**Back on the Bricks**

**Talks Will Resume on January 31**

SAN FRANCISCO—Talks between the ILWU and the Pacific Maritime Committee and the PMA were scheduled to be resumed January 31, two weeks after longshoremen and clerks on the West Coast mounted their picket line for the second time.

Early Monday morning, January 17, after 23 days of continuous talking and caucusing—and under threat of government intervention—time finally ran out. Bone-weary negotiators left the bargaining table and pickets hit the bricks at every West Coast port.

Federal mediator J. Curtis Counts had warned that he would propose a "legislative settlement." Four days later, President Nixon presented a joint resolution to both houses of Congress calling for compulsory arbitration. (See story, column one, this page.)

While the parties were close on many major issues—including most aspects of containerization, a serious impasse was reached over how the $1 per ton container tax fund should be used. (See Status of Negotiations, page 7.)

The PMA insisted on using the tax revenue to finance the work-or-pay guarantee, the union wanted that revenue used for further benefits for the membership.

**BREAK-OFF**

After the parties broke off, and just before Bridges appeared at a huge press-radio-tv conference, the ILWU president asked Mr. Counts to carry back a message to the PMA that the union was willing to stop the clock and continue negotiating, providing employers agreed that wage gains be retroactive to November 14, 1971 (that is the same date for the ILA's retroactivity).

The PMA sent word back that it was willing to stop the clock, but not willing to guarantee the retroactivity at that point.

From then on the Coast strike machinery went on into high gear again.

Pickets were ready to roll, in any case. Longshore and clerk locals had been informed that January 17 was the deadline unless agreement had been reached.

The final day the Strike Strategy Committee met to map an action program for the renewed strike.

Previous strike policy decisions were continued, including working

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**Sugar-Pine Parleys Stalled**

HONOLULU — Sugar and pine
apple negotiations were moving to-
wards the wire here as union mem-
bers were being urged to "prepare
for any eventuality."

Both contracts expire January 31, the first time these two major in-
dustries within Local 142's jurisdic-
tion met the same expiration date.

As The Dispatcher goes to press, sugar negotiations were described by union spokesmen as "utterly fruitless."

Pineapple companies are making a concerted effort to talk poor
mouth, trying to impress employers with carefully prepared statements that they cannot afford increases.

In the case of sugar, there were only two negotiating sessions since talks were resumed on December 19, but none of the basic needs and pro-
posals of the sugar workers were agreed to by management.

ILWU secretary-treasurer Louis Goldblatt, chief spokesman for sugar negotiations, rejected a company proposal that would liquidate Koha-
la, and not include that plantation

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**ILWU Meets with Grain Men**

SAN FRANCISCO — ILWU presi-
dent Harry Bridges announced late
last week that the ILWU will meet
with major grain elevator operators
to discuss separate contracts — for
the purpose of loading grain ships on the Pacific Coast.

This came about after the Pacific NorthWest Grain Elevator Operators requested a meeting to commence negotiations for collective bargaining agreement covering loading of grain from tidewater terminals to ships. Currently the grain terminals, it is reported, are filled to capacity.

In answer, Negotiating Committee Chairman Bridges agreed that the union might be interested in working out an agreement covering the loading of grain from tidewater ter-

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**FIRST PICKETS—Silhouetted by the early morning sun, picketers from ILWU Locals 13 and 63 walk the line at container terminal 131 in the Port of Los Angeles, the first berth to be picketed after the strike was resumed. The idled oceangoing vessels behind the men tell the story of the effectiveness of the picket line.**

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**Forced Labor?**

See On the Beam, page two
"It's an ill wind that blows no man good." Thus, the words of the old proverb from medieval times. And, I would say offhand that the old proverb applies to President Nixon's proposals contained in a Joint Resolution to Congress, which upon passage asks Congress to:

1. Provide for a procedure for settlement of the strike on the Pacific Coast and Hawaii and a dispute between shippers and workers;
2. Establish an arbitration board to hear and settle all issues in dispute and to make a final and binding agreement which shall be not less than 18 months or more than 24 months; and
3. To provide in some way for no strike or lockout action by the parties during the period of such agreement.

Although the order goes on in detail to provide for the setting up of the board, how it shall operate, how it shall be paid, establishes a special referee, etc., it further provides punishment that "any strike, lockout or concerted activity in violation of this resolution shall carry a penalty not to exceed $100,000."

In studying the resolution, I am not able to figure out how the President and Congress expects the union to get our rank and file, now on strike, back on the job.

We can understand about Congress getting a request from the President to take action to set up a special arbitration board; we know that the Congress will hold hearings to present the union's objections to the President's action. But now we face a new situation.

When I quoted the proverb at the beginning of this column, what I had in mind was that whatever the bad parts of the order amount to, President Nixon's action has done one thing: It has united all sections of labor in opposition to this cockeyed proposal of the President.

As of the time this is written, our union has been in contact with the offices of Frank Fitzsimmons, General President of the International Brotherhood of Teamsters; the national office of the AFL-CIO, through John Henning, secretary-treasurer of the California State AFL-CIO; President Tony Boyle of the United Mine Workers of America; and International Secretary-Treasurer James Matles of the United Electrical, Radio and Machine Workers, whose help was invaluable in getting certain forces into action in the State of New Jersey and making direct contact with the International leadership of the United Auto Workers for us.

Therefore, as I say, President Nixon has done something—although we know that was not part of his purpose—that brings all labor together with one point of view:

United opposition to this scheme to force a group of workers back to work, to undermine their negotiating power, and an attempt to compel them to accept a settlement of their demands through compulsory arbitration.

Without being quite sure how things might work out, I can tell our membership right now as I write this column, I really don't think the President's program in this particular instance is going to work. I don't think his order, by the time it will take Congress to act, plus a few other things, plus overcoming the legal challenge we plan to make in the federal courts in San Francisco, will move as fast as our union can and will move to meet with the PMA so as to negotiate a decent contract.

Although it may be that when we resume negotiations our employer's attitude might be tougher because of the President's order, I hope the PMA doesn't make that mistake. If it does, it will be making a sad mistake indeed.

The Coast Negotiating and Strategy Committee returns to San Francisco on Monday, January 31. It will meet with the PMA in negotiations the afternoon of January 31. It may happen that negotiations will be delayed because the Senate Labor Committee, under the direction of Chairman Harrison A. Williams, Jr., of New Jersey, begins holding hearings on the President's order, and I, at least, and maybe other members of the committee too must appear at such hearings to present the union's objections to the President's action.

Another interesting aspect of the order is that in addition to naming the ILWU, all West Coast steamer locals are named and spelled out local by local. On top of that, the order likewise covers not only our Hawaii longshore division but the entire Local 142.

So, maybe the order will be a big step toward something we haven't done ourselves yet, namely, merging the ILWU with the Teamsters and bringing about one longshore agreement covering the West Coast longshoremen and Hawaii.

So, all hands on deck! Stand by for further developments. Beware of phony newspaper reports even though they claim to originate with "well-informed" union source or spokesman. All newspapers—and I mean all—have to join in and support this move by Mr. Nixon. And they will. Just be patient and get the straight dope at your local meetings or from The Dispatcher.
SF Labor Council Blasts Plan To Force Longshore Pact

SAN FRANCISCO—A powerful resolution of support for striking West Coast longshoremen and condemned compulsory arbitration and "legislative settlements for striking longshoremen or any other section of labor"—was passed here this week by the San Francisco Central Labor Council (AFL-CIO), and the Building Trades Council.

Similar pledges of support were made at the same time by the San Francisco County Labor Council and other labor bodies on the West Coast. Following is the San Francisco resolution:

"Whereas, the Nixon Administration economic policies have been actively opposed by the labor movement; and

"Whereas, President Nixon imposed a wage freeze and wage controls which have sabotaged hard-won union conditions gained through collective bargaining; and

"Whereas, The Taft-Hartley Act has been used to break strikes; and

"Whereas, The Nixon economic policies deliberately created unemployment; and

"Whereas, The latest action of the Nixon Administration is to impose compulsory and forced arbitration against the striking longshoremen which could affect every section of the American labor movement; and

"Whereas, George Meany, President of the AFL-CIO, has condemned the President's request with a statement that, "our unions will never submit to compulsory arbitration," now, therefore be it

"Resolved, That the San Francisco Labor Council, protest and oppose all attempts at compulsory arbitration, a legislative settlement for the striking longshoremen or any other section of labor, and be it further

"Resolved, That we request the Mayor and Board of Supervisors of the City of San Francisco to adopt statements through resolutions and Statements of Policy; and be it further

"Resolved, That we ask all candidates for elective national office, their positions on compulsory arbitration or "legislative settlements," and be it further

"Resolved, That we call for an immediate emergency conference of all labor organizations, regardless of affiliation, to plan concerted action to defeat this latest threat to all organized labor.

North Cal Women Pledge Strike Aid

SAN FRANCISCO—Continuing support to the ILWU strike and the program of the ILWU was pledged by the Northern California District Council of Auxiliaries in its meeting January 18 in San Francisco. Delegates from Stockton, Oakland and San Francisco attended the all-day meeting hosted by Auxiliary 16, San Francisco.

Anticipating important legislative action on the part of ILWU Northern California auxiliaries, the auxiliary Council sent a check of $25.00 for the legislative work to the ILWU Northern California District Council. A contribution was forwarded to the "Angela Davis Legal Defense Fund" to be used to help defray the cost of conducting legal defense. Birthday greetings were extended to Miss Davis on January 26th.

The following contributions were sent to the National Jewish Hospital and Research Center in Denver; to the San Francisco Area Prayer Garden for peace and to the NAACP Legal Defense and Education Fund.

Council officers for 1972 are:

- President: S. Alexander
- Vice president: John C. Austin
- Secretary: Harriet Shufﬂer
- Treasurer: William A. de Lange

The resolution continues: "We always have been and are still opposed to the principles of industrial democracy which can be preserved only through direct agreement of the parties or through procedures to which the parties have agreed voluntarily."
Negotiators Work to Defer Welfare Premium Payments

SAN FRANCISCO — Following the resumption of the coastwide longshore strike it has been determined that the monies in the ILWU-PMA M&M Fund were sufficient to extend coverage only through January 20, 1972.

Premium payments through that date have been paid to the Fund, the reserves, and all medical, dental, life insurance, and Northwest weekly indemnity coverage through the Welfare Fund has been cancelled.

In most cases, hospitalizations which commenced on or before January 20, 1972 and continue after that date are not affected by the cancellation. In addition, ongoing Northwest weekly indemnity claims which began before the cancellation will continue to be paid through January 20, 1972 as long as the man still qualifies.

In an effort to continue welfare coverage for longshoremen, clerks, bosses, and their dependents, and to preserve the welfare program, the Negotiating Committee has authorized the Coast Committee to seek credit with the coastwide welfare carriers for the duration of the strike. Letters have been sent to all carriers, and arrangements were in the process of being completed at the time The Dispatcher went to press.

Following establishment of credit with all of the carriers the Negotiating Committee will have the task of determining how to pay such credit upon the resumption of work. The current cost of welfare coverage under the 1966-1971 longshore contract in round figures is $820,000 per month, or approximately $27,000 per day.

PENSIONS

The Joint Trustees of the ILWU-PMA M&M Fund are continuing payment of monthly pensions to all pensioners, widows, and applicants who have qualified prior to January 17, 1972. In addition, eligible widows and M&M early retirees who attain age 63 will continue to be certified and added to the pension payroll.

Final Death, Disability Checks Sent

SAN FRANCISCO — Distribution of the second and final installment of M&M Fund deferred death and disability benefits was made this month to 338 men and widows.

The total amount distributed was $1,096,878.19, which was the balance of the M&M Fund available for payment of deferred benefits, taking into account all known Fund assets and liabilities as of January 1, 1972.

The Trustees suspended all M&M death and disability payments to claimants certified on or after May 17, 1970, when it became apparent that the increasing number of disability and death claims could exhaust the Fund, leaving some eligible men and widows with no benefits. Payment of all new claims was deferred until August, 1971, when the first installment of deferred benefits was issued.

This month's second installment represented the balance of the proportionate share of the deferred fund payable to each eligible man and widow.

The shortage in the Fund is calculated to be $890,000, and that deficit represented the balance of the portion of the M&M Fund available for payment of the benefits.

Pieces of the Coast Negotiating Committee. So that full value may be paid on these claims, payment of the deficit by the employer is one of the union’s demands.

Notes from the Dock Locals

With the dock strike back in gear, publicity committees in various locals and areas have renewed their task of informing the rank and file what’s happening, where to go for help, and of their role in the strike machinery.

Despite the “layoff” caused by the Taft-Hartley injunction and last ditch attempts to reach agreement with the PMA, the strike machinery appeared pretty well oiled. Within a day, picketing schedules were reactivated, the signs were on the streets again, and the docks were shut down.

This time around it was a little colder on the streets, and a little wetter, but goodwill and high morale seemed to prevail up and down the coast.

Once again, hardship, welfare and other committees have been set up to make the going easier. In Longview, for example, Local 4 has reestablished its “general store” which was so successful during the summer.

And pensioners and auxiliaries reactivated their own support apparatus. The Local 10 bulletin reminds members that “during last year’s 100 days on the bricks, the pensioners did a marvelous job of collecting donations from their membership for the strike fund. . . . Now that the strike has resumed they are first at the window with a $5,250 strike donation to help start us off for 1972.”

SCDC Move Against Nixon Strikebreaking

LOS ANGELES — The ILWU Southern California District Council voted to send letters to Congressmen and President Nixon opposing the threat of compulsory arbitration and government strikebreaking posed by President Nixon's special message to Congress.

(For discussion of Nixon's proposed legislation to impose a settlement in the coastwide dock strike, see story on page 1.)

Delegates also suggested that all district councils take the lead in planning lobbying strategy to defeat the Nixon legislation.

The council also heard a report from President Nate DiBiasi on negotiations to develop a coastwise longshore strike. DiBiasi reported that the port will abide by a previous agreement on work practice and that this would be modified subject only to changes in the coastwise contract.

The agreement provides the Toyota Motor Sales with 18 acres of land near auto distribution centers and a preferential berthing agreement at that location. Also, the Japanese importers are to relocate to the Rivergate industrial district and a four-year option on 36 acres of coastal area at either Terminal 4 or Rivergate.

The minimum financial return to the Port of Portland from this contract is $135,000 annually but this is only the tip of the iceberg. Last year more than 19,000 Toyota and Nissan vehicles were sold in a six-state region. Autos are one of the most lucrative cargo items.

The contract was signed at a press conference, in the presence of Al Overland, president of Local 8; Ray Albers, Local 40 LBC member and Everett Ede of Local 8; Oregon Governor Tom McCall and Portland Mayor Terry Schnurke were also on hand.

Longshoremen Help Portland Win Big Toyota Contract

PORTLAND — A 15-year contract between Toyota and the Port of Portland which is expected to have a tremendous impact on the local economy, was signed January 25.

The agreement would never have come about without the cooperation of ILWU Locals 8 and 40, according to Shoji Hattori, Toyota corporate secretary.

Also praising the longshoremen for helping to bring the contract to Portland were a two-tier, president of the Port of Portland, and Ed Wester Dahl, the port's executive director.

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Columbia River District Council

 Attacks Mounting Drive to Break Up Transport Strikes

PORTLAND — Senator Bob Packwood has jumped on the compulsory arbitration bandwagon with a pledge to introduce strikebreaking legislation even harsher than President Nixon’s bill to cut off strikes in the transportation industry.

In a letter to the conservative junior senator, the ILWU Columbia River District Council has charged that both Nixon’s and Packwood’s bills would deny “workers’ rights won and guaranteed in a bloody revolution in the early 1900s.

“It is discriminatory and arbitrarv, not unlike laws passed in less democratic countries... the paternalistic hand of a federal government strangling the independence of its citizens to seek their own economic welfare.”

The letter asked Packwood, before submitting his bill to Congress, to “listen to the men who are worried that automation will put them out of work....

Local 10 Man

Tobin Named Washington Representative

SAN FRANCISCO — Pat Tobin, veteran trade unionist and member of Local 10, has been named ILWU Washington representative. He transferred to the National Maritime’s capital because of the urgency resulting from the President’s announcement of a settlement on the West Coast Longshore Strike.

Tobin, who was born in San Francisco 50 years ago, has a long maritime history. He went to sea in 1916, sailing out of San Francisco with the Marine Cooks & Stewards.

“In 1950, he was one of the early members of the Local 6 executive board, promotion committee, and a member of the strike committee.

“We ask that you listen to men whose wages have been eaten up by rising costs of living, rising taxation... in short we ask that you listen to some of the public for whom you express such great concern.”

Packwood’s Portland office informed the CRDC that the Senator was too busy to talk to the longshoremen’s legislative representative.

The CRDC charged that the Packwood bill and the Administration bill are designed to protect only the shipping and agribusiness interests.

Both industries are mostly controlled by giant corporations... which have received millions of dollars in subsidies through federal aid programs and have developed a campaign to bring the ILWU strike issues before the public.

Tobin, now being distributed by auxiliaries 5 and 8A, points out that his husbands, brothers and sons have done everything possible to avoid this first strike in 23 years — including opening negotiations with the PMA a full eight months before the contract expired.

“Your men’s jobs are at stake — our very livelihoods,” says the leaflet, pointing out the job-destroying effects of containerization on the waterfront. The leaflet explains in simple terms what the problem of containerization really means — in terms of bread on the kitchen table.

The leaflet explains the need for a guarantee, for higher wages, pension plans, paid holidays, a key job and the strike — in language easily understood by the average citizen.

“We are taxpayers and homeowners,” concludes the leaflet. “We too want this strike ended as soon as possible... But it must not and will not be done at the expense of our men’s jobs and our living standards, anymore than yours.

The auxiliary leaflet concludes by asking that citizens write the PMA demanding that the employers sign a contract resolving the central issues.

Farm Labor Conditions Worsen; While Corporate Farmers Thrive

SAN FRANCISCO — The last few years have seen important victories by farm unions over some of the more brutal and dehumanizing conditions of migrant labor in California. But in many areas conditions are as bad as they ever were, with the oppression and poverty of American farm workers matched only by the increasing power of large “agribusiness” corporations.

The Senate Subcommittee on Migrant Labor, headed by Sen. Adlai Stevenson III (D-Ill.), was in San Francisco earlier this month to take three days of testimony on the problems of the migrant farm labor and the increasing concentration of wealth in California’s fields.

Farm workers continue to live, in most cases, in inadequate housing often without such basic amenities as running water and indoor toilets,” John Henning, executive secretary-treasurer of the California Labor Federation, told the Committee.

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Monopolies

Henning was joined by other witnesses in pointing out the increasing trend toward monopolization of California’s farm lands. More than half of California’s farming acreage is owned by big corporations. Tennelec, which owns one million of California’s 11.8 million acres of farm land.

Subsidies, tax advantages, water rights and other boons to “agribusiness” have over the years driven a larger and larger number of family farmers into the cities, it was charged. One such gimmick was outlined by San Francisco consumer advocate, attorney Harold Miller:

“Of the corporate owners of California farm land, over 98% are companies whose major business is in other fields,” Miller said. If these companies lose money on their farming operations this simply reduces the tax burden on other parts of the business.
Pay Board OKs Redistricting

Pay Hikes

WASHINGTON, DC — With certain restrictions, the Pay Board has okayed the payment of scheduled wage increases which were held up during the August 15-November 14 wage freeze.

As much as $1.5 billion in wage hikes during the freeze period will probably be paid out.

The Board voted unanimously that all raises may be paid retroactively unless the Board feels that they are "unreasonably inconsistent" with other wage settlements.

The Board's decision on the payment of these back wages varies according to the amount on the check and the circumstances of the raise.

- Units of 5,000 or less may pay retroactive hikes automatically, unless the raise is more than seven percent. Raises of seven percent can be granted if a fund has been set aside for them, or if there has been an appropriate increase in productivity.
- If funds have not been set aside, the raise may be challenged by the Board.

- Larger companies must give the government two weeks' notice of intent to pay the raises. Southern California was defeated by a vote of 14-9.

It is expected that the activity of the Governor's Safety Advisory Council, Bausch said, will result in more inspections. Occupational Safety and Health Act, violations of safety are subject to fines of up to $10,000, and that federal inspectors can, and will, inspect the docks if they believe that state inspections are inadequate.

Joe Davis, president of the Washington State Labor Lobby was guest speaker and described in detail legislative maneuvers in the area of redistricting.

Bausch also reported on a campaign to win unemployment compensation for "B" men and casuals during the longshore strike. The delegates asked their attorney to prepare a brief on the subject for presentation to the state.

Sen. Morse Visits Local 12

NORTH BEND — Former Senator Wayne Morse told a stopwork meeting of Local 12 last month that the nation will be in for an economic tailspin unless the Pay Board's authority is strengthened.

He defeated Chris Mallos, Local 19, Seattle, by a vote of 14-9.

He said that he acted on the recommendation of the Governor's Safety Advisory Council, but that he was driven by the activity of the Pay Board which would have given a wage hike of about 12 percent or 51 cents to aerospace workers in the first year.

Most of the raises—34 cents—was a "catch-up" cost of living hike agreed upon by the unions and the employers three years ago. The remaining 17 cents was new money.

JUST "CATCH-UP"

The Board, after dumping the first pact, approved only the catch-up hikes, by a 17 cents vote, until the second year of the agreement.

The five labor members of the board abstained from voting on the Pay Board's imposed terms, but claimed that the administrative actions were unfair and had discriminated against the aerospace workers.

"Workers in modern American history have ever been penalized in this way," pointed out the Pay Board, "the unofficial organ of the IAM.

"In the only other formal actions by the board, larger rates for coal miners and railway signalmen were approved.

"The unions charged that they were treated harshly because depressed conditions in the aerospace industry made a strike unlikely.

"The labor members on the Pay Board in a joint statement: "The Pay Board has denied 168,000 union workers a fair and equitable wage increase that was clearly allowable within the Board's own standard. By its action, the Board has violated the basic principles of fairness and penalized collective bargaining."

"The Machinists and Auto Workers are going ahead with plans to go into federal court in an attempt to win a decision forbidding the Pay Board to destroy the integrity of contracts," said IAM president Floyd Smith.

On another front, California Senators Cranston and Tunney urged the Pay Board to reconsider the aerospace action, expressing "deep concern for the economic well being of the aerospace workers and their families and for the future workability of the collective bargaining system."


Pay Board Re-writes Aerospace Pact; Unions Will Go to Court

WASHINGTON, DC — Over the protests of labor representatives, the Nixon Administration's Pay Board has re-written a negotiated agreement covering 150,000 aerospace workers.

The Pay Board's decision will cost the aerospace worker about $348 this year.

On January 13, the Board vetoed a settlement negotiated and ratified by the International Association of Machinists and the United Auto Workers which would have given a wage hike of about 12 percent or 51 cents to aerospace workers in the first year.

Most of the raise—34 cents—was a "catch-up" cost of living hike agreed upon by the unions and the employers three years ago. The remaining 17 cents was new money.

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Local Union Elections

Local 18, Sacramento

New officers for Local 18 for 1972 are: President, Dan Haleama; vice-president, George Lemon; secretary-treasurer, Glen Powell; business agent, Dan Haleama; chief dispatcher, Ricco Risso; contract enforcement officer, Rick Risso; relief dispatcher, Faustina Rutter; financial secretary, Idalynd Rutter; treasurer, Ernestine Minne; recording secretary, Evalene Vansickle; and registrar, Faustina Faustina.

Local 24, Aberdeen

The following officers have been elected and installed by members of longshore Local 24 for 1972: President, Jack A. Pulj; vice-president, Gerald S. Pirtilla; secretary and first dispatcher, Max M. Welch; second dispatcher, Don Wertanen; relief dispatchers, Anthony Zobowski; Joe Thompson; trustees, Dan Wertanen; Puget Sound District Council Delegate, Leonard "Micky" McGuire; LRC, Roy De Halema; Glen Curtis; United Labor Advisory Committee, Jack A. Pulj; AOC, Walter Heikkila; marshal, Anthony Zobowski.

Local 42, North Bend

Seafood Processors Local 42 has elected Evaine VanVeldtke to serve another term as president. Charlene Harvey will be vice-president for 1972, and Bianco Sacchi will be financial secretary. Also elected were trustees Lillian Fraser and Reva Potts and recording secretary Faustina Faustina.

Local 517, Vancouver, BC

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Chief Quits

Inspectors Say Safety Laws Not Enforced

SACRAMENTO—Amid charges of lax enforcement of safety laws, California's chief occupational safety enforcement officer resigned this month.

Jack F. Hatton, chief of the Division of Industrial Safety, announced his resignation January 13 in the midst of hearings being held by an Assembly committee at which state safety enforcement officers testified that their superiors often blocked them from cracking down on employer violators.

The special three man select committee on industrial safety was appointed last year after building trades spokesmen demanded a public investigation of the 1971 San Francisco Bay Bridge Tunnel tragedy of June 24 on which 17 workers were killed.

One state safety engineer, John N. Jepson, testified that he had been ordered "any number of times" by his superior to remove recorded tag notices from equipment found to be unsafe by field inspectors.

Another field inspector charged that there were 44 cases in 1970 in Southern California "in which we had the indisputable evidence but didn't prosecute."

In testifying before the special committee, state AFL-CIO secretary-treasurer John F. Henning charged that "as currently interpreted (of Industrial Safety) cannot hope to meet the obligations imposed upon it."

"The construction section is in particular need of assistance. The injury rate in the construction industry is twice that in overall employment."

Receiving news of the divisions heads dramatic resignation, Gov. Ronald Reagan named Judge William Hern, head of the states Industrial Relations Department, to investigate.

Hatton, who was a five-man executive board. The delegates asked their attorney to prepare a brief on the subject for presentation to the state.

Sen. Morse Visits Local 12

NORTH BEND — Former Senator Wayne Morse told a stopwork meeting of Local 12 last month that the nation will be in for an economic tailspin unless the Pay Board's authority is strengthened.

He defeated Chris Mallos, Local 19, Seattle, by a vote of 14-9.

He said that he acted on the recommendation of the Governor's Safety Advisory Council, but that he was driven by the activity of the Pay Board which would have given a wage hike of about 12 percent or 51 cents to aerospace workers in the first year.

Most of the raises—34 cents—was a "catch-up" cost of living hike agreed upon by the unions and the employers three years ago. The remaining 17 cents was new money.

JUST "CATCH-UP"

The Board, after dumping the first pact, approved only the catch-up hikes, by a 17 cents vote, until the second year of the agreement.

The five labor members of the board abstained from voting on the Pay Board's imposed terms, but claimed that the administrative actions were unfair and had discriminated against the aerospace workers.

"Workers in modern American history have ever been penalized in this way," pointed out the Pay Board, "the unofficial organ of the IAM.

"In the only other formal actions by the board, larger rates for coal miners and railway signalmen were approved.

"The unions charged that they were treated harshly because depressed conditions in the aerospace industry made a strike unlikely.

"The labor members on the Pay Board in a joint statement: "The Pay Board has denied 168,000 union workers a fair and equitable wage increase that was clearly allowable within the Board's own standard. By its action, the Board has violated the basic principles of fairness and penalized collective bargaining."

"The Machinists and Auto Workers are going ahead with plans to go into federal court in an attempt to win a decision forbidding the Pay Board to destroy the integrity of contracts," said IAM president Floyd Smith.

On another front, California Senators Cranston and Tunney urged the Pay Board to reconsider the aerospace action, expressing "deep concern for the economic well being of the aerospace workers and their families and for the future workability of the collective bargaining system."

Status of Longshore Negotiations on January 17

ILWU Position

JANUARY 17, 1972

1. STRAIGHT TIME HOURLY WAGES

$5.00 per hour effective November 14, 1971.
$5.40 per hour effective July 1, 1972.

Clerks — comparable adjustments.

2. SKILL RATES — PER HOUR

15c per hour increase to 35c.
20c per hour increase to 35c.
30c per hour increase to 50c.
40c per hour increase to 70c.

3. MEAL ALLOWANCE

$2.50 per meal.

4. LODGING

$7.00 per night.

5. GUARANTEE

36 hours at the straight time rate for A men.
18 hours at the straight time rate for B men.
Paid weekly.

Averaged over a 13-week period.

Eligibility: available 5 days per week or 80 percent of average hours.

No rules to prevent A men from working all they wish, and rules to prevent gimmicking.

$5.2 million liability per year of contract, with provisions for review and provided that the arbitrator has the power to make adjustments in eligibility requirements and/or total amount of liability in the event the $5.2 million is not enough to meet the guarantee. Container tax funds to be spent for guarantee payments after the $5.2 million is expended. The use of any remaining container tax funds to be negotiated by the parties.

6. CONTAINERS

Continue present CFS Supplement with provisions for review and provided that the arbitrator has the power to make adjustments in eligibility and/or total amount of liability in the event the contract's $5.2 million is not enough to meet the guarantee. Container tax funds to be spent for guarantee payments after the $5.2 million is expended. Use of any remaining container tax funds to be negotiated by the parties.

7. WELFARE

a) Continue group coverage.
b) Eliminate inequities for small ports.
c) Dental Plan with Warehouse Plan schedule and dependents.
d) Eye care and prescription drugs, levels of benefits to be negotiated.

8. LIFE INSURANCE

A man only, with 5 years of service and not eligible for a pension, $10,000 with A&D; coverage limited to immediate members of family — spouse and children.

9. INDEMNITY

Indemnity plan limited to active A men to supplement compensation for on-the-job injuries, to raise level of payment to approximately $125 per week.

PMA Position

JANUARY 17, 1972

1. STRAIGHT TIME HOURLY WAGES

$5.00 per hour effective November 14, 1971.
$5.40 per hour effective October 1, 1972.

Clerks — comparable adjustments.

2. SKILL RATES — PER HOUR

15c per hour increase to 20c at ratification.
20c per hour increase to 27c at ratification.
30c per hour increase to 40c at ratification.
40c per hour increase to 53c at ratification.

3. MEAL ALLOWANCE

$4.00 per week.

4. LODGING

$7.00 per night.

5. GUARANTEE

36 hours at the straight time rate for A men, effective March 1, 1972.
18 hours at the straight time rate for B men, effective March 1, 1972.
Agreed.

First year, averaged from effective date of agreement to the current date.
Second year averaged over the most recent 52-week period.
Eligibility: 80 percent of average hours.

Rules; penalties and administrative matters to be negotiated within a specific period following signing of agreement, subject to arbitration if necessary.

5.2 million maximum liability, and provisions for review and arbitration empowered to make adjustments in eligibility requirements and/or total amount of liability, provided that container tax funds have first call for use for guarantee payments before the $5.2 million is used.

6. CONTAINERS

Continue present CFS Supplement, and zone concept.

$1 per ton tax to be on long ton — 2,240 pounds.

7. WELFARE

a) Continue group coverage.
b) Eliminate inequities for small ports.
c) Dental Plan with Warehouse Plan schedule and dependents.

8. LIFE INSURANCE

Double the present $2,000 life insurance benefit to $4,000 and from $4,000 to $8,000 in the case of accidental death.
Teamster President Invites ILWU to Merge

Two weeks ago, the ILWU Coast Negotiating Committee requested ILWU president Bridges to fly to Washington, D.C. to meet Frank E. Fitzsimmons, general president of the International Brotherhood of Teamsters to try to resolve the problem of container stuffing and also—in the discussions earlier with the International Longshoremen's Association—to explore questions of merger.

Following are the texts of two letters received from FIT president Fitzsimmons by Bridges. The first deals with the issue of containers and the question of double-handling. The second deals with the question of affiliation of the two International unions.

Mr. Harry Bridges

Dear Sir and Brother:

You have inquired whether the International Brotherhood of Teamsters would support your organization in the event it resumes its strike. You have proposed to your own ILWU Executive Board and which we have discussed at length in my office today.

Fraternally yours,
Frank E. Fitzsimmons
General President

Dear Sir and Brother:

You have inquired concerning the possibility and conditions under which the International Brotherhood of Teamsters would accept the affiliation of the ILWU. I believe that negotiations to that end can be fruitfully carried on within the framework of the following principles:

(1) The International Brotherhood of Teamsters would affiliate the ILWU in its entirety. In so doing, we would recognize the two existing divisions of your International Union, longshore and warehouse, and other sections.

(2) We would protect, under the IBT Constitution, the autonomy of the longshoremen, clerks and walking bosses as a proper trade division within the International Brotherhood of Teamsters.

(3) Your Local Unions which presently comprise your Warehousemen's Division would become affiliated with and a part of the existing IBT Warehouse Division.

(4) Within the framework of the IBT Constitution, the Longshoremen's Division and the Local Unions comprising your Warehouse Division would have the right to determine their respective jurisdictions.

(5) Based upon the foregoing, the two International Presidents would appoint a joint committee to resolve any remaining issues.

Permit me to assure you that the General Executive Board of the International Brotherhood of Teamsters has full authority to accept your affiliation with all the conditions agreed to in this and future documents dealing with the merger and affiliation of the International Longshoremen's and Warehousemen's Union with the International Brotherhood of Teamsters.

Fraternally yours,
Frank E. Fitzsimmons

Government Strikebreaking

Continued from Page 1—

US District Court in Washington, D.C. The Secretary of Labor would have the authority to appoint the panel to make its decision consistent with the Administration's wage-price control policy. However, the arbitrator's award would not be subject to Pay Board approval.

"REFEREE"

The joint resolution also instructs the Secretary of Labor to appoint a "special referee" who—while the arbitration panel is deliberating—would have exclusive jurisdiction over any disagreement which might have the effect, in his opinion, of causing a strike or lockout.

The President told Congress that passage of the joint resolution was necessary because of what he termed the serious economic effects of the strike.

He also urged Congress to once again consider passage of his "Emergency Public Transportation Act" which would give him the authority to totally ban any strike in the transportation field by imposing compulsory arbitration.

ROUGH GOING

As The Dispatcher went to press, the AFL-CIO announced its opposition to totally ban any strike in the transportation field by imposing compulsory arbitration.

Sugar-Pine Packers Stalled

Continued from Page 1—

in the entire agreement in order to resolve some of the social and economic problems of the Kohala membership.

Sugar industry spokesmen are also trying the poverty tactic being used in pineapple.

Robert Grunsky, president of the Hawaii Employers Council, apparently has tried to go over the heads of the union negotiating committee in an attempt to convince the ILA that the case file that the industry cannot afford a substantial increase.

Union spokesmen pointed out they, too, are familiar with the economics of sugar and expect the companies to come across with the necessary wage and fringe improvements.

In pineapple, the main thrust by the companies is to point to cheap foreign competition and cry they are not able to pay decent American wages.

However, "the union has no intention of being hoodwinked," says negotiating spokesman Tommy Trask.

"For example, the last bulletin from Taiwan shows that wages paid are paid (10c for women, 17c for men) and how much more pineapple they have expressed interest in growing. This means the pineapple industry is an obvious attempt to signal the unions to go easy, or you might break the board," Trask said. "In Hawaii, wages are criminally low, but two weeks ago they increased the minimum wage to $1.10 for men and $1.00 for women. We all know that this is not going to end the strike."

"We told the industry negotiators that ILWU does not represent the workers here in Hawaii but the workers here. We represent the workers here in Hawaii where the cost of living is a hell of a lot higher than in Taiwan. We and the ILA are trying to get as much as we possibly can for our members so they can enjoy life here in Hawaii."