been suspended, according to labor sources. An AFL-CIO economist said that "in fact there's a good indication that at least 10 million are affected."

Payment of those increments, said economist Rudolph Oswald, would not have been inflationary because "business and industry built that money into the price system before the freeze. They knew when the pay raises and cost of living allowances were going to be paid."

The effects on collective bargaining were also clear. Said Secretary of Labor Hodgson, "The executive order was not intended to declare a moratorium on collective bargaining nor to discourage settlement. The parties may undertake to negotiate settlements providing wage and benefit terms to become effective after the freeze period. If they do, they should be advised that subsequent revisions of these terms may be needed depending on what policies will prevail following the 90-day freeze. The policies have not been determined at this time."

"Now let's examine what may be done. The parties may not agree to wage or benefit increases which would become effective during the freeze period. Nor may they agree to wage or benefit increases that apply to work performed during the freeze period which would be paid at some later date."

In other words, workers can bargain on everything but wages!

And sometimes it's even worse. "For example," Hodgson continued, "a contract is agreed to on September 1, effective July 1, increasing the wage rate from $2.80 to $3.00. For the period July 1 through August 15, the raise's 'effective' wage is $3.00 and from August 16 through the duration of the freeze, $2.80. In other words, we are dealing not only with the weakening of collective bargaining but an actual wage cut in Hodgson's example."

Consensus among labor people is that the wage-price freeze has affected wages far more than prices. Substantial loopholes have been permitted to create rising prices, as the Consumer Price Index continued to rise by 3.1 percent last month.

If you are buying a new 1972 car, for example, during the freeze, there is nothing to stop a new car dealer from increasing prices by simply shaving his trade-in allowances.

Another government ruling allows many items to be priced during the freeze at the level of the 30-days preceding President Nixon's order or at their level of May 25, 1970. You can choose whichever price is higher.

This means that in the several instances where prices actually have decreased over the past year they may be raised during the freeze. Publisher's Weekly, incidentally, found that clothes were down as much as 35 percent over the year. Now, according to the Wall Street Journal, the Du Pont Company indicates that it will not pay rent, mortgages, or dividends. Landlords are also given all kinds of latitude for raising rents during the freeze. Many rents, profits, and vegetables, among the most inflationary items, are exempt also.

STEEL INSURANCE

Most important, officials have interpreted the President's order to

---Continued on Page 5---

Pensioners Back Dock Negotiators

ANDERSON, Calif.—The ILWU's West Coast pensioners held their fourth annual convention here September 13-15, and—unindered by the boiling Sacramento Valley heat—made plans to continue their assistance to the dock strike. In a telegram sent to ILWU International officers and the Coast Negotiating Committee, the Pacific Coast Pensioners' Association expressed "appreciation and approval of the manner in which you have given leadership and guidance toward bringing the strike to a successful conclusion. The Pensioners have reaffirmed their full and complete support of the locals' strike committees, and their striking brothers."

In his keynote address, FCPCA President Bill Lawrenne, Local 13, also praised the pensioners for their generous contributions to the dock strike. "To say the least," he said, "the response of our pensioners and widows has been tremendous."

DEMONSTRATE

"This was demonstrated in fact on opening day when Southern Californi-a pensioners' president Harold Biltzard presented Local 13 secretary-treasurer Rudy Rubio with a check for $25,000, plus other smaller amounts for other locals in the area. Rubio gave thanks to the pensioners and brought greetings from his local and from president John Fansa who could not be present because of a sudden death in his family."

Greetings were also sent by ILWU International officers and a number of members of the Coast Strike Strategy Committee who could not be present because of intensive negotiations.

Several top officers were on hand, including Shaun Malone, Local 19 president; Edith Holland, Local 84 president; Bridges explaining the union's position.

LONGSHORE NEGOTIATIONS were running at high gear in the last two weeks. Picture above shows a full joint session. Below, ILWU negotiators meet with US Mediation Service director J. Curtis Counts, seen in center, as president Bridges explains the union's position.

All Issues Still on Table

SAN FRANCISCO — Coastwise longshore negotiations, which were resumed on August 25, became intensified in the last two weeks as ILWU and PMA committees held meetings days and nights and over weekends.

For the first time last week there was United States government intervention in the strike with J. Curtis Counts, director of the Federal Mediation and Conciliation Service, sitting in on the joint talks and occasionally meeting separately with union and employer committees.

Counts appeared after President Nixon announced he was sending him to San Francisco to try to get the parlays off dead center.

Counts told both sides that the government was anxious to see the dispute negotiated quickly because the economic impact on the country, especially as it hit the agricultural sector, was running into billions of dollars. He also implied in public statements that more severe legal or congressional intervention could be forthcoming unless settlement was reached across the table.

ILWU president Harry Bridges told Counts that the strike could end only as it began—by a vote of the rank and file.

He also pointed out (see his "On the Beam" column, page 2) that no substantial progress has been made on the union's major economic demands and warned that Taft-Hart ley intervention "won't work!"

All basic issues remain on the table to be negotiated.

The union has presented a complete package to the employers, with emphasis on the main demands.

As the Dispatcher went to press, the new package included modifications in matters relating to wages, containers, the guarantee and pensions.

In keeping with the original ILWU-PMA agreement, details are not made public, except by joint release.
OUR STRIKE IS NOW almost three months old and is moving as predicted. We've always known it takes a minimum of two months for a waterfront strike to be effective. And this strike is effective. A good rule of thumb about how effective it is, is if ships keep coming into port and get tied up.

The latest development has been the intervention of the United States government in our strike. Last week Mr. J. Curtis Counts, director of the Federal Mediation and Conciliation Service, told a joint negotiating session that he was appearing at the negotiations because of a Nixon Administration decision that the economic impact of the strike was severely hurting the economy of the country.

He said the financial impact has already amounted to several billions of dollars and many industries and farmers were affected severely. Mr. Counts stated that unless there was a quick settlement the government would intervene in the strike. The possibilities open to the government at this moment appear to be a Taft-Hartley injunction with an 80-day "cooling-off" period or the possibility of legislative settlement by Congress and some form of a forced return to work.

Our union has an official and well-publicized position. That is that the strike would end in the same way that it began—by a vote of the rank and file. Mr. Counts has been so advised.

The government also has been told that as far as the ILWU was concerned we felt that the freeze should not apply to the Pacific Coast longshoremen because of our long record of peaceful negotiations, plus two 5-year contracts and agreements of the union to allow for-reaching technological changes in the industry.

Negotiations have moved along and progress has been made on some items but no substantial progress has been made on the union's major economic demands—namely, wages, annual work guarantee and pensions. At this point we are a considerable distance from agreement on these most important issues.

It is important to remember that the difficulties in negotiation should not be equated with the effectiveness of the strike. Some people in our union may think and say the strike is not effective enough and that we must tie up more ships, shut down Vancouver working on diverted cargo, and ask for an East Coast tie-up of some operations on some of the struck lines. In the framework of a very effective strike, with some forces outside the union anxious for government intervention, I believe that these proposals are inappropriate at this time. And here's why:

Our basic strategy in setting up the strike machinery was to allow certain limited work to go on. Everyone should realize that from the beginning this strike had certain limitations and exceptions which were unanimously adopted either at the April 1971 caucus or subsequently by unanimous vote of the strike committee:

1. Work all vessels employed by the military for the purpose of carrying military cargo.
2. For the time being permit Vancouver, BC and Ensenada, Mexico to work.
3. Work passenger vessels and handle mail, passengers and baggage.
4. Continue the Hawaii Longshore agreement.

The biggest exemption from the strike, of course, was the decision to work military cargo. The decision was in keeping with the realities of the political situation in the United States and reflected the views of the overwhelming majority of our membership. Even the most "revolutionary" in our ranks do not propose that we change our position on that one.

The decision to work passenger ships was primarily a decision to protect the jobs of other workers, members of various seagoing unions, and an effort to keep the four remaining passenger vessels under the US flag on the high seas. The effect of these vessels' operation on our workers is too vague and full of restrictions and fails to offer a fair fixed weekly guarantee for either "A" or "B" men.

A danger before us is the possibility of government intervention. It may be that some in the employer ranks think this offers a ray of hope that will relieve the industry of its obligations to the longshoremen. This won't work!

Government intervention means Taft-Hartley. Taft-Hartley means that every disputed issue will be continued on the job, with every dispatch, on every vessel, and with every gang.

The PMA must realize that from the point of view of efficiency, productivity on the job, use of new machinery, and introduction of new methods, they have had ten years in which to revolutionize the industry.

The longshoremen's and clerks' right to a share of these improvements is continuous and permanent and will remain as long as there are ships to be loaded. Our economic demands we know are tough but the PMA must come along and move to meet them.

Discussions with the PMA will continue as long as there will be meaningful negotiations with the possibility of reaching an agreement. Still standing by on call are our reserves—Hawaii, British Columbia, the East Coast and the ILA; and finally, if need be, the longshoremen in foreign ports.

What PMA has offered so far has fallen far short of the union's demands. On wages the offer is less than the PMA proposal of June 30, 1971 for a one-year agreement. On the wage guarantee the PMA offer is too vague and full of restrictions and fails to offer a fair fixed weekly guarantee for either "A" or "B" men.

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UAW Hikes Support for ILWU Dockers

LOS ANGELES — The head of the Auto Workers on the West Coast has again come to the ILWU's aid in asking his locals for full support for striking longshoremen.

In a letter to all California UAW locals, Paul Schrade, UAW Western Regional Director, asked auto workers to show longshoremen the same kind of brotherhood that has been the tradition of the ILWU.

"The auto workmen here in California have always gone out in force when we've needed their help," he wrote. "We've always been able to count on the UAW to lend a helping hand whenever we needed it.

"We're asking you, therefore, to do all you can to help the ILWU win this strike."
Local 1100 Brings Chow to Picket Line

SAN FRANCISCO — “It’s beautiful!”

John Gilmore, a 34 veteran from ILWU clerks Local 34, was commenting either on the enormous spread of food before him, or on the union spirit of the people who had set it there—both were beautiful.

Members of Local 1100, Department Store Employees Union, came down to the docks Sunday afternoon, September 19, and toured five piers, serving about 180 longshoremen and clerks a spread that would make anyone’s mouth water—turkey, cold cuts, shrimp and macaroni salad, cheese, chicken fivers, cakes and coffee.

Gilmore continued, “It’s something unheard of on picket lines. In ’34 we had to go uptown and scrounge for ourselves because we didn’t have all the unity.”

About 50 Local 1100 members—who only recently won a five-week strike of their own—visited piers 92, 50, 30, 15 and 39, quickly and efficiently unloading the spread out of their station wagons, serving the strikers, and moving on.

ILWU picker Charles Moreno commented that actions such as Local 1100’s “help an awful lot. It picks up morale 100 percent.”

In an open letter to the strikers, Walter Johnson, president of the Department Store union, described how the idea got started.

"A speaker from the ILWU came last night from Cairo, Egypt. The cable was signed by Sabet el Sefary, General Secretary of the International Confederation of Arab Workers, etc. We voice our confidence in your demands on imperialism by this organization "expressing solidarity with the West coast longshoremen of the USA, who are now engaged in a heroic struggle for satisfaction of their demands on improvement of wages, pensions, job security, etc. The Secretariat of the Transport and International Workers’ Division of the International Confederation of Arab Workers “calls upon all affiliated and friendly organizations of dockers, seamen and other transport workers to immediately come forward to express their solidarity with the striking longshoremen . . .”

Message From Arab Workers

"In the name of one million Arab transportation workers we wish you success in realization of your rights." That is the cable received by us last night from Cairo, Egypt. The cable was signed by Sabet el Sefary, General Secretary of the Transportation Workers’ Division of the International Confederation of Arab Trade Unions.

"In the name of 220,000 members of the National Federation of Railway Workers — CNT (General Confederation of Labor) of France, we express our full solidarity with your requests for . . . a contract providing for improved living and working conditions, for higher salaries and wages, for guaranteed safe labor, etc. We voice our confidence that, firmly united and with the support of the working people from transport and harbors from all over the world, you will be able to achieve satisfaction in your demands . . .”

From Sofia, Bulgaria—The Central Committee of the Transport and Telecommunications Union: "We express our full solidarity with your strike demands for . . . a contract providing for improved living and working conditions, for higher salaries and wages, for guaranteed safe labor, etc. We voice our confidence that, firmly united and with the support of the working people from transport and harbors from all over the world, you will be able to achieve satisfaction in your demands . . .”

CZECHS

From Prague, Czechoslovakia—The International Trade Unions of Transport, Ports and Fishery Workers (WFTU): A press statement was issued on behalf of 16 million transport, port and fishery workers affiliated with this organization "expressing solidarity with the West Coast longshoremen of the USA, who are now engaged in a heroic struggle for satisfaction of their demands on improvement of wages, pensions, job security, etc. The Secretariat of the Transport and International Workers’ Division of the International Confederation of Arab Workers “calls upon all affiliated and friendly organizations of dockers, seamen and other transport workers to immediately come forward to express their solidarity with the striking longshoremen . . .”
Wages Are Frozen; Prices Melt
Continued from Page 1—
allow price increases by the powerful steel and insurance interests.

The AFL-CIO said that these inter-pretations prove "that the Ad-
novation intends to place the sus-branch meeting at the end of the strike, "all that we can do is to stay on until we win." He called on the ILWU "to continue the fight for a better and fairer world."
LA City Council

Asks Vietnam War End by December 31

LOS ANGELES—A resolution for withdrawal of all American troops from Vietnam by December 31, 1971, unanimously passed the Los Angeles City Council.

The resolution, submitted by Councilman Thomas Bradley and Councilwoman Pat Russell, ties the demand for withdrawal to a demand for the release of all US prisoners of war.

The resolution, previously adopted by the executive board of Local 26, points out that the North Vietnam war and the National Liberation Front “have reportedly offered at the Paris peace talks to start releasing American prisoners of war as soon as the United States announces a withdrawal date of all American troops . . . by December 31, 1971.”

Also, the Council pointed out that needs of America’s cities have been left virtually untouched because of the Vietnam war and that just recently President Nixon was forced to declare “the most drastic economic curbs since the days of the Deep Depression” because of the war.

Also, “the cost of the war in human lives and suffering and in economic terms, is staggering, far exceeding one billion dollars each and every month it continues (just for the United States) . . .”

“In the interest of re-ordering our priorities,” therefore the LA City Council has gone on record for withdrawal by the end of the year.

Portland Women Take ILWU’s Case to Friends and Neighbors

PORTLAND—The Portland ILWU women proved their importance to the strike effort once again last week by publishing an excellent pamphlet explaining strike issues to the community, and particularly, other women.

The four page pamphlet entitled “The Longshore Strike: A message to our friends and neighbors, and to the merchants and businessmen of this community—from your friends and neighbors—the wives, daughters and sisters of striking longshoremen and clerks.”

It begins by pointing out how reluctantly the ILWU hit the brakes, how hard the union worked to reach a settlement.

FAIR SHARE

The basic issue, say the women, is that “our men’s jobs are at stake—our very livelihoods.” Pointing to the threat posed by containersthe, the leaflet says, “In spite of all these facts, the ILWU does NOT oppose progress. But our men do insist on FAIR SHARE of the benefits.

“Unless these job protections are spelled out in the next contract—the predictions of the experts may very well come true—that in the next few years, the longshoremen work could be reduced from 15,000 men to seven or five thousand or even less.”

Conservative Paper Says Unions Not to Blame

OAKLAND—The Oakland Tribune, published by William Knowland, former conservative majority leader in the US Senate, cautions in a Labor Day editorial against making organized labor the chief culprit in the inflationary wage-price spiral. The Tribune stated:

“Recent figures in recent years have generally risen fastest in fields that lack strong unions. Insurance, domestic and medical service are low unionized businesses, but insurance rates, charges for doctor and hospital service and pay for domestic help have soared.

“Wages, on the other hand, have climbed relatively slowly.”

Southern California Council Votes Not to Endorse in Primaries

LOS ANGELES—In preparation for coming political campaigns, the Southern California District Council last week voted not to make endorsements in primary elections but to save its strength for the November trials.

The delegation also voted to write to the Senate Committee on Labor and Education in opposition to legislation to give the President authority to impose setlements and crush strikes in the transportation industry, and stressed the importance of an ILWU presence in Washington to fight the bill.

Unemployment Up in August

New Economic Policy or not, unemployment in the US rose again last month, climbing to 6.3 percent in July, compared to 5.8 percent in July. This means at least 5.1 million out of work.

The 6.1 percent figure contrasts strongly with the 3.5 percent figure when the Nixon administration took over.

Of course, this statistic only includes those covered by unemployment insurance. On August 25, the Labor Department revealed an estimated 700,000 more are "too discouraged to look for jobs even though they are out of work."
Explains Strike to Bigshots

PORTLAND—Local 8 president Dick Wise outlined the ILWU's position on jurisdiction, job security, wages and strike issues last week at an overflow luncheon meeting of the Portland Propeller Club, held at the Hilton Hotel.

Speaking to almost 200 steamship line officials, heads of stevedore firms, shippers and other business-oriented representatives of the maritime industry, Wise said the union went along with mechanization on the waterfront in the interests of progress, even though it meant lessened manpower requirements.

But longshoremen have no intention of giving up jobs they have historically held. This issue, and its application to containerization is the main issue in the current strike, he told industry brass.

NO JURISDICTION BEEF

"Our heads are clear on this point, and we have no jurisdictional beefs with other unions at Rivergate," Wise said. What Local 8 wants in the Portland-level negotiations is assurance longshoremen will be used in jobs involving cargo handling on Port of Portland property and docks, including Rivergate.

Turning to the wage issue and the

Next Dispatcher
Deadline, October 1
Making Do as Strike Nears Three Month Mark

As the ILWU dock strike nears the end of its third month, workers up and down the coast continue to find ways to "make do" and to keep morale high. Judging by the local bulletins which reach The Dispatcher, morale remains high, and a tremendous spirit of solidarity is growing up. Here are some excerpts.

WHAT ARE WE WORTH? Here's Local 19's Steve Adore's musings on the economics of the strike. "Everytime you open a newspaper, turn on a radio or TV you get the same mes-sage. Our strike — our members — produce a serious burden on the economy. On the bricks, we're an expensive punch. $47 million in for-eign asles of this — $600,000 daily of that — $200 million of this other commodity is lost — and on and on and on. 15,000 people idle here and 2,000 there. An entire wheat crop rots faster than at any other time in the last 23 years. All of which leads me to ask this question: If we are so ex-pensive to the scheme of things by being on the bricks, don't you think we are worth a few bucks more back on the Job?"

PARTY DEPARTMENT: Morale on the picket line is still high, accord-ing to a survey conducted earlier this month by the editor of the Local 13 Strike Bulletin.

"Biggest beef we encountered was one picket gang that was peev ed because they are scheduled to pull picket duty New Year's Eve, an in-fringement they consider unfair in light of the fact they had a party already planned at a location more conducive to the free flow of spirits."

Speaking of parties, there are some incredible spreads being served on the waterfront these days. In San Francisco, everyone knows the Wa-hawain gang which makes up its own highly imaginative picket signs and serves a big luau on the picket lines every Sunday afternoon. To say nothing about softball games, and instant auto-repair shops.

FRIENDS: A lot of Local 10 members remember Jim McCauley, affectionately known as "Prof" McCauley because he was one of the two instructors at the Clay Street Training School. Jim has been coming by the gangs stationed at Clay St. with all sorts of refresh-ments to keep the morale high. "These 'old-timers' are as youthful as ever in helping their union," says the Local 10 editor.

And Local 10's "lightening grease" patrol reports that Chente Martines, a member of the Marine Pilots, Oilers and Watertenders Association, has worked with them since July 1 and has vowed not to leave the pa-trol and go back to work until they have a contract.

You could go on indefinitely about the fantastic help and support the longshoremen have received, from private individuals, other locals within the ILWU, from other unions, from local merchants, pension and auxiliary groups—the list could go on and on, and we say, THANKS!

FIGHTING AUTO TAX: Life isn't all picket duty in Portland. ILWU members found time to collect hun-dreds of signatures to petitions per-mitting the Oregon electorate to vote up or down the $10 hike in auto reg-istration fees the Legislature slapped on car owners last spring.

The increase was authorized in a bill permitting counties to levy a $10 annual vehicle registration tax on car owners, in addition to the $10 state law.

With the dockers' help, the requi-site number of signatures was col-lected to refer the tax to the voters in May.

WOULD THEIR HUSBANDS JOIN THE AUXILIARIES?—Apparently perfectly capable of doing the job, Anna Tavares (left) and Angela Watkins prepare to go to work as the first women longshoremen in anyone's memory at Providence, Rhode Island, Municipal Wharf. They are both the daughters of longshoremen. "They do it in Russia and all the other foreign countries," said Mrs. Tavares.

INFORMATION LINE: Local 13 has set up an information line providing the latest strike news 24 hours a day.Southern Californians have only to dial 830-6370 for taped bulletins which are changed as often as events warrant seven days a week. On the tapes are bulletins about work op-portunity.

PHOTO BUFFS: Local 34 is now ac-cepting mounted photos of any wa-terfront or related subjects. The ex-hibit will last throughout the re-mainder of the year. Please deliver any prints to the Local 34 general office as soon as possible.

MATT MEEHAN: One of the all-time ILWU "greats" paid a visit to Portland strike headquarters recently. Down to 138 pounds from re-cent surgery for stomach ulcers, Meehan was full of enthusiasm for the way the present strike is being conducted.

"This strike hasn't been up against the gunfire and savage attacks long-shoremen faced in 1934," Meehan said. "But the young fellows running this strike are doing one of the best jobs yet!"

A leader in the '34 strike and the International's first secretary-treasurer, Meehan played a key role in the 1934, 1946 and 1948 strikes; in later years was an international representative and area arbitrator.

NEW DEMANDS? A recent Local 13 bulletin contains new demands raised by the Miners' Union in Lima, Peru: 6 to 10 days of paid leave to attend funerals of relatives; leaves of ab-sence with full pay for workers ar-rested and sentenced for crimes; full pay for time spent on strike; com-pulsory sex education at company expense; increase in extra pay for married men with family; extra pay for married men for upkeep of mis-tresses. According to Local 13's Bul-letin, the employer is willing to grant all these demands except the last one, upon which stipulates the maximum number of mistresses allowed for each miner.

PICNIC: Local 63's annual Labor Day Picnic was a huge success. The traditional Punkin ball game between day men and night men "was played in a quiet and gentlemanly spirit, with the day side winning by a score of 5-2 or 4-2 or 5-3 or 4-3 or something. A vote of confidence was given Pat Stamper for the fine job of umpiring."

Arrangements for the picnic, which was attended and enjoyed by hordes of area members, wives and children, were ably made by Dave Bonfield, Bucky Kuhn, Joe Compar-ti, Harry Aikin, Jim Davenport, Del "Moose" Long, Dave Ross, Dick Stamper and Chuck Whyte.

Walking Bosses Kick In

SAN FRANCISCO—Walking Bosses Local 91 in Northern California re-cieved a standing ovation when they brought another $5,000 in contribu-tions to Local 10 longshoremen—in addition to the $8,000 they contrib-uted last month.

In addition to the contributions to Local 10, Local 91 sent $750 to Local 34 in Southern California; $100 to Local 18, Sacramento; and $500 to the International Strike Fund.

WILMINGTON—Local 94 foremen recently received $4,400 for Local 13, and $2,900 to Local 63.