Pay, Price Controls Relaxed

WASHINGTON, DC — Although details were vague as to whether the President was going to press, it was announced on January 11 that President Nixon had considerably eased the "voluntary compliance." According to an Associated Press dispatch, the President has abolished the Pay Board and Price Commission, abolished rent controls, and established a "self-administering" system based on voluntary compliance. But the AP also said that the government will retain the right to move in with stiff action "to roll back unreasonable increases." Exactly what this means in terms of labor's ability to regain wage increases last because of Pay Board actions in the last year—or in terms of 1973 negotiations—is unclear as we go to press. Further details will be printed in the next issue.

The 5.5 percent ceiling on first year wage increases established by the Pay Board will remain in effect until a top level labor-management advisory group—including AFL-CIO president George Meany—makes a recommendation on whether it should be modified. Such a recommendation is subject to approval by the Cost of Living Council.

...While Prices Keep Rising

WASHINGTON, DC — Wholesale prices are now increasing faster than at any time since the inflation which followed the opening of the Korean war. That's the report on December figures released January 9 by the Department of Labor. The index of wholesale prices rose 1.6 percent during the month of December, after the figures had been adjusted for regular seasonal variations.

The major price increase came in the area of food costs. The House Banking Committee, which will hold hearings on the President's request for new authority to impose wage-price controls, will consider the possibility of enforcing strict controls on food prices. The Nixon administration has consistently opposed any such controls.

AFL-CIO president George Meany commented that the December figures proved "the complete inequity" of the Nixon economic program.

Meany said that wage-price controls, as operated by the Nixon administration "straightjacket wages while the most essential parts of a family's living costs are uncontrolled and profits skyrocket.'

Exec Board Meeting

As this issue of The Dispatcher went to press, it was announced that a regular meeting of the International Executive Board will be held on Tuesday, January 16, at 10 a.m. at International headquarters, 150 Golden Gate Avenue, San Francisco.

The following letter was sent to all local members, vice president William H. Chester said that if there are any questions of a political nature, the Teamsters union which produce a document regarding merger of the ILWU and IBT will be held. The letter was prepared to recommend, a follow-up announcement of an enlarged board meeting will be sent out.

A Near Disaster

Longshoremen working scrap metal cranes in Berth 31 in Long Beach narrowly escaped injury when two of three booms fell 50 feet without warning, collapsing from metal fatigue.

The two crane booms, which fell within a week of each other in late December, were part of an outdated scrap iron terminal. All work on the third crane at Berth 31 has been halted until it has been sandblasted and carefully inspected with x-rays, according to Local 13 president Curt Johnston.

"We have been lucky so far that there have been no deaths from these accidents," Johnston said. "The cranes should have been checked regularly for metal fatigue in the same manner airline passengers are."

"I am going to insist that all waterfront cranes be inspected routinely. Even the newer cranes are subject to metal fatigue," he said.

The cranes fell while workers were unloading the scrap from gondolas into a freighter. One of the booms fell into a gondola, and had workers been in its at the time, they would have been killed, Johnston said.

"The next ship which would have come in was carrying steel plates," he continued. These plates weigh 20 tons more than the scrap, and if the crane had collapsed later, four men would have been killed.

One crane operator was treated for shock following the collapse of the second crane.

Boom Collapse

Local 6 Prepares for Warehouse Talks

SAN FRANCISCO — With the Northern California warehouse agreement covering 25,000 Teamster and ILWU warehousemen—due to expire June 1, Local 6 has begun to make preparations for the opening of negotiations on January 1.

Rank and file bull sessions are to be held in Oakland on January 13 and in San Francisco on January 27, with the formal constitutional and contract convention scheduled for February 24. Local 6 and 17, Sacramento are members of the Northern California Warehouse Council which coordinates bargaining in the warehouse talks. Co-chairmen of the Council are ILWU secretary-treasurer Louis Goldblatt and IBT vice president George Mock.
The year 1973 has opened with a bang. In the Senate anti-war forces have reacted to the renewed bombing of North Vietnam with a call for a cut-off in financing for the war. Senate Democrats have voted overwhelmingly to push for an immediate cut-off in funds, contingent upon the return of American prisoners, to get the US out of Southeast Asia now. 

Now, these debates have gone on before, without accomplishing very much. What usually happens is that everyone gets to make a speech and after a month or so, they back off or pass something so vague that it means nothing. So far as we know, not one Vietnamese or American life has ever been saved by these maneuvers. So we have to be just a little bit skeptical — despite the headlines — about the ability of leaders in the Senate to get themselves together to take some kind of meaningful action on the war. But we're hopeful.

Your Senator's mind may be already made up, he may already have made his commitments. But if sitting down and spending 10 minutes and eight cents on a letter to Washington, DC will help bring us closer by even one percent to the renewed bombing of North Vietnam with the trouble.

Our letter explained the purpose and meaning of our overseas delegations program, explained that we followed a policy of sending rank and file delegations to visit all countries regardless of a country's form of government or political structure, and that such delegations were teams of observers who brought back reports to the members of our union as to economic, political and social conditions prevailing in the countries that were visited.

Our letter then went on to say that sending one of our overseas delegations to visit the People's Republic of China in opposition to any two-China policy but also that our union had likewise held to such a policy for many, many years.

We reaffirmed our belief in a one-China policy and our pleasure in witnessing the seating of the People's Republic of China in the United Nations and the disappearance of the Taiwan government from that body. To indicate that long-standing opposition to the Chinese republic had been, we enclosed a copy of a column I wrote in The Dispatcher in 1956, which clearly spelled out our position along such lines.

Thus, our letter to the People's Republic of China sought to make clear that there was absolutely no political connection between our official and top level International Union delegation to go to Peking and the one at file overseas delegation going to Taiwan as a part of our regular, long-standing program of having teams visit and observe all countries. Happily, the Peking government accepted our explanation and in effect reaffirmed its invitation for us to visit their country.

Shortly after the first of the year another cablegram was received by the International Executive Board from the Chinese People's Association for Friendship with Foreign Countries, stating that that agency had notified the Board of the Chinese Republic in opposition to any two-China policy and that the Chinese Republic had been seated in the United Nations and the disappearance of the Taiwan government from that body.

The cablegram concluded by saying that they took note of our letter to the People's Republic of China and our intention not to change our position against the two-China policy. They restated their position in opposition to the government of the People's Republic of China in the United Nations and the disappearance of the Taiwan government from that body. They also restated the program of "Two Chinas."
Local 26 Makes Gains at Steel, Rubber Plants

LOS ANGELES—A new three-year contract containing substantial wage increases and the ILWU Prescription Drug Plan has been signed by the Local 26 membership at Reliance Steel last month.

Wage increases amount to 25 cents the first year, 28 cents the second year and 32 cents the third year, subject to Pay Board approval.

Small truck drivers receive an additional 10 cents in the second year and large truck drivers receive 15 cents additional in each of the same two years. Protective costs go up from 16 cents to 24 cents per hour.

The union negotiating committee included: Jean Kauff, business agent; Scott Hargis, business agent; and Frank Carse, business agent.

GATES RUBBER

Also, Local 26 members at Gates Rubber Company have approved a new three-year contract providing wage increases of 26 cents, 22 cents and 22 cents in each of the three years.

A 10th paid holiday, Washington's birthday, was also added.

Additional wage increases resulted from the elimination of the employees' contribution to the health plan, the schedule shows. This will provide $10.81 previously paid by every union member.

The union was represented in negotiations by Eugene Raffel, secretary-treasurer Loy Sherman and business agent George Lee.

North Cal ILWU

Organizing Victories

UNION CITY, Calif.—An East Bay tile manufacturer who stayed off unionization of his plant for many years finally will be forced to bargain with ILWU Local 6.

In a recent election, workers at the Ceramic & California Association's distribution facilities in Brisbane voted to join the Local 6 union.

Also, workers at La Salle-Delitch, a carpet and floor covering distribution outfit in Hayward, voted 4-2 for Local 6.

The organizing work in these three plants was handled by International Representatives Ole Fagerholt and Felix Rivera.

Local 6 Ties Down Pact at National Gyp

RICHMOND — Local 6 has recently concluded negotiations for a new agreement covering members at National Gypsum Co. here.

The two-year pact provides wage increases of 20 cents per hour effective December 1, 1972, and 25 cents December 1, 1973.

Negotiations focused on the area dental plan as well as improvements in the medical plan, pensions and other items.

The negotiating committee consisted of: Organizing Director William Shaefer; business agent August Hemenes, John Augustine, Ron Lewis, Len Atwood and Jim Wilson.

Local 21 Honors Widows

LONGVIEW — Vera Gilbert (widow of Chester Gilbert) and Jennie Brusco, (widow of Chester Gilbert) and Jennie Brusco, both of Longview, were recently honored by Local 21 at a recent stop work meeting.

They were praised for their dedication to Local 21 for many years, and given strike cards for their assistance during the 1971 strike.

Portland Crane Drivers’ School Resumes

PORTLAND—The ILWU-PMA crane training school, resumed classes January 2, according to Local 8 member Dick Evans, who is in charge of the program.

Since the sessions began last October, 27 longshoremen have graduated from the school. The curriculum included three weeks work in the hiring hall, plus off-the-job training on various types of cranes, followed by a practical exam.

As this was written, five students were receiving the instruction on the big Hitachi crane at Terminal 4, Pier 2. When they have completed the course, classes will end for the time being, but in the future still more men will be trained. Mr. Evans is very enthusiastic about the school.

He emphasized that the training program is designed to enable those taking it to operate any type of crane in the port. "Each individual sets his own pace," he said, "those who have had some experience operating cranes finishing the course more quickly than those who are new to it."

The panel of instructors includes Bob Headdress, Mel Wise, Walt Zaid, Andy Brancanovich and Emil Masselli.

STRAINDE CRANES

A training program for straddle crane drivers recently negotiated by Local 8 is slated to begin January 10, according to Local 8 ضمن Dick Evans who is designated to give all drivers experience on straddle trucks used on container cargo.

The straddle truck training will be under the direction of Cecil "Cece" Taylor. Instructors include Harold Lo- land, Frank Marino and Stan Wojcik.

Reagan Vetoes Extension of Protective Laws

SACRAMENTO—Hopes that legislation which affords special protection to women workers should be extended to men will end, it was announced last month.

AB 1710, sponsored by State Senator Francisco's Assemblyman William Brown, was key to a Republican caucus program to preserve the minimum wage and health and safety protections for California's male wage earners over many years.

"DISCRIMINATION"

These provisions are likely to be ruled unconstitutional once the "Women's Rights Amendment" to the US Constitution passes, on the grounds that "laws that discriminate against men that discriminate against men."

In order to forestall this possibility, the state AFL-CIO had pushed AB 1710, which would have extended these special protections to women workers, drinking water, rest periods, minimum wages, etc.—to men.

The legislature also vetoed bills which would have required that tips be counted as wages for unemployment purposes, and a bill providing disability benefit coverage for women suffering complications arising from pregnancy.

Local 10 Boxing Show

SAN FRANCISCO — Local 10 will sponsor another boxing show benefiting underprivileged youth on January 19, at the location.

Featured boxer will be Sam "The Man" Halseman, who has been undercard and has already lost over 30 of his fights, and has won the golden gloves championship twice. A donation of $2 will go to the Roundhouse Boys' fund to send underprivileged kids to summer camp.

The show is being produced by Chester Smith, a member of Local 10 and former California lightweight champ.
We were tremendously excited. Here we were, three American working stiffs, about to meet with one of the leading figures in world politics, Salvador Allende, president of the new socialist government of Chile. We had seen a lot in three weeks in Chile, and we had met a lot of people. We had only been in his office for a few minutes when he came in, looking poised and friendly. He was not wearing a tie. A minimum of formalities, mostly just plain talk. He put us at ease immediately—none of us had ever met a president before. When we presented him with an ILWU "hook" strike pin, he laughed and said that he was going to meet with his cabinet that day, and would use his new ILWU hook on anyone that gave him any trouble!

We sat and talked with him for half an hour. He responded to our questions easily and frankly, and had some of his own. He talked about problems his government was facing, as well as the progress it had made, and expressed the hope that we would take a fair and objective picture of Chilean life home to the US.

Allende told us that his government had defined three basic objectives:

- Restructure the economy. He said that major domestic and foreign-owned enter-prises should be operated on behalf of the Chilean people. The new government is willing to leave room for capitalist enterprises in Chile, but the major decisions must be made by representatives of the people. He was particularly concerned that the state should control banking, foreign trade, heavy industry, natural resources and distribution.
- Distribute income. Allende said he wanted to redistribute the wages of workers—and pointed with pride to recent progress in this direction—while limiting price increases to make sure that workers' purchasing power is maintained. We found it very reassuring that he felt he had been able to increase prices only partially by the cutting off of credits by the US government after Chile nationalized Kennecott and Anaconda's copper mines.
- Accelerate, intensify and broaden the agrarian reform process, emphasizing the development of cooperative ownership, with some state farms if necessary. Rural workers will do the planning and execution of agrarian reform programs. The point of all this was to equalize land holdings, and introduce productive methods of agriculture into Chile.

He wasn't simply full of plans and promises, though. President Allende was quick to discuss the problems we had already seen for ourselves—problems of inflation, provision of medical care, transportation. He made it clear that this was a real period of transition for his country, with all the attendant growing pains.

He told us also that he would welcome assistance and friendship from the US—"after all, money is money," he said—asking only recognition of Chilean autonomy. Private investment was OK as long as it helped the Chilean people, rather than simply exploiting the resources of the country to benefit some private individual or company.

Our frank discussion with the Chilean leader was the high point of three weeks in his country—which took us through the major industrial cities, ports and factories, with many such discussions with government officials, union leaders and rank and file workers. This didn't make us experts on Chile, but workers were very interested to talk to us. This didn't mean there haven't been problems, and won't continue to be problems. The middle class elements attempted to launch a general strike last fall, one pro-government general has been assassinated—but President Allende was quick to point out to us that the serious violence has come from the right wing middle and upper class elements. Even with all the change and excitement, we found the Chilean people to be friendly and easygoing. The many people who assisted us on our journey, our interpreters and guides were consistently patient with us, workers were eager to talk to us. There was little anti-Americanism as such—people were interested in the struggles of the American government, and with the actions of American companies, but workers were very interested to talk to some North American union men, to compare conditions, and to answer questions about their own life.

We arrived in the capital city of Santiago in the late afternoon of December 1. Our first glimpse of the city from the air was very pleasant—and we were on the edge of Santiago, and the city was very beautiful. We plunged on the way to the hotel! There are no street signs, and the drivers seem to know by instinct which streets are one-way. Since there are no street signs, everyone floorboards it around town, and all the drivers seem to deliberately aim at the pedestrians, who have got to be among the world's bravest people. We didn't actually see any accidents, but we later saw some statistics which show that Chile is right up there with the US.

An antique auto buff could have a ball in Chile. There are many Model A fords still running on the roads, as well as a variety of other US cars. We found out in conversation that the flight of capital from Chile after the beginning of nationalization, and that the government was doing something if it could stop the flight of Chilean currency by forcing tourists to exchange at this official rate.

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in the black market. But our hosts told us that the controls on prices are beginning to take hold, and low legal and constitutional methods to achieve the goal of economic and social justice and agrarian reform.

The next day, Saturday, the Chilean Minister of Labor sent word that he would like to talk to us. After some delays we walked over to the government offices where we met Minister Luis Figue- ron, a short, alert, friendly man who responded to our many pointed questions frankly and without evasion.

He began by explaining to us that the new Chilean politics was based on the workers, the students and the army—all the “three pillars” as he called them. He said that the new government was sworn to follow legal and constitutional methods to achieve the goal of economic and social justice and agrarian reform.

At the outset, he told us, many factions fought against Allende’s reforms. Chile has a large middle class of professionals, small shopkeepers and others who reacted in panic to the idea of socialism. Many have been selling away their money in foreign accounts, but the working class is sticking solidly behind the government.

A major problem, he said, was that the US had cut off all credits for Chile after the nationalization of the copper companies leading to a need to find new trading partners for Chilean products. 90 percent of Chilean trade used to be with the US. (While we were in Chile, the President went to the Soviet Collective and negotiated with the Russians and other socialist countries for credit and other assistance.)

Auxious for Trade

Brother Figueroa realized that we were from a union vitally interested in foreign trade, and he discussed Chile’s role on the world market. “Chile,” he said, “will trade with everybody and will not restrict her markets to anyone. Chile will try to develop a common market except for Latin American countries—several of which would strengthen all the Latin American countries.”

On Sunday, two of the delegates went to Maipu. “It was very interesting to see the huge influence the Constitution has on the freedom of the people, and we noticed that the church was open in a working-class district and another in a working-class area of Valparaiso, were pretty full. The church leaders in Chile have kept their hands out of politics. They are not really in favor of the socialist government, but they are not fighting it either. As a matter of fact, even communist leaders talked to point out that the cardinal of Santiago had been instrumental in cooling off some of the middle class ‘striker’ during the October disturbance. Nor has the church interfered with government efforts to aid people to find out about anti-birth control clinics.”

The other major conservative institution in Latin America is usually the army, but Chile is also fortunate enough to have an army which respects legality. The officers are like officers everywhere—they’re conservative but they have a tremendous respect for the constitution and will stick by Allende because he was legally elected by the people. Right-wing elements have tried to get the army to lead a coup against Allende. In October, Luis Figueroa took part in a coup attempt, but we just couldn’t imagine a pageant of this size at home in honor of a communist poet.

Early in our trip, we received a briefing by labor officials in the Santiago offices of the Central Union of Workers (CUT). This is a particularly Chilean institution, somewhere between a labor party and a union office, as a super-lobby on behalf of working people. It was received by the committee which would strengthen all the Latin American countries.

The best example of the unity of the army and police with the aspirations of the people was at a very impressive pageant we were taken in honor of the home-coming of the famous Chilean communist poet Pablo Neruda, a Nobel prize winner.

These guys really did it up. The army band played Tschaikowsky’s 1812 Overture, complete with an artillery display at the climax. Students, workers and military units paraded past Neruda and Vice-President Frays at the reviewing stand, while 50,000 people in the stands applauded. We noticed that the longhoremen from Valparaiso received a particularly nice ovation. Student groups acted out episodes from Neruda’s life, and recited some of his poetry.

After the pageant, we discussed some of our developing views of Chile with our hosts. We had hardly been there but a few days, but we just couldn’t imagine a pageant of this size at home in honor of a communist poet.

Women in Chilean Life

Senora Fidelma Allende, who is in charge of International relations for the CUT, explained to us that women have a very important role in the new politics of Chile. Women are well represented on important committees, from the rank-and-file level up to the top. Minister of Labor Luis Figueroa heads a new top administration in which women have a very important role in the new politics of Chile.

The government has begun to implement a program for improved housing. They have a long way to go, but in Valparaiso and Santiago we saw lots of construction activity going on. Again, because of the economic pinch, things are moving slower than we expected.

This mansion on the “Chilean Riviera” was purchased by dockers for vacation use.

Cargo in Valparaiso is transferred directly from ship to truck.

Workers’ Control

During our stay in the Concepcion area, we visited a number of industries which were controlled, to one degree or another, by the workers: a sugar refinery, a tin roof plant below, in each of these plants workers expressed general satisfaction with the new government.

Re-palletizing soda cargo on truck bed in Valparaiso.
In a walk along the Valparaiso waterfront with Hector Rojo and local president Juan Vera we noticed that employers pay the prevailing rates. Each port has its own supplement regarding working conditions. After 500 weeks of service, a worker will receive additional earnings for any additional 32 weeks of service. The average earnings for the past three years with additional provisions for early retirement because of illness and disability. Female dockers sometimes go to the family doctor even to see the men’s mistresses and “illegitimate” children. The practice of having two families is pretty common. What concerns them jobs. They will only handle them as deck cargo on break-bulk ships, but the overwhelming majority of their work is of the traditional variety. What containers do come into Chile are stuffed and stripped on the docks. We found that the jurisdictional picture on the docks is pretty confused, although since there seems to have been a lot of pressure that is not being overworked. Foremen, for example, belong to the Chilean equipment of the US Masters, Mates, and Pilots, clerks’ work is done by truck drivers, and crane drivers are city employees.

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Speaking of vacations, provisions in the contract are quite generous. The company owns a mansion at Vina del Mar—the Chilean Riviera—where workers can take their families for their vacations. The mansion, with 14 rooms and a swimming pool—with more units being built—is available to workers on a first-come-first-served basis.

Valparaiso, we noticed, is primarily a break bulk port. Longshoremen in Chile won’t handle containers in large numbers because they are afraid it will cost them their jobs. They will only handle them as deck cargo on break-bulk ships, but the overwhelming majority of their work is of the traditional variety. What containers do come into Chile are stuffed and stripped on the docks. We found that the jurisdictional picture on the docks is pretty confused, although since there seems to have been a lot of pressure that is not being overworked. Foremen, for example, belong to the Chilean equipment of the US Masters, Mates, and Pilots, clerks’ work is done by truck drivers, and crane drivers are city employees.

Brother Rojo, a longshoreman himself, is afraid that LASH will have a negative effect on the employment picture of his union, by floating barges up the river to where ships go to longshoremen. The first LASH ship is due into Chile sometime this month, and so we were asked many questions on the docks by the locals as to how our union was dealing with LASH. We also had lots of conversations about containing the threat, which we indicated how our union had dealt with the problem of loss of work opportunity.

The biggest chunk of the longshoreman’s paycheck in Chile comes from a bonus for getting work done ahead of schedule. As a result, we found that conditions sometimes were not what they weren’t safe. Frankly, we saw many conditions that US longshoremen wouldn’t tolerate. Many ships didn’t have safety nets, there was no safety equipment, and many unsuitable pallets were being used. In a walk along the Valparaiso waterfront with Hector Rojo and local president Juan Vera we noticed that employers pay the prevailing rates. Each port has its own supplement regarding working conditions. After 500 weeks of service, a worker will receive additional earnings for any additional 32 weeks of service. The average earnings for the past three years with additional provisions for early retirement because of illness and disability. Female dockers sometimes go to the family doctor even to see the men’s mistresses and “illegitimate” children. The practice of having two families is pretty common. What concerns them jobs. They will only handle them as deck cargo on break-bulk ships, but the overwhelming majority of their work is of the traditional variety. What containers do come into Chile are stuffed and stripped on the docks. We found that the jurisdictional picture on the docks is pretty confused, although since there seems to have been a lot of pressure that is not being overworked. Foremen, for example, belong to the Chilean equipment of the US Masters, Mates, and Pilots, clerks’ work is done by truck drivers, and crane drivers are city employees.

Among the workers we talked to was one Manuel Figueroa, a production line worker until just a few months ago, invited us into the board room. There, to our surprise, we met the board of directors, all of whom were also workers.

The directors told us that since the factory is now run by workers, production has gone up and the quality of the product has also improved. They said that their own lives had changed too—as directors they have more responsibility and said that one must be sure that they would not go back to the old system.

Among the workers we talked to was one Samuel Zuniga, who drives a tractor which feeds sand into the plant. He had worked there for 35 years, starting at age 15, and was quite happy with the new system. This particular glass plant was particularly hard hit by US actions. They will have to stop production of quality glass soon because they are no longer able to get soda from the states because of the cutting off of credit.

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Our next stop was at a sugar refinery in the town of Penco, near Concepcion. Since sugar is no sugar is grown in Chile this refinery handles raw cane from Cuba, Colombia and Peru. The workers own 88 percent of the capital, private investors own 38 percent and the government owns 13 percent. We followed the sugar through the refining process, according to our Hawaiian delegate, it was exactly the same process as used in Maui, except they refine it to the break down some of the Hawaiian product is shipped to California for the last part of the operation. Workers here earn about $130 per month.

The textile mill in the nearby town of Tome was completely nationalized. The workers we talked to seemed happy with the nationalization program, and committed to working hard for the benefit of all the Chilean population is literate, which is a tremendous advantage. And in fact, we noticed big bookstores and newsstands in every town we were in, which were really hit by the loss of US credits.

Ninety Percent Literacy

How do you sum up an experience like this—the experience of watching a revolution taking place before your eyes? One thing we learned is that the Chilean revolution is being made by workers who were already highly organized, and who had enjoyed a reasonably progressive government, even before Allende came into power. But the main thing here seems to be that the new government is quickening the process of development and socialization. Sure there have been difficulties—and everyone was extremely frank to admit them and discuss with us. We were never stopped from taking pictures in Chile, we never had the feeling that we couldn’t go wherever we wanted to go.

The workers we talked to seemed to feel overwhelmedly that the new government had improved their lives. The main thing seemed to be that they felt that they had a bigger share of the power—the Allende government in fact is a government which owes its election to working people, and working people and the improvement of their lives is the big priority. They seem to feel, for the first time in their lives, some sort of control over their own destiny as workers, a bigger part of society.

We want, finally, to thank the membership of the ILWU for making this trip possible. We hope this article has been informative and has at least begun to answer the fears of our friends and to make just compensation to Kennecott and Anaconda.
Local Union Elections

Local 8, Portland

Former president Dick Wise was elected president and Jerry Holliday was elected secretary-treasurer of Longshore Local 8 last month to resume his office. Also elected were Bill Luch as secretary-treasurer and Bill Luch will be vice-president.

Local 11, Seattle

The following officers were elected by Longshore Local 11 last month: President Joe Jakovac; secretary-treasurer, Don Ronne; treasurer, Darrell Keele; night dispatcher, R. Benscho; and committee members, Charles E. Moore.

Local 9, Washington

President, Joe Jakovac; secretary-treasurer, Jerry Holliday; and members, Forrest Taylor, LRC; George Watson; earning’s clerk, Brandt, Don Ronne; marshall, Darrell Keele; night dispatcher, R. Benscho; and committee members, Charles E. Moore.

Local 9, Longshore Local 9, San Francisco

President, Ronald Oman; second vice president, Roy Brasted; financial secretary, Don Miniken as their president were elected Edward “Pete” Fuller to be their president for 1973. Also elected last month were Jess Viramontes, vice president; Tony Cecchetti, secretary-treasurer; Frank Jaworski, Jr., and Charles F. Poreman, convention and caucus delegates; Fred Kahne and Fred D. Stagnaro, LRC.

Local 9, Chemainus, BC

President, Gordon Giblin; vice president, Ron Stango; recording secretary; and committee members, Jack G. Wilson, N. Burnetto and Bud H. Garcia; and caucus and convention del greees, John Cvitkovic; trustees, Marty Backer, John Cvitkovic, Jim Miller and Pete peterson and S. Rosenberg, LRC; Martin Jugtun, Ed Anderson, Shaun Maloney, and Frank Bartolus, dispatchers; Ken Sweeney and Ed Palmer; sargeant-at-arms, John Tobias. Also elected was a 26-man executive board.

Local 9, Seattle

The Ship and Dock Foremen of Washington, ILWU Local 9, have selected Don Miniken as their president for 1973. Al Daly was re-elected secretary-treasurer; Ed Hopper is the new vice president.

Local 9, Chemainus, BC

The officers of ILWU Local 958, Port Alberni, BC, for 1973 are as follows: president, Allen Low; secretary-treasurer, Roy Brasted; vice president, Allan Low; treasurer, John Garcia; and committee members, Ralph E. Rider, secretary-treasurer; Carl Cercek and John Martinez.

Local 9, Port Alberni

The officers of ILWU Local 958, Chemainus, BC, for 1973 are as follows: president, Bruce Graham; first vice president, Ron Stango; second vice president, Allan Low; secretary-treasurer, Roy Brasted; convention director, Joe Bauer; and committee members, John Cvitkovic, secretary-treasurer; Fred Kahne, recording secretary; and Joe Bauer, assistant recording secretary. Also elected was a 9-man executive board.

Local 9, Seattle

The following officers have been elected and will take office on January 12: President, John Tobias; vice president, Ron Stango; recording secretary, Mel Banister; and committee members, Arneberg, Boyd Moody; relief man, Peter Mooney; and all other committee members were also elected.

Local 9, Longshore Local 9, San Francisco

In elections held recently, Gordon Giblin was elected president of the ILWU; executive board of Longshore Local 9, San Francisco, was elected Edward “Pete” Fuller to be their president for 1973. Also elected last month were Jess Viramontes, vice president; Tony Cecchetti, secretary-treasurer; Frank Jaworski, Jr., and Charles F. Poreman, convention and caucus delegates; Fred Kahne and Fred D. Stagnaro, LRC.

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Aussie Unions End Boycott of US Shipping

SYDNEY, Australia—After two weeks of refusing all US ships and cargo in protest against the renewed bombing of North Vietnam, Australian seamen, tugboat operators and longshoremen went back to work on January 9.

The boycott began on December 28, with four million Americans toning up and pledging to keep it up until the bombing halted. But until the US showed a genuine interest in reaching peace.

(Not Italy, a similar boycott was called off after the period December 28-January 1.)

In the US, the East Coast International Longshoremen's Association (AFL-CIO) reacted to the boycott by clamping a retaliatory boycott down on all Australian cargo— inbound or outbound—on East Coast or Gulf ports.

In total, only two US ships in Australia were effected by the down-under unions, while nine ships carrying Australian coffee were held up at ILA ports.

The new labor government remained silent on the boycott but acted on its own to bring all Australian troops home from Vietnam by the end of the year, and to recognize Mainland China, severing ties with Taiwan.

US Loses China Trade

VANCOUVER, Wash.—The US may already have lost many potential markets for its goods, according to a California exporter who toured the country in search of new business.

He predicted that the US would be equipment and machinery asociated in Oregon. The union, which is not affiliated, has a reputation as a country that always pays its bills, but may need long-term loans.

In response to a question, Gomperts said he doesn't have any information on what she needs might be in regard to lumber.

Oregon AFL-CIO President Gives Up Work for State

PORTLAND—Ed Whelan, 46, president of the Oregon AFL-CIO, resigned as an Oregon AFL-CIO official effective January 2 to become director of the State Economic Development Division administered by the governor.

Whelan's main job will be to assist in the attraction of new industry to Oregon, and in developing new markets for Oregon's products.

He is a member of the Fire Fighters union here, and formerly headed the Portland area central labor council. He was named secretary of the state federation in 1965 and became president two years later. Whelan served in the state legislature from 1957 to 1963.

Local 25 Blood Drive

LOS ANGELES—The Local 25 blood drive at Max Factor and Co. recently produced the highest donation group received in one day. Over 100 union members donated one pint of blood when the drive was held at the Max Factor building recently visited the Max Factor Hawthorne plant.

Teamster Drivers to Bargain

WASHINGTON, D.C.—The International Brotherhood of Teamsters and the Transportation Company agreed to start negotiations in the late spring on the National Master Freight agreement, covering some 3,000,000 members. The present three year pact expires on June 30.

Law Group Presses Peace Talks

PORTLAND — A three-way agreement has been reached here between the Port Commissioners, the Teamsters and ILWU over the delivery of truck drivers of cargo to the docks.

President Don Ronne said everyone "seems very pleased with the arrangement," which provides that truck drivers will set their loads down in certain, specified areas and that longshore crews will be furnished on a five-day basis to "pick it up right away and move it to the area adjacent to the ship.

He predicted the arrangement would enable a "satisfactory solution to the dockers' problem, and that the docks would be opened for the delivery of truck drivers of cargo to the docks.

For Safety on the Docks

The San Francisco ILWU-PMA Joint Accident Prevention Committee has urged the following eight basic principles for a safer waterfront in 1973:

- Keep working and walking areas clear of gear and other stumbling hazards where practical.
- Eliminate slippery conditions as they occur.
- Do not place damaged, gurney, paper and debris from immediate working areas.
- Do not place damage or other obstacles where they can interfere with the movement of cargo.
- Keep moving in the normal flow.
- At all times, watch for other workers who may be going to the same gear.
- Do not work or walk in areas that are not adequately illuminated.
- Make sure all ladders are in good repair. (When using a portable stepladder make certain it is being properly secured)
- Dungeness with nails protruding will be made safe by removing or bending the nails to eliminate the hazard.

And the joint accident prevention committee in Southern California adds these hints for preserving good health.

- Don't drink water from the ship's supply. Water is provided by the employers and it should be used. Illness can be transmitted through a vessel's water supply.
- If you handle cargo, be sure to wash before eating or smoking.
- If you handle dead rodents are observed, leave them alone. Notify supervision so that experts may be contacted to determine if any health hazard exists.

Canada Dock Talks Continue

WASHINGTON—A three-way agreement between the Port of Portland, the Teamsters and ILWU union over the delivery of truck drivers of cargo to the docks.

The new labor government remained silent on the boycott but acted on its own to bring all Australian troops home from Vietnam by the end of the year, and to recognize Mainland China, severing ties with Taiwan.

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