Overseas Delegates Assigned
SAN FRANCISCO — The ILWU International officers have assigned the 1972 overseas delegates as follows:
Ethiopia: Bill Bailey, Local 34; Morel Marshall, Local 10; Tony Kamawaloa, Local 142.
Ireland/Northern Ireland: Bradley Armstrong, Local 10; Joe Geminiani, Local 8; Arthur Speaks, Local 19.
Australia: Norman Asuncion, Local 141; Frank Jaworski, Jr., Local 54; Jim Bowen, Local 63.
Taiwan: Roy Smith, Local 500; Wes Johnson, Local 8; Mariano Acoba, Local 142.
Hungary: Joe Jaborski, Local 12; Carl Christensen, Local 19; Fred Taniguchi, Local 142.
Chile: Don Rickard, Local 142; Joe Jurich, Local 9; Jerry Plante, Local 94.
USSR: Saburo Fujisaki, Local 143; Stan Ball, Local 564; Louis Arjan, Local 13; James Grodnik, Local 6.
Ray Freyermuth, Local 26-A and Max Vekich, Local 24 have been assigned to the delegation to the People's Republic of China.
The delegates will be notified by mail as plans for their trips materialize, itineraries are arranged and dates are set.

UNIQUE PROGRAM
The ILWU overseas delegates program is unique in the labor movement.
Delegates are sent abroad to observe labor conditions and develop friendship and understanding with other lands.
Their reports, published in The Dispatcher, often reveal the down to earth realities unavailable in the commercial press.

British Dock Strike Over
LONDON — Most British dock workers are on the job again after having accepted a series of promises which will hopefully provide them with the job security for which they fought during their three week strike this summer.
The strike began officially on July 25, although many ports were closed during the preceding week. On August 16, dock worker delegates voted to accept a proposal by a labor-government-industry committee which pledged to help solve the problem of "redundancies" in the British long-

Parliament Called into Session
VANCOUVER, BC—All West Coast Canadian ports were struck by the ILWU's 3200 members here on Wednesday, August 23.
The decision to strike was made by the Canadian area executive board, which is also the union's negotiating committee.
The Canadian ILWU membership had voted earlier in August by over 93 percent in favor of strike action, if necessary, to back up negotiations for a new longshore agreement.
As the Dispatcher went to press, it was announced that the Canadian parliament would reconvene in Ottawa on Thursday, August 31, in order to pass legislation to force the strikers back to work.
The government actuated after Labor Minister Martin O'Connell reported that he had been unable to bring the two sides together after three days of talks with them in Vancouver last week.
The old contract expired on July 31, and since then negotiations have been unfruitful. Ports affected are Vancouver and New Westminster, Victoria, Chemainus, Port Alberni and Prince Rupert.

EMPLOYERS STALL
"We are on strike because we can't get the employers to negotiate," said Don Garcia, Canadian area ILWU president. Garcia charged that the BC Maritime Employers Association (BCMEA), had stalled negotiations, refusing to put any offer on the table.
"Then when a dispute developed with Vancouver's Local 500, over unfair work distribution, the employers took the position that they would not negotiate on a contract until this issue was settled and our members in the Port of Vancouver returned to work.
"As far as we are concerned this is just another stall. The employers don't want to negotiate; apparently they want a strike. Now they've got one. The strike will last until BCMEA is willing to sit down and realistically negotiate a new contract," Garcia said.

VANCOUVER BEEF
The separate Vancouver beef began on August 7 when approximately 400 steady men, members of Local 500, hands in.
Local 500 has charged that these workers—lift truck drivers, bulldozer operators, crane operators, checkers, laborers, and inloaders—are frequently assigned to work which should be properly assigned through the hiring hall.

(Continued on Page 8)
When Will it End?

One of the basic issues in this election campaign has got to be the war in Indochina. Senator McGovern, after all, became known as a serious candidate largely on the strength of his opposition to the war policies of both President Johnson and Nixon. And even President Nixon promised peace in 1968, promising he had a secret plan— as yet unrevealed—to end the war.

But if we have learned any lessons in our experience as unionists, it should be that voting is not enough. Regardless of who is elected, the war won’t end overnight. It will take constant pressure, constant effort to make good on their promises.

It is to this end that the ILWU and $4 other unions cooperated to form Labor for Peace last June. We have promised to assist in setting up Labor for Peace groups in the communities and the job to make sure people understand the real issues, and it must provide constructive suggestions and ideas for using the collective muscle of millions of US workers in behalf of peace.

The organization, to remain effective, must, at the same time be able to encompass all unions with a sincere interest in peace, no matter who they choose to endorse. Because no matter who is elected, we still will have to deal with those who want to keep their fingers in Laos, Cambodia or Thailand, and we still will have to fight those—Republicans and Democrats—who are so reluctant to give up the American role as world policemen in other areas.

No matter who is elected, Labor for Peace will have to keep up a day-to-day effort in the communities and the job to make sure people understand the real issues, and it must provide constructive suggestions and ideas for using the collective muscle of millions of US workers in behalf of peace.

The Dispatcher

Published semi-monthly by the International Longshoremen’s & Warehousemen’s Union

President of this union, I’m glad to see Senator George McGovern has abandoned his widely publicized scheme of giving $1,000 to every American who is not employed. He and his group of business experts are convinced that the simple giving of money to the needy in the welfare system would save hundreds of millions now being spent to maintain an army of welfare experts and social workers used to determine and check eligibility. It was suggested that the simple giving of money to the needy in the form of a negative income tax would save as much as $11 billion annually to “give inadequate subsistence to eight million people.” But the report went on to say that another 22 million more Americans were living below the poverty level but for various reasons were not eligible for public assistance.

First of all the prestige Brooks Institute, did a great deal of research in 1967 and published a study entitled “negative income tax” program in 1968.

Then, in April of 1968, a 16-member committee of prominent business leaders, practically all of whom were leading Republicans appointed by Governor Rockefeller of New York to study the overall welfare situation, proposed a negative income tax to end the poverty program.

No matter who is elected, Labor for Peace will have to keep up a day-to-day effort in the communities and the job to make sure people understand the real issues, and it must provide constructive suggestions and ideas for using the collective muscle of millions of US workers in behalf of peace.

On the Beam

In the June 7, 1968 issue of The Dispatcher we carried an editorial supporting the idea of a negative income tax— sometimes called the guaranteed income program— as a substitute for welfare. That same issue had a column by me giving more detail on why we favored this program. Both the editorial and the column mentioned the estimated increased cost of such an idea over the present cost of numerous federal, state and city welfare schemes.

In another column in June 21, I pointed out that the negative income tax was simply realizing the fact that a nation’s first responsibility was to take care of all its people, especially the poor and sick who were unable to make a living through no fault of their own, and especially those who had been rendered surplus in the labor market due to mechanization.

So, what’s the point of bringing this up now? Because just this week Senator George McGovern, the Democratic presidential candidate, has abandoned his proposal (advanced so effectively in the California primary elections last June) to give every individual American $1,000 per year and to pay for it by taxing those people whose incomes were above a certain amount, like $10,000-$15,000 annually. He now favors the guaranteed income program endorsed by the ILWU Conventions and which I wrote about in 1968.

When we supported the negative income tax in 1968, and said why we favored it over the whole mishmash of federal and city welfare schemes with all the arguments raised about people on welfare getting by loafing, having more kids for welfare, etc., we knew where the idea first came from and how it moved into the national spotlight.

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No matter who is elected, Labor for Peace will have to keep up a day-to-day effort in the communities and the job to make sure people understand the real issues, and it must provide constructive suggestions and ideas for using the collective muscle of millions of US workers in behalf of peace.
Kagel Clears Up Dispatch Questions

SAN FRANCISCO—A steady man cannot be dispatched from a joint longshore hiring hall on any day he is either working for his regular employer or receiving his guarantee pay, according to an August 22 ruling by Coast longshore arbitrator Sam Kagel.

On other days he may be dispatched only after all other men in his category have been sent out.

The ruling was given after Seattle Puget Sound arbitrator William Forrest referred a beef over steady man dispatching to Kagel—who had retained jurisdiction over that matter in his July 5 ruling on steady men.

(For a full account of the Kagel award on dispatch of steady men, see The Dispatcher, July 21, 1972.)

22 DAY LIMIT

The July 5 award provided that a steady man may work for his employer up to a limit of 22 days per calendar month and six days per week.

Within this framework, Kagel said in his August 22 clarification, “the employer has a right to determine which 22 days in the calendar month are to comprise the steady man’s work schedule. On such days, this steady man is entitled to receive a guaranty entitlement and, therefore, is not entitled for employment through the dispatch hall.

“On all other remaining days in the calendar month, regardless of where they were, a steady man is entitled to seek employment through the dispatch hall... .” after all available men in his sign-in or plug-in category have first been dispatched.

This clarification by Kagel, said ILWU Coast Committeeman Fred Huntsinger last week, above, “prevents double payment on any day, and provides that the employer has the right to schedule the 22 days of ‘work or pay.’”

Huntsinger suggested that locals with steady men would need to check out a steady man’s eligible days.

Support for Sister Plant SALINAS — Local 6 members at the Nestle’s plant have pledged a total of nearly $90 to donate to striking Nestle’s workers at the company’s factory in Lodi. They said, “Chief issue for speed up and trying to put out more with less people,” says the Local 6 Bulletin.

Nixon Drops Transport Bill

WASHINGTON, DC — President Nixon recently dropped his support for compulsory arbitration legislation in the transportation industry for this Congressional session.

Republican Senator Robert Packwood of Oregon—the main sponsor of the bill—announced that he would no longer seek to get his bill on the floor given the withdrawal of administration pressure.

ILWU legislative representative Pat Tobin denied the almost unanimous opinion of the press and other observers that this was part of a deal by President Nixon to assure AFL-CIO neutrality in the coming campaign and to win the support of the International Brotherhood of Teamsters.

Tobin said that most labor representatives from Capitol Hill agreed that at least partially because of intensive lobbying efforts of their own, the Administration simply recognized that it could not hope to get the bill through Congress this session and therefore abandoned it as a loser.

BREACH OF PROTOCOL

Tobin pointed out that Packwood had alienated many senators by his announced intentions to push his bill to the floor and attach it as an amendment to the minimum wage bill if the labor committee did not report on it. It was pointed out that Packwood, as a member of the Senate labor committee, had every opportunity to express his opinions, and that taking the bill out of committee was considered a serious breach of senatorial protocol.

The proposed legislation would have attempted to cope with transport strikes—either regionally or nationally—by allowing the president the authority to order operations, government seizure, or a formal strike-arbitration process, which labor leaders would have been entitled to compulsory arbitration.

Packwood’s bill was only narrowly defeated in the Senate by 42 to 39 during this year’s West Coast longshore vote.

Administration spokesmen also denied that withdrawal of this legislation was part of the deal with certain elements of labor. They said that the legislation had no chance of passing for this session and that major disputes in longshore, railroad and other industries had been settled without the need for this legislation.

The Administration has now agreed to consult further with organized labor on transport industry legislation, but has not abandoned its basic commitments to some form of strike-breaking legislation. Labor Undersecretary Laurence Silberman, who originally helped draft the President’s legislation, told the press that “we’re still with Bob (Packwood) in concept. We think he’s absolutely on the right track.”

Labor for Peace Maps Regional Conferences

CHICAGO — Labor for Peace will hold a series of regional conferences throughout the US—hopefully before election day—to work out programs lining up the weight of the labor movement against the war in Indochina.

The program of regional conferences was mapped out at a Labor for Peace meeting held in Chicago August 21.

The ILWU was represented by International president Harry Bridges, vice president William Chester and administrative assistant Charles Velzon. Bridges discussed the history of attempts, going back to 1934, to develop a unified labor movement in the ports, and discussed present problems over container jurisdiction.

Local 26 Wins Pact at NY Merchandise Co.

LOS ANGELES — By a vote of 44 to 8, Local 26 members at New York Merchandise Co., Inc., ratified a new three-year agreement which calls for wages of $8.75 cents per hour across the board.

Truck drivers, when operating the cab and trailer trucks will get an additional 20 cents.

Also won were improvements in vacation leave. Language changes included a reduction in the probationary period from 45 days to 30 days, plus vacation and funeral leave benefits for seasonal employees.

The negotiating committee consisted of Garland Calhoun, Carmen Chacon and Wayne Willis. Negotiating spokesman was business agent Sid London.

Local 26 Wins Pact at NY Merchandise Co.

LOS ANGELES — Newly organized members of Local 26 at the Totten Tubes Corp. have ratified a new three-year agreement with wage increases ranging from 30 to 40 cents per hour over the life of the agreement.

Union negotiators also were able to eliminate a sick leave accrual system that required employees to earn sick leave based on a percentage of their pay.

Effective June 1, 1972, workers who have more than one year of service will automatically receive five days sick leave per year. New hires will be required to earn sick leave on a proportionate basis of the length of their employement.

Local 26 also won two additional paid holidays, improved vacations, additional life insurance and a grievance procedure.

Totten Tubes workers will now be covered under the Warehousemen’s Union Class Health and Welfare and Dental programs, with a maintenance of benefits clause for the life of the agreement.

Members have also won their first union pension plan based on a 10-cent contribution over the life of the agreement; beginning July 1, 1973, employees will automatically contribute 10 cents per hour on the first $43.60 per month and eventually reaching a 25-cent contribution effective July 1, 1974.

The agreement was ratified unanimously by the membership. The negotiations were handled by Mike Polus, Bud Hendricks and business agent Ny Orkin. The committee was negotiated in the last stages of negotiations by president Joe Burra.

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Local 26

Three-Year Pact Won at Totten Tubes

UNIFICATION OF WFAMT WORKERS was the main item discussed when a Port of Yokohama study team composed of labor, government and management officials visited with ILWU leaders last week, above. The Japanese delegation was sent out to investigate a labor-management dispute involving the Wood, Furniture and Allied Trades.

During the discussions it became apparent that Japanese face serious problems because of fragmentation of the work force. It was pointed out that on one LASH ship, the Japanese have three stevedore companies and three separate unions doing the work. Meeting with the delegation were ILWU president Bridges, vice president William Chester and administrative assistant Charles Velzon. Bridges discussed the history of attempts, going back to 1934, to develop a unified labor movement in the ports, and discussed present problems over container jurisdiction.

Karl Yonedo, a member of Local 10, interpreted.

Maintaining a Solid Picket Line at Commercial Enameling in Los Angeles are Local 26 members Arthur J. Allen, pickup captain Charles Mangiavillano and Willie Patterson. The 85 members of Local 26 at the enameling plant have been on strike for a new contract since August 5.
UNUSUAL CRAFT — Robert Colton, a member of Local 12 in Coos Bay, Oregon, demonstrates the use of a chain saw on one of his sculptures in progress. Showing off some of Colton’s other work are Sally Ebert, operator of a local art gallery, and her daughter Holly.

LOS ANGELES — The Nixon Administration should either completely revise the existing wage-price controls program and extend it to business profits and dividends, or abandon it entirely. This was one of the key points made by delegates to the California Labor Federation’s Ninth Convention held here late last month.

In a statement of policy on “Full Employment and the Economy,” the delegates asserted that a national commitment to full employment with decent jobs at decent wages is essential.

They called for expansionary monetary and fiscal policies, public works projects, public service employment, and increased social security rates and new foreign trade legislation as a means of providing jobs and ending the present economic crisis.

Delegates charged the Nixon Administration with “three years of economic mismanagement and government of, by, and for special interests. . . . The nation’s economy has steadily deteriorated over the past three years. The record is chillingly clear: unemployment has doubled; inflation continues unabated; business gets even bigger, and the coast arbitrator Sam Kagel.”

The union argued that there was no concerted effort at a slowdown; and that in fact the union had completely supported the previous Kagel ruling of July 5 concerning steady men and major dispatch; and had explicitly followed the agreement.

The union further contended that the employers themselves had not followed the grievance procedures during the alleged slowdown.

The area arbitrator ruled that the union did not use concerted action to engage in a deliberate slowdown. But PMA appealed this decision to the coast arbitrator Sam Kagel, who overturned the area decision.

Local 6 Wins Another Plastic Company

RICHMOND, Ca. — Workers at Wright Container Corporation here have voted by 4-2 to join ILWU Local 6. Wright Container is a 24-hour plant and a division of the national AFL-CIO.

The main issue keeping the House and the Senate apart on this bill is the Nixon Administration’s opposition to a “youth differential” — leaving the minimum at $1.50 for workers between 18 and 21.

Labad will lobby intensively to sway the House to drop the workers’ objections. The issues are: 1) equalization of earnings between steady men and peg board men 2) whether a steady man employed under the crane supervision can check into the hall on days he is not steadily employed, and 3) a charge of an alleged slowdown by PMA in the port of Long Beach by SeaLand Services Inc. and Container Stevedoring Co., a Sealand subsidiary.

The employers contend that after they hired four steady crane operators some of the former peg board men left and then, according to the ILWU, there was a slowdown which was “tanta-mount to a work stoppage.”

The union argued that there was no concerted effort at a slowdown; and that in fact the union had completely supported the previous decision of July 5 concerning steady men and major dispatch; and had explicitly followed the agreement.

The union further contended that the employers themselves had not followed the grievance procedures during the alleged slowdown.

The area arbitrator ruled that the union did not use concerted action to engage in a deliberate slowdown. But PMA appealed this decision to the coast arbitrator Sam Kagel, who overturned the area decision.

The issue concerning equalization of earnings and a steady man’s right to employment on the days he is not steadily employed, is frequently clarified by Kagel, with certain details to be worked out by joint parties at the local level. (See separate story, page 3.)

As of August 28, meetings between the union and PMA were still in progress here.

Sealand has not ordered steady crane drivers in the port of Tacoma.

Congress Stalls Minimum Wage Improvements

WASHINGTON, DC — A conservative coalition of members of the House of Representatives has blocked—at least for now—improvements in the minimum wage.

By a 198 to a 190 vote, the House refused to authorize a conference with the Senate to negotiate a compromise package of fair labor standards and amendments agreeable to both Houses.

The more liberal Senate has already adopted a minimum wage bill which would raise the floor to $2.30 after two years and extend coverage to farm workers.

Senator George McGovern interrupted his post-Democratic national convention vacation in South Dakota to express concern about the failure to defeat a Nixon Administration substitute which would have weakened the bill.

The House version only raises the minimum wage in the first step from the present $1.60 an hour to $1.80 (as compared with $2 in the Senate bill) and only $2 (as compared with $2.30 in the Senate bill) in the second step.

The Senate bill also provides for gradual inclusion of farm workers under the minimum wage law while the House bill contained a provision to 181.

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Labor will lobby intensively to sway the House to drop the workers’ objections. The issues are: 1) equalization of earnings between steady men and peg board men 2) whether a steady man employed under the crane supervision can check into the hall on days he is not steadily employed, and 3) a charge of an alleged slowdown by PMA.
New Guarantee Rules for Distressed Ports

SAN FRANCISCO—ILWU and PMA have reached agreement on new pay guarantee eligibility rules which will make it easier for dock workers in distressed ports to receive guarantee payments.

Under the basic guarantee rules, "A" and "B" men are required to work a minimum number of hours per week and to meet two tests: they must have worked 80 percent of the average paid hours during a given week, and 80 percent of the average total paid hours accumulated by the local in the 26-week guarantee period.

This has made it difficult for longshoremen in distressed ports—Fort Huene and Stockton—to collect benefits—as there frequently is not enough work for men there to make the minimum number of hours.

Tests Dropped

In consideration of this fact, the Coast Labor Relations Committee has changed the eligibility rules for distressed ports so that both the weekly eligibility tests and the 26-week test have been dropped and a new formula for determining eligibility in distressed ports has been worked out.

The new formula provides that a man who has worked 80 percent of the average hours for his registration group in the local for the twenty weeks during the week for which the benefit determination is being made, may be eligible for the guarantee payment.

This plan is effective retroactive to July 1. PMA has also agreed to analyze the work opportunity problems of San Francisco "B" men, and both parties have agreed that the hour of steady "B" men will be included in the hours of "A" men for guarantee benefit computation in Local 10.

Coast Guard Passes

SEATTLE—Clerks' Local 52 here reminds its members that Coast Guard passes, if expired, must be renewed no later than September 15, 1972.

"Drums Damage Digits"

Labor Solidarity is demonstrated August 11 when 250 leaders of Hawaii AFL-CIO unions and the entire State executive boards of the Teachers Association and ILWU Local 1-42 strengthen the picket line at Schuman Carriage where 58 ILWU strikers are on strike. See story at right.

Labor Solidarity

WASHINGTON, DC—the United States Senate—buckling under pressure from lawyers' groups and certain insurance companies—has killed the labor-backed national no-fault auto insurance bill for this session.

By 49-46, the Senate sent the measure to the hostile Senate judiciary committee for study. The committee is headed by Senator James Eastland of Mississippi.

Senator Warren Magnuson of Washington, a main sponsor of the bill, warned that the delay would set the bill back two years—a time lag which would cost American car owners more than $10 billion in higher legal costs and insurance premiums.

Voting for the no-fault plan from ILWU areas, were Senators Inouye from Hawaii, Senators Cranston and Tunney from California; Senators Gravel and Stevens from Alaska, and Senators Jackson and Magnuson from Washington. Voting against the bill were Senators Fong of Hawaii, and Senators Hatfield and Packwood of Oregon.

The move to sidetrack no-fault for the session of Congress was backed by President Nixon and administration lobbyists.

Under the no-fault plan accident victims would be paid up to a $50,000 limit for injuries and losses by the insurance company covering the vehicle in which they were riding, without regard to who is at fault in the accident. This would eliminate lengthy legal proceedings, years of fighting payments, and the heavy lawyers' fees which cut substantially into the amount received by those injured, hospitalized or otherwise victimized.

The bill would have set federal standards for state laws establishing no-fault insurance. In states that failed to act or failed to meet the federal standards, federal standards would apply.

Under the present system—in all but the hands of states that have adopted no-fault concepts—damages are paid by the insurance company covering the car whose driver is found at fault.

This has meant lengthy trials to determine blame and inadequate compensation.

Present System Wasteful

Critics of the present system also charge that it wastes money—with about 44 cents of every premium dollar going to pay legal fees and administrative cost rather than accident victims.

In a report to ILWU officers, the union's legislative representative Pat Tobin, pointed out that research done by the AFL-CIO and other organizations "pretty well establishes that in states where no-fault legislation exists, the cost of premiums to the consumer is reduced." A modified and severely limited plan in Massachusetts has already saved insureds in the state an estimated $76 million in bodily injury insurance premiums; significantly reduced insurance claims and cancelled out a projected insurance increase in premiums of 25 percent in 1971.

No-fault insurance is also being increasingly discussed in Canada. New Democratic Party leader Dave Barrett, last week estimated that public auto insurance would save British Columbia drivers about 20 percent in their premium rates.

Intensive Lobbying

Senate Dumps No-Fault Auto Insurance Bill For The Year

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Local 142 Digs In on Auto Company Strike

HONOLULU—Determined not to undermine union conditions in the auto industry by accepting a substandard contract, ILWU Local 142 Schuman Carriage workers have been on strike since July 31.

All 17 of the other auto firms, whose workers are represented by the ILWU, settled earlier this summer.

Schuman is holding out for a contract with better conditions in four respects. The company wants to institute a new incentive plan which would reward workers with home pay, and offer reduced insurance rates for parts journeymen, break with the promotional policies of other auto dealers, and also retain the right to discharge an employee without giving reasons to the union.

"The key is that Schuman must meet industry standards like anybody else," said negotiating spokesman Antone Kahawaiolaa, Jr. "This is a competitive industry and we aren't about to let one employer get away cheaply."

The previous Schuman agreement expired May 31. Two seven-day extensions took place to June 1, but during this period there was no settled agreement. The strike was followed by another month and a half of negotiations.

There are 58 workers on strike. There were 51 workers on strike for a few days but three of them quit. The Schuman strikers have received considerable assistance from the state AFL-CIO federation and other unions. Machinists, grateful for ILWU's support, sent their picket line at Datsun last year, have turned out en masse at Schuman and donated a lot of cash out of pocket.

Longshore Indemnity Plan Takes Effect

SAN FRANCISCO—An indemnity plan to provide dock workers injured on the job with the difference between their workmen's compensation payments and the sum of $125 a week has gone into effect.

PMA and ILWU have agreed that current payments of benefits to longshoremen and clerks and ILWU watchmen would begin as of September 30, 1972, retroactive to March 19, 1972.

In other words, the program will supplement workmen's compensation benefits for injuries incurred on or after March 19, 1972.

An identical agreement was reached with foremen and walking bosses, with an effective date of February 19, 1972.

The indemnity plan is part of the February 10, 1972 memorandum of understanding which ended the ILWU dock strike.

Negotiators since then have been working out the necessary administrative procedures for the program. Members entitled to either current or retroactive payments will find the appropriate forms at their local office.

Local 52 Dispatcher

John Manyon Dies

SEATTLE—John Manyon, Local 52 dispatcher for the last two years, died recently at age 66. He came out of the Seattle waterfront in 1957. The funeral took place Saturday, September 2, with full military honors and Masonic rites.

"Keep your hands on the rolling rings and off the chines while rolling drums!"
Most Inspected Plants Flunk Safety Test

WASHINGTON, DC—Three out of every four work places inspected by the Occupational Safety and Health Administration (OSHA), during the first year of the law's operations, failed to meet federal labor standards.

Of the more than 29,000 plants and work sites inspected for the year ending June 30, only 7,400 were found in compliance.

OSHA compliance officers made nearly 33,000 inspections and issued over 23,000 citations to employers.

George Taylor, secretary of the AFL-CIO standing committee on safety and occupational health, pointed out that if the proposed penalties were actually assessed, an average fine would amount to as little as $2.47 per violation and $74.27 per employer.

Employers were permitted several appeal steps before paying the fines. During fiscal 1972, about five million work places employing 60 million workers were covered by the federal job safety law. The House Senate Conference Committee, however, was recently agreed on legislation which would exclude employers with 15 or fewer employees from coverage this year.

This means that most of the nation's work places will never be inspected, since 86 percent of them have 15 or fewer workers. The conference committee's report would exclude approximately 15 million workers from the protection of the safety law.

In Hawaii

Membership Service Classes Held

HONOLULU—Last month 226 volunteer membership service committee members from Local 142's grass-roots do-it-yourself membership service committee divided up into small groups (above) to work out solutions to actual problems from union files.

SEATTLE SCHOLARSHIPS—Two children of Local 19 longshoremen, Rhonda Hattaway and Thomas Wilber, were recent winners of $400 scholarship awards presented by Seattle Stevedore Co. The awards were presented at a Local 19 stop work meeting. Above are (from left) Miss Hattaway's father, Barney Hattaway, Miss Hattaway, Mr. Wilber and his father Jed Wilber, and Fred Smith of Seattle Stevedore. Seated at podium is local president Shaum Maloney and acting secretary Ken Simmons.

Oregon Task Force Seeks Jobs

PORTLAND — The Oregon Senate's task force on economic development, of which ILWU Regional Director G. Johnny Parks is a member, held public hearings August 17-19 in The Dalles, Hermiston, Baker, La Grande and Pendleton.

Thrust of the hearings, and of a second series being held this week in the state's south coast region, was on finding ways of attracting industry to settle in other urban areas and areas of high unemployment. "In other words to keep Portland from becoming a second Los Angeles, and to even out the distribution of jobs."

One-half of the state's population is presently concentrated in three counties in the Portland metropolitan area, he stated.

The task force seeks to learn whether local communities feel the state should help them attract new industry through long-term, low-interest loans to port facilities, aid in securing industrial sites and other measures.

Committee members on the swing through eastern Oregon included Republican senators George Waggard and Howard -treasurer Louis Goldblatt and Senate president John Burns.

"TURN BACK CLOCK"

As the hearing in Baker, Oregon, on the economic development process continued, "wanted the Legislature to pass a law permitting children of 14 to work."

"I pointed out that unemployment in this area is running 7.2 percent," Parks said, "and I asked if he also wanted to turn back the clock hands of history to repeal the minimum wage law so he could pay adults 20 cents an hour.

Parks predicted that a number of labor people would attend the task force hearing scheduled to be held in North Bend August 25.

ILWU Greets Japanese Labor Federation

SAN FRANCISCO — The following telegram was sent by ILWU officers greeting the 27th annual congress of the Japanese Labor federation, Zenkowans:

"The ILWU, on behalf of longshoremen and warehousemen from the Pacific Coast of the United States, Hawaii and Alaska, sends best fraternal greetings to the 27th annual congress.

"The great victory of the dockers and seamen in their struggle against Japanese shipowners is a source of inspiration to our entire union.

"We wish you success in your deliberations and hope that very soon peace will be restored in Southeast Asia."

The telegram was signed by ILWU president Harry Bridges and secretary-treasurer Louis Goldblatt.

SeaLand Quits Boston In Container Dispute

BOSTON — Sea-Land Service last week halted its weekly containerized service to the Port of Boston in a dispute over a 1 per ton assessment on containerized cargo.

Sea-Land has refused to pay the assessment on the grounds that it is an "extra" charge covering the ILA's commitment to the International Longshoremen's Association, AFL-CIO.

The assessment was negotiated in recent ILA contracts with the Port of Boston to strengthen the union's pension fund.

The rapid increase in these containerized cargo has been causing the number of man-hours in half since 1965—necessitated the $1 assessment and the extra pressure on the ILA pension fund.

Sea-Land has a one-berth container terminal under lease in Boston harbor.

Dockers, Widows On Pension List

SAN FRANCISCO — Following is the September, 1972, list of retired ILWU dockers, widows and orphans.

For a complete list write Local 142, San Francisco.
Looking for a Factory in Orient with Cheap Labor Costs?

ENDORSE McGovern

Dear Sir,

I just received my copy of The Dispatcher and I searched through it in vain to find out what position the writer took about the presidential race.

I hope that our union officials are not going to assume the attitude that George Meany and simply dismiss both candidates as being unworthy of our support. To me, as well as to many other union brothers I’ve talked to, our course is obvious; we feel that Senator McGovern (should) receive our endorsement.

Nixon is a candidate that must be removed from the White House before he destroys every union in the country. Inflation, repression, tax favoritism, corporate monopoly, fiscal irresponsibility, genocidal war, etc., add up to Nixon. Let us exercise our power of the union and help deny the White House to our enemies.

Roger Montoya
Local 13

ILWU Women Work Booth At County Fair

PORTLAND — Ten ILWU auxiliary volunteers helped staff the Wayne Morse booth at the Multnomah County Fair August 1 through August 6.

“We were amazed at the people of all ages who came to work on our booth. We have had so many customers—women, men, and children—most other topics are known to them. The visitors included labor people, more than anything else. We had lost our gear. At this time, the boat was almost clear of the harbor, so we turned back to the dock. To this he attached lengths of steel bar to keep the bait on the bottom in the swift tidal current. On our return, I could see that the boat was almost clear of the harbor, so we turned back to the dock. To this he attached lengths of steel bar to keep the bait on the bottom in the swift tidal current.

I want to thank the volunteers for their help. Many of them worked all day and some worked all night. We had a wonderful time and everyone seemed to enjoy themselves. We hope to have another booth next year.

Roger Carter
Local 13

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ROBERT W. DUNN

LITTLE FISHES

Our ‘fish finder’ Martin with one of the bunting boats he caught.

Somebody seen us fishing again. We were first to get a strike and in the process of retrieve my line went limp. Reeling in completely, I started to shout and sink! Bernie had a like experience immediately thereafter, a development which moved our guides to side-splitting laughter.

When Martin got a strike soon after, he lost no time in pulling in his heavy -geared line, hand over hand, and then we got our first sight of the ‘botes’ as the fishing was arched aboard and flopped and skidded along the boat’s floorboards. With ice- tong grip, Martin deftly grabbed the fish and held it close for us to examine so that we could plainly see why we had lost our gear. This bote— which was about 14 inches long—was equipped with an unusual set of teeth, not the usual lipless, but perfectly formed horse - like molars which apparently were used to reputedly “chomp and sever” the line, not merely to inadvertently “saw and cut” the line—the way a salmon or pike might do.

From this we learned that when the bote is hooked, it must be releas ed the instant it is up to the surface and with heavy nylon or steel leader— before it has time to snap the line. In one instance, moving the hook from one I caught, was an almost immediate desire to get it back and then carved chunky fillets from the back section which he said he’d have for tomorrow’s “fish stew.”

After catching our share of “bo-tete,” we headed back to the Multnomah waterfront. Six hours of one of the most delightful fishing trips I’ve ever been on. 

Do you have a snapshot depicting an outdoor trip you’ve been on: Hiking, camping, fishing, hunting, skin diving, mountain climbing, bird watching or just plain nature walking? We’d be most happy to run it in this column and send you one of the illustrated hotdog fishing lures for your trouble. The offer is made to all members of the ILWU, the members of their family, and, of course, retired members. Send it, and a few words of explanation, to:

Fred Goetz, Dept. TD
2013 N.E. 3rd Place
Portland, Oregon 97212

Please mention your Local number.

[Article continues on page 8]
Docker's strike which idled British pierers resulted in dumping of tomatoes, other foods. Strikers, police clashed at some ports.

### British Dockers Win Increased Job Security

The next question, of course, is whether the government, unions and employers can work together to make this agreement stick. A preliminary report by the Jones-Aldington committee was rejected on July 28 by dockers delegates who argued that there was no enforcement mechanism.

But the delegates voted by 53-30 last week to accept the new proposals and cut off the strike. A major factor in this decision, it was believed, was the pledge to end the temporary unattached roster effective September 30 (The deadline Harry D. Sauer, who is president on September 29 because of administrative problems).

### Dockers Strike

In response to a request received last week from Canadian area president Don Garcia, a delegation consisting of International Vice president William Chester, coast committeeman Fred Hunsinger, regional director Craig Pritchett and administrative assistant Charles Volson attended a meeting of the Canadian Area Executive Board in Vancouver on Wednesday.

The delegation offered the support and cooperation of the ILWU on the Pacific Coast. The Canadian Area Board thanked the delegates for their offer of support and cooperation, and indicated that they do not request an embargo on Canadian or by US longshoremen at this time.

### Officers Pledge Aid to Canadian Strikers

In a written response to the dockers strike by British dockers, the committee, headed by Jack Jones, general secretary of the Transport and General Workers Union, London, and Port of London Authority chairman Lord Aldington, made the following pledges to dockers:

- the “temporary unattached roster” will be abolished. This roster was a list of surplus men, approximately 1,700 longshoremen, at major ports in a standby pool who received a guaranteed wage of slightly more than half of what regularly employed dockers receive. Now these surplus dockers and also those employed by companies which have gone out of business will have to be carried by the port employers at their full basic wage.

### GRAIN SHIPMENTS

A great hue and cry has been raised over the tie-up of grain ships at west coast ports, and that it will continue to function under complete government control permanently, and not just during the present stoppage. This applies also to National Harbours board employees in Local 317, who are engaged in office and maintenance work.

Also Local 502 members employed in the loading service at Roberts Bank are still continuing work.

### Occupation of Grain

About 40 ships are tied up in BC harbours at the Port of Vancouver.

### GRAIN SHIPMENTS

A great hue and cry has been raised over the tie-up of grain shipments. The BCMEA has taken a position that it will not allow grain to be loaded as long as the strike is on.

The ILWU Canadian area, however, has publicly announced that it will not allow grain to be loaded at any time. The ILWU has set up a special tax to help oversee the registration of new methods of cargo handling.

### Mobility of Men to Move About

Involving about 20 men, is still work-in-progress of maintenance work. A picket line has also been set up in some sections of Vancouver.

### Mutual Aid

A picket line has also been set up in meetings by ILWU area board members in their own districts.

### Free Sharing of Work

Some 200 maintenance men—belonging to Local 500 in Vancouver, which came close to precipitating the strike by blocking the introduction of new methods of grain ship handling, grain employees.

### Grain Shipments

In the loading of coal at Roberts Vancouver.

### British Dockers Win Increased Job Security

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### CLERKS’ STRIKE

A separate strike by 800 checkers in Liverpool continued over until Tuesday, September 29.

### Paper Unions Merge

The merger was overwhelmingly approved by simultaneous conventions of the two separate unions recently.

### British Med-Arb Service in Effect

The mediation and arbitration service was set up in meetings by the Trade Union Congress and the Federation of British Industry last month. For a full discussion of the formation of the group see The Dispatcher, August 18.

### Dockers Strike

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### The Full Canadian Area ILWU Negotiating Committee

- The full Canadian Area ILWU Negotiating Committee—back row, from left, J. Brooks, Local 502; N. Lee, Local 500; F. Provost, Local 500; D. Weinberg, Local 500; F. Morris, Local 500; H. Elder, Local 502; D. Lanoville, Local 500 and D. Cole, Local 500; front row, D. Lomas, third vice president, Local 500; V. Goodfellow, first vice president, Local 500; D. Garcia, president, Local 502; F. Kennedy, secretary-treasurer, Local 500; K. Gregory, second vice president, Local 500; S. Ball, Local 504; R. Fleming, Local 500; F. Odom, Local 508; F. Mahoney, Local 517; H. Weaver, Local 514; and M. Bennett, Local 518.