Longshore Contract Ratified

SAN FRANCISCO—Members of ILWU longshore and clerks' locals in California, Oregon and Washington have voted overwhelmingly in a secret ballot referendum to accept a two-year contract that heralds an era of stable labor relations on the waterfront.

Members voted by a margin of 72.1 percent in favor of the new contract, the minimal count was 5,901 in favor and 1,559 against.

The referendum, held up and down the Pacific Coast on July 14-15, brings to a successful conclusion a period of intensive negotiation between the ILWU and the Pacific Maritime Association that began in mid-May and included 27 across-the-table bargaining sessions.

PMA RATIFIES, TOO

PMA announced ratification by its member companies on Monday, July 16. For 13,000 longshoremen and clerks covered by the new pact, the agreement means additional security in an industry racing through rapid change and is a hedge against the uncertainties thrust upon working people by a precarious economy.

What the contract does, in a major sense, is:

1. Provide 70 cents an hour in wage increases, 40 cents now and 30 cents in the second year, bringing the basic straight-time hourly longshore rate eventual to $5.80.

2. Establish a Pay Guarantee Plan, funded by the employers to the extent of $6 million annually and designed to put a floor under the earnings of a worker thinned by the rapid advances of automation and bedeviled in some areas by lack of work opportunity.

3. Bar the contract with a two-part cost of living formula that could add as much as 12 cents an hour to longshore paychecks on January 1, 1975, and conceivably bring another maximum of 10 cents on July 1, 1975, in the event of a runaway price situation.

4. Guarantee there will be no layoffs in the registered work force during the two-year life of the contract, thus adding another element of stability to the employment picture.

BACK PAY DUE

Ratification means the PMA will begin computing back paychecks covering the 40-cent raise by 8 a.m. June 30. An additional back pay figure—extending 35 cents of the 40 cents back to June 2—will await approval by the Cost of Living Council. The rest of the contract can be put into effect.

Other important provisions of the contract include:

• An end to the freeze on promotions from Class "B" to Class "A." This clears the way for the immediate promotion of 280 men, mainly in the more busy northwest ports, and raises the possibility of promotions elsewhere as opportunities arise.

• A pledge by the employers to inform the union in advance when any new power equipment is to be introduced so that a skill rate can be negotiated for the job in advance under the provisions of the contract.

• A provision that a man fired on the job can have his grievance processed within 24 hours.

• Improvement in pensions, mainly to facilitate earlier retirement and to extend widow's benefits.

• Improvement in health care. The dental care plan is improved. Vision care is added. Out-of-pocket fees for insurance plan medical coverage are lowered. Kidney dialysis is provided. Coverage for dependent children and widows is expanded.

• For the first time paid holidays are provided for—two the first year and three the second.

• Vacations are improved in terms of length for veteran workers, lower qualification hours and an earlier payment date.

• Employers who are not members of PMA will be required to sign an agreement spelling out conformity with PMA-ILWU procedures in pay, hiring practices, dues, fees and contributions to various funds.

SOME ARBITRATION

This is the essence of the "dumb good contract" recommended unanimously by the negotiating committee and endorsed overwhelmingly by the Longshore, Clerk and Walking Boss Caucus, representing the 35 locals covered by the contract. (A capsule version of the total contract is to be found on Page 3.)

Some complex issues were left as is to be dealt with on another day.

One was the "steady men" question. Another was the complex container jurisdiction issue.

Four unresolved issues are in media:[...]

7 New Members
On Exec Board;
Meets Aug. 1-2

SAN FRANCISCO—There will be seven new faces when the ILWU's 16-member International Executive Board meets here Aug. 1-2.

The board meeting, scheduled originally for Vancouver, B.C., was switched to San Francisco at the request of ILWU Canadian Area President Don Garcia because of difficulty in obtaining hotel space at the height of the tourist season.

Results of the union's international election, certified July 11 by the Ballot Committee, reveal that, in addition to the four titled officers (all of whom were unopposed) only five of the 12 remaining regional board members were on the old board.

The new members are Joe Ibarra, Local 26, Los Angeles; Rudy Rubio, Local 14, Wilmington; Joe Mosley, Local 16, San Francisco; William N. Ward, Local 8, Portland; and Hubert Kanaha, Skippy Yasutake and Leilan Nishik, Local 142, Hawaii.

Each of the Hawaiians represents a different division of Local 142. Kanaha is from longshore, Yasutake from sugar and Nishik from industrial.

LIGHT TURNOUT

The election was marked by a generally light turnout.

President Harry Bridges led the four unopposed titled officers in the referendum with 21,653 votes followed by Vice-President George Marta with 20,687, Secretary-Treasurer Louis Goldblatt with 20,157 and Vice-President William H. Chester with 19,829.

A local-by-local tabulation of all voting will be found on page six.

Following is a breakdown of the voting for International Executive Board and Coast Committee seats.

• Coast Committee, California Area. Incumbent William Ward of Local 13, Wilmington, was challenged by Larry —Continued on Page 3

Full International
Election Results
On Page 6

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San Francisco, Calif.

Contract Details
On Page 3

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Let's Phase Out 'Phases'

The ILWU has just passed through its annual period of looking backward. Each July 5 we look back to 1934 and try to judge how far we have come from the bloody maritime strike of that year in terms of the problems of today. That's a lot of "today"—39 years worth, and the degree of progress has varied.

The specifics of the observance are dealt with elsewhere in this edition. What we are concerned with here is looking forward, but the future inevitably also is influenced by the past.

One of the problems is President Nixon's just-announced fourth—oh, Phase Four—attempt to control the fluctuations of the economy. None of the earlier phases worked very well, and there is no particular reason to be encouraged of the earlier phases.

The ILWU's position is that it doesn't want any phases at all. We said in our recent Convention that we did not believe there is any way wage and price controls can be equitable. We favor a free economy. A look at corporate profits during phases One, Two and Three proves our point. So do skyrocketing prices. We favor the Auto Workers apparently feel the same way.

The UAW announced the other day it will negotiate with the automobile industry without regard for any specific percentage or set figure for wage and benefit increases guidelines.

Leonard F. Woodcock, the president of the UAW, said, "We negotiate the wages and benefits, not cost per hour." He said the union is willing and this strength than are union leaders.

Controls serve to blunt the power of the rank and file, and in the last analysis—that is labor's only real power. All else is threat.

The only factor that gives a union strength is its power to shut down the operation. That is one lesson of 1934 that remains unchanged today. It cannot be emphasized often enough.

To a considerable degree what was won in negotiations this year constituted deferred payment on an account we built up during four months of strike in 1971 and 1972.

The union proved its muscle. It established that it can shut down the works. The ships don't sail. That is it's only power, and any device that diminishes that power weakens the union's position.

This doesn't mean the union's power should be used irresponsibly, but it is a warning not to become mesmerized by the techniques of government formulas, the cost-accounting language of the employers or the slide rule techniques of the statisticians.

Longshoremen on the Pacific Coast gained this year what was denied them by Nixon's Phase Two Pay Board in the same Dec. 20, 1972, cutback because the union's strength was clearly established.

A union in a free economy gets exactly as much as the rank and file is willing to fight to get—and has the strength to win. Employers sometimes are more realistic judges of this willingness and this strength than are union leaders.

* * *

One of the warnings in this control situation is that the techniques of the controllers sometimes rub off on the union.

While it is important that the union be able to deal with the employer in the areas of cost accounting, percentages and computerized data, these methods should not become a way of life for a union.

Labor statisticians and economists have increasingly become a part of the negotiation scene since the adoption of the Taft-Hartley Law in the late 1940's. Such laws have been described in some circles as full employment laws, but with too great a reliance on those facts as weapons. The weapon is the rank and file and its power. So must unions.

That remains our pledge.

Ten years ago we said in a booklet, Men and Machines: "One thing about machines: they lighten labor, and they can and must be used to shorten hours of work, especially hours of heavy physical labor. So must unions. This union, the ILWU, surely will."

We are involved here in a struggle with machines. We recognize machines can do more than a man can do. Machines can serve as a means of reducing the hours of work. Ten years ago we said in a booklet, Men and Machines: "One thing about machines: they lighten labor, and they can and must be used to shorten hours of work, especially hours of heavy physical labor. So must unions. This union, the ILWU, surely will."

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The rub, as we noted a decade ago, is that as machines become more efficient they become cheaper than people. So we must get back to our approach of 1934. In those days there were plenty of men and too few jobs. One of the great victories of the 1934 strike was the six hour shift. Men died to win that goal.

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We must fight to regain our heritage. The shorter work day can be achieved without the necessity of working overtime. How it can be done will be the subject of the next column.
SAN FRANCISCO — Improvements won in the new two-year Pacific Coast longshore contract between the ILWU and Pacific Maritime Association are presented below in capsule form.

The new contract, described as “damn good” by the negotiating committee, was ratified overwhelmingly by Coast localists in a referendum vote July 15-16.

The principle language of the new sections were printed in a special supplement of The Dispatcher dated June 22, 1972. What appears below is a simplified version of all of the major points agreed upon in the negotiations and ratified by the membership of the locals involved by secret ballot.

### Wages

The basic straight time hourly rate for longshoremen paid on a six-hour day basis is now increased by 40 cents, bringing the straight time rate to $8.25 per hour and the overtime rate to $9.25 per hour.

One year hence, on June 29, 1974, the longshore wage will go up another 30 cents, bringing the basic straight time rate to $8.50 and the overtime rate to $9.50.

These special categories of longshoremen paid historically on an eight hour straight time basis get 45 cents now and 34 cents the second year.

The straight time hourly rate for clerks goes to $6.19 and the overtime rate to $7.19.

Rates for clerk supervisors and clerk chief supervisors are proportionately higher.

Still pending before the Cost of Living Council is the question of the “down payment” of 25 cents on the first 40 cents, which the PMA agreed to pay starting June 2, if it could get agreement on the cost of living adjustments for 1973.

### Cost of Living

Provision is made for two cost of living allowances, one to be calculated as of January 1, 1975, and the other as of July 1, 1975. The allowances will be computed on a formula based on changes in the US Consumer Price Index. The maximum for the first increase is 12 cents per straight time hour for longshoremen and 8.25 cents per straight time hour for clerks. The second increase has a limit of 10 cents for longshoremen and 11.25 cents for clerks.

### Pay Guarantee Plan

The new Pay Guarantee Plan, funded at $8 million a year by PMA, longshoremen and clerks in the “A” category are guaranteed 36 hours pay per week at the basic longshore straight time rate. This amounts to $116 a week for the first year and $201.60 for the second. For “B” men the amounts are $90 and $151.20. Any cost-of-living adjustments will be added in the form of a stepped adjustment plan that could bring the amount up to 24 hours of the straight time pay—there is money left in this fund. Eligibility is based on five days of availability, Monday through Friday.

### Holidays

For the first time there will be paid holidays included: two the first year and three the second. The first two are Christmas Day and New Year’s Day. The second three are Independence Day, Labor Day and Thanksgiving Day. To be eligible for holiday pay, a worker must have worked 800 hours in the prior calendar year. For the week in which a holiday falls the worker also must be available two days Monday through Friday exclusive of the holiday.

### Vacations

Vacation improvements falling in the second year of the agreement call for four weeks after 17 years and five weeks after 23 years.

### Promotion of 8 Men

The freeze on promotions from one payroll week is lifted. In order to conform with availability requirements for determining eligibility under the Pay Guarantee Plan, promotions on an orderly basis as opportunities occur is spelled out in the contract.

### Non-Member Agreement

In order to establish conformity and to provide equal protection of fringe benefits, a uniform agreement has been drafted to be signed by PMA, the union and employers who are not members of PMA. It assures the payment by non-members of all pension, welfare, Pay Guarantee Plan, and other benefits on the same basis as members.

### Grieveance Machinery

Two changes are made. Men discharged on the job may have their grievance processed within 24 hours. If both sides agree an arbitrator has a conflict of interest, that arbitrator is to be disqualified from further service.

### Mediation/Arbitration

Four issues are before Arbitrator Sam Kagel. They are: (1) rules governing travel of men or gangs before cargos are loaded and unloaded, (2) provision for penalty pay for the 10th hour of an extended shift, and (4) provisions for a penalty pay for damaged cargo.

### Still In Negotiation

One issue is still in negotiation. It involves the union’s jurisdiction in the L.A./S.H. barge operations of one employer.

### Officers Re-elected

Mentioned in the minutes was the election of Local 6 Aids Machinist Strike.

SAN FRANCISCO — Although the Northern California Master Warehouse Council and the ILWU received $1 million in the Teamster workers, has been signed, all is not yet peaceful. Local 6 members re-elected to agreement with employers at Bills Brothers, MJB, Corn Producta and Standard Brands.

All but Standard Brands were settled — and Local 6 will continue to protest that picket line until a contract is signed.
PORTLAND MARCH—ILWU President Harry Bridges (center) leads July 5 memorial march in Portland down N. W. Davis Street. With bridges in front rank are Dick Wise, president of ILWU Local 8 (left), ILWU Regional Director G. Johnny Parks and Coast Committeeman Fred Huntsinger at extreme right. This was first time Bridges spoke at Portland Bloody Thursday memorial. Behind leaders is wreath later lowered into waters of Willamette.

Bridges Says It's Time for Unions 'To Get Together Under One Tent'

PORTLAND—It was clear and sunny when they formed up, July 5, in Portland's North Plaza for ILWU Local 8's traditional march in honor of the dead of Bloody Thursday.

There were pensioners, some with canes, one in a wheel chair. A black man from Local 8, Elvis Carter, carried the local's blue and gold banner.

There were members of the area locals—4, 8, 28, 40 and 85—with Pete Flannery and Jim Byrne as standard bearers. There were delegations from the auxiliaries and from the outports—Vancouver, Langview, Astoria, Newport, North Bend.

Men from the SUP came, headed by Port Agent Jim Dooley. The Marine Firemen were there, lead by Port Agent N. Sweigert. The Masters & Pilots were represented by Port Agent Charles Wallace and inter-national Vice-President William Caldwell. Don Orange of the United Farm Workers was present as was Dave Callison, president of the Portland Police Association.

MEMORIAL WREATHES

Heads bowed, feet keeping time to Chet Romig's band, banners and flags held firmly against the freshening breeze, the 800 marchers swung onto Broadway behind ILWU President Harry Bridges. Keeping pace with Bridges were Dick Wise, president of Local 8; ILWU regional director G. Johnny Parks; and coast committee member Fred Huntsinger. Behind them were Frank Pays, Robert Gillett, Dick Mullin and Carl Walters, bearing the massive memorial wreath.

It was the 39th observance of Bloody Thursday held here, and the fourth time the date has coincided with the day the date has coincided with the day pickets were killed and wounded in the '34 strike.

"Seven men were killed up and down the coast," Bridges recalled at river wall rites in Battleship Oregon Park. In San Francisco 400 men were wounded.

One reason for memorial services, such as the one here, he said, is to "recall what happened, and to pay tribute to the workers long gone who struggled and died. But we must not let it end there. They would not want us to." He emphasized that the fight must go on, based on "the solidarity of all who work, regardless of race, creed, color, religious belief, sex or country of national origin. . . . I suffered discrimi-

nation myself at one time because I was a foreigner!"

NATIONAL SOLIDARITY

"It is time for all unions to get together under one tent while keeping their identity and structure. But they must get under one tent, and in my opinion this is long overdue if labor is to go ahead."

Then, looking over the assembled hundreds, Bridges praised the march and river wall rites as "one of the few labor observances on the Pacific Coast."

Sharing the platform with Bridges were Matt Mochan, 1934 strike leader in Portland; Parks, Huntsinger, and Wise, who was master of ceremonies.

The band played taps, and the wreath was lowered over the wall. It floated on the Willamette, flower side up, a good omen, according to waterfront legend, for the year ahead.

THANKS—Capt. Robert Lowen, secretary of the Masters, Mates and Pilots, thanks ILWU for support during recent 41-day strike at San Francisco's Bloody Thursday observance and says, "If ILWU needs us we will be there to shoulder with you."

SEATTLE MEMORIAL—Seattle old timers gather on July 5 at the grave of Shaby Daffron, a striking seaman killed on July 1, 1934, in the same wave of violence that produced Bloody Thursday in San Francisco. From left, Nottie Craycraft, Roscoe Craycraft, Esther Malio, Dode Gould, Waimo Malio and Tom Richardson.
Remembered for Maritime Unity

spoke at that memorial event—relinquishing his traditional role as a speaker at the San Francisco observance.

Up in Seattle old-timers gathered for their annual picnic at Lincoln Park in West Seattle, and there was the traditional pilgrimage to the grave of Shelby Daffron, a striking sailor killed by police on July 1, 1934, as a part of the general "open the port" offensive by employers that came to a climax on Bloody Thursday.

SO THE FORM was the same. There were, of course, fewer of the old faces. Time takes its toll, and it's been almost 40 years now since the deaths in San Francisco, Seattle and San Pedro.

But there was a difference. It had two aspects. One was the repeatedly expressed concern over the direction of the country—best epitomized by the word Watergate—and the responsibility facing the labor movement to help do something about reversing that direction. The second aspect was the repeated call that went out this year for new unity in the labor movement.

In his Portland speech Bridges said, "It is time for all unions to get together under one tent while keeping their present identity and structure."

At San Francisco, ILWU Vice-President William H. Chester calls for creation of "a new maritime federation" of onshore and offshore unions. At least two other speakers at the San Francisco ceremony declared the same need.

Bob Rohatch, president of ILWU Local 10, told the San Francisco gathering, "Organized labor has had a long way to go and is facing a tough battle. . . . Ships are getting bigger. Crews are getting smaller. Everything is becoming automated. We can solve these problems if we all start pulling together. No matter how small a strike is we have to support it. United we stand, divided we fall."

Attorney Vincent Hallinan, a honorary member of the ILWU, predicted at the San Francisco observance that major new struggles involving strikes and lockouts are in prospect between labor and industry in the US "by the end of 1974."

THIS THERE WAS no sense of complacency.

The events of 1934 were remembered and credit given to the members who struggled then for conditions often taken for granted now.

The RECAP, published by ILWU Clerks Local 40 in Portland, put it this way: "The problems that we face today are just as momentous as those that confronted the men who fought in 1934. The adversaries are the same, but their methods are more subtle and hypocritical."

Plea for Unity—ILWU Vice-President William H. Chester calls for new unity among maritime unions during 39th observance Bloody Thursday at Mission and Steuart Streets, San Francisco. Over Chester's shoulder can be seen former state Assemblyman Edward M. Gaffney, one of the speakers.

The Faces in the Crowd Were Older, But the Message Was for Today

SAN FRANCISCO—The faces of those who had been there when it happened were inevitably older. But the messages of those who spoke were directed to the present — and the future — and to the young people who know little or anything about what happened at Mission and Steuart Streets 39 years ago.

It was on Thursday, July 5, 1934, that police guns mowed down striking longshoremen, killing two and wounding hundreds.

This year, with the anniversary falling on a Thursday, the police were there only to direct auto traffic away from the ILWU ceremony. The mayor sent a representative to speak. The chairman of the Board of Supervisors spoke, too. So did the local Assemblyman. The Congressman sent a wire. Things have changed.

ILWU Vice-President William H. Chester said, in addressing the 39th Bloody Thursday memorial gathering there is need for "a new maritime federation" among onshore and offshore unions. He said some exploratory steps have been taken in this direction but declined to expand when pressed by reporters.

A number of the speakers, including several from other maritime unions, declared the need for greater unity — a hallmark of ILWU policy since the days of the old Maritime Federation of the Pacific.

Common Theme

In addition to unity, a common theme among speakers was the necessity of imparting the significance of past struggles to younger union members.

Jack Hatton of the Marine Firemen put it bluntly when he said, "We must tell the young this is your union and, by God, you'd better keep it like we left it."

The elaborate program, which included a performance by the Local 10 drill team, was coordinated by Bert Donlin, vice-president of Local 10, assisted by Local 10 president Robert Robatch.

At the conclusion of the ceremony, as has been the case for the past 39 years, the many floral offerings were delivered to the graves of the two men who were slain in 1934—Howard Sperry and Nick Bordoise.

Slim Meto, as he has for all these years, delivered the wreathes to Sperry's grave at the Presidio cemetery. (Sperry was a World War I vet). Donlin, along with Richard Estrada and Benny Gerace of Local 10, delivered flowers to Bordoise's grave in Cypress Lawn cemetery.

From Mayor—Joe Johnson, assistant deputy for social programs for Mayor Joseph L. Alioto of San Francisco, brines greetings from Mayor to Bloody Thursday observance. Johnson is a member of ILWU Local 10.

Changed Scene—A long view of Mission and Steuart streets, San Francisco where police shot down maritime strikers on July 5, 1934. Re-development of adjacent area has given location a new look.
### How Locals Voted on Officers, Executive Board and Coast Committee

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<tr>
<td>Bridges*</td>
<td>Martin*</td>
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#### Southern California

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#### Southern California—Other

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#### Total

- **Southern California**: 3150 votes

#### Northern California

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#### Total

- **Northern California**: 1592 votes

#### Oregon & Columbia River

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#### Total

- **Oregon & Columbia River**: 1053 votes

#### Washington

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#### Total

- **Washington**: 1053 votes

#### Washington & Alaska—Other

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#### Total

- **Washington & Alaska—Other**: 4503 votes

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#### Total

- **Hawaii**: 7627 votes

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*Continued on Page 7*
Canada Dock Foremen Seek Certification

VANCOUVER, B. C. — Ship & Dock foremen Local 514, ILWU, has made its third application for certification as a bargaining agent for foremen to the Canadian Labour Relations Board. A hearing to consider arguments concerning certification was held in Vancouver June 20-23, the first time such hearings have ever been held outside of the Ottawa area.

Local 514 applied for certification at Vancouver Wharves—the first of 16 applications that will be made at a subsequent hearing in August. The ILWU considers this first application, which took up four days of the Board’s time, as a test case.

Local 514 represents 200 of the 389 foremen employed on the West Coast.

The new application for certification was made possible because of amendments to the Canada Labour Relations Act passed by Parliament in 1972. They provide for a new independent Canada Labour Relations Board, which will have the authority to grant certification to supervisory personnel as “appropriate for collective bargaining.” The amendments marked the culmination of a long campaign by the ILWU for changes in the Act.

Since the Canadian Area ILWU was negotiating a new collective agreement, the foremen won the support of the union for the stand that no settlement would be made without provision for a settlement also for foremen.

However, this became an obstacle to settlement of the longshoremen’s contract. With the agreement of those involved, ILWU president Harry Bridges, who came to Canada at the request of the Canadian Area ILWU to assist in the negotiations, removed the issue from the bargaining table.

When the longshore contract was resolved, the union approached the companies on behalf of the foremen requesting that they granted voluntary recognition to the foremen.

The companies refused. The foremen Applied to the Canada Labour Relations Board in 1974 for certification but this was also turned down.

NICOLSON FORMULA

In 1966 the foremen exercised their right to strike. Their three week strike resulted in an injunction ordering longshoremen to go through foremen’s picket line. The ILWU had its foremen out on strike again in 1972.

This included a grievance procedure, given as the Nicholson Formula, and the establishment of a special commission to enquire into the causes of the work stoppage.

The Commission was composed of The Hon. C. Rhodes Smith, Captain H. J. C. Terry of Northland Navigation, and Joe Morris, vice-president of the Canadian Labour Congress. At the hearing, which were held in Vancouver, the case for the union was put forward by Canadian Area ILWU President Roy Smyrniotis, with stereo rheum, Craig Pritchett, and Max Hurren, president of foremen’s Local 514.

The report of the commission, made public in March 1967, in the view of the union, indicated that certification was favorable to the grievances of the foremen and intensified that the power to grant certification lay with the Canadian Labour Relations Board, given the facts in the case.

“MANAGERIAL FUNCTIONS”

The foremen subsequently in 1969 made a second application for certification. Again the Board turned down this time by a split decision, on the view that the foremen’s application for “managerial functions” and therefore could not belong to a bargaining unit.

The federal government next appointed the Woods Task Force to hold hearings across the country on amendments to the Canada Labour Relations Act. At the ILWU brief to the Task Force included specific proposals to grant certification to the foremen. In 1972 the federal government introduced amendments, passed by Parliament, which included the Woods Task Force recommendations and gave the Board authority to grant certification to supervisory personnel as “appropriate for collective bargaining.”

ATTENTION, Dock Locals

SAN FRANCISCO—Officers of local unions falling under the scope of the Longshore and Harbor Workers’ Compensation Act, as amended in 1972, have been requested to forward any complaints by members regarding the operation of the new law to the ILWU Coast Committee.

Thiswill permit the committee to coordinate these complaints on a coastwise basis, and to gain a better understanding of how the act is serving the membership. Having this overall picture, according to coast committee chairman Bill Ward and Fred Hustad, will enable ILWU representatives to make a stronger case in favor of the act.

Copies of a pamphlet describing the new provisions of the Longshore and Harbor Workers Act have been mailed to all dock locals for distribution to the membership.

Japanese Dock Talks Remain Stalled

TOKYO—Japanese longshoremen have been working without a contract since April. Their union, the Japanese Council of Port and Harbor Transport Workers, has been unable to get employers to sit down and negotiate and has, at the same time, been reluctant to call a strike. Main issue is a union demand for certain working hours. Other cost items appear to be settled.

BEFORE TO PODIUM—Valerie Taylor, president of the Federated Auxiliaries for 24 years, at the convention mike on opening day. Her refusal to run for re-election surprised most delegates. The mystery was solved when she gave the carried to conventions from Canada to Los Angeles being mounted on a wall plaque, with her long years of service inscribed below. At left is the incoming president Ruth Harris of Auxiliary 8, Wilalming. She was the only candidate nominated to succeed Mrs. Taylor, and has held many offices in her local auxiliary as well as serving as Federated Auxiliaries first vice-president.

Mike Wilson Dies Unexpectedly

PORTLAND — Mike Wilson, one of the best liked men on the local waterfront, died unexpectedly June 30 following surgery for an apparent blood clot. He would have been 53 July 1.

He was a member of Local 72, transferring to that local from longshore Local 6, which he joined on July 14, 1949. He was a veteran of the 48 strike, and served as a delegate to the CRDC from Local 62.

He was an Army veteran of World War II, serving in New Guinea and the South Pacific. Funeral services were held July 5.

Survivors include his wife, Moureen, one son and three daughters.

Chinese Agree on Direct Shipments to Canada

VANCOUVER, BC.—The Chinese government has agreed that all exports from that country to Canada will be shipped to Canadian ports in the future, rather than through the US.

The Chinese have promised that large ships will be sent on ships entering Canada Labour Congress. At the hearing, which were held in Vancouver, the case for the union was put forward by Canadian Area ILWU President Roy Smyrniotis, with stereo rheum, Craig Pritchett, and Max Hurren, president of Local 514.

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ILWU members from all over the Northwest converged on Senate hearings in Portland last April to demonstrate against proposed ban on log exports from the US.

**Log Trade Outlook Brightens**

WASHINGTON, DC — The attempt by Oregon's Senator Robert Packwood to pass legislation banning the export of logs from the US has run into serious trouble in the last few months.

The Packwood legislation, also backed by Sen. Alan Cranston (D-Calif.), would have put a total ban on log shipments and stood to cost the state $11.8 billion in lost business. Industry insiders, however, have been more concerned with the potential impact that the bill could have on the state's economy.

A combination of forces — political and economic — have quashed this attempt to put the same as a year ago. The main factor here, says the paper, is the continued high level of unemployment, which has everything to do with the fall-off in housing starts and nothing to do with the fall-off in lumber prices.

Despite the earnest protests by the industry, the transportation costs that the bill would impose would have been substantially weakened the right of injured harbor workers.

The bill, SB 651, which passed the State Senate unanimously, would have destroyed the right of an injured worker to sue a public body for negligence if he was covered by any worker's compensation. Oregon law already prohibits such suits if the person killed or injured is covered by state compensation. But SB 651 would have extended the ban to those covered, for example, under the US Longshore and Harbor Workers' Compensation Act.

COMP IMPROVEMENTS

A last-ditch drive by labor lobbyists also brought gains in the legislators' workmen's compensation, which will be included in the package, perhaps in time, to the state's average weekly wage.

Death benefits for surviving spouses and children increased from $110 to $25 per month for the head of the household; the first two children will receive $100 per month, with $50 for each additional child. Payments for permanently disabled workers were increased to 66 2/3 percent of the state's average weekly wage and to 80 percent for those temporarily disabled.

UNEMPLOYMENT PAY

Unemployment benefits also increased by the legislature. The maximum benefit moves to 50 percent of the state's average weekly wage on October 7, 1973, and to 55 percent a year later. The number of weeks needed to qualify for jobless pay was reduced from 20 to 18.

In addition, progressive legislators and union and pensioner lobbyists pushed through a bill enabling disabled workers to sue a public body for negligence if he was covered by any worker's compensation. Oregon law already prohibits such suits if the person killed or injured is covered by state compensation. But SB 651 would have extended the ban to those covered, for example, under the US Longshore and Harbor Workers' Compensation Act.

PORTLAND — The longest legislative session in Oregon history ended July 6 with the ILWU and labor in general scoring some important gains. "Although we did not get everything we wanted," said ILWU lobbyist John Olson, "some good bills were passed and there were no bad bills to include in the 11.8 billion board feet. In 1971, 1972, and 1973, the figure of 11.8 billion board feet was taken off the Senate Calendar. The Ashley bill, expected to hit the House floor on July 26, sets a ceiling on exports of 2.2 billion board feet of logs and one billion board feet of lumber. This ceiling, however, is to be removed provided the Secretary of Agriculture does that at least 11.8 billion board feet of logs are available in any given year from national lands.

"The Ashley bill is a victory for us," says Tobin. "There is little doubt that the secretary of agriculture will certify the figure of 11.8 billion board feet. In my opinion, if the voters in a special election. A similar compromise bill can be passed, but if that happens there will be no ban on log exports."

Assuming the Ashley bill will get through the House, main interest shifts to the Senate where it is hoped in another compromise bill will be worked out prior to the August 3 summer recess.

The bill is supported by the ILWU, the International Longshoremen's Association, the AFL-CIO, the American Federation of Labor, and the American Federation of Labor, and the AFL-CIO maritime committee, Teamsters, Communications Workers and Auto Workers. A telegram, signed by the heads of each of these unions has been sent to each member of the House urging support.