June Dock Back Pay OK

SAN FRANCISCO — Longshoremen and ship clerks in California, Oregon and Washington are collecting this pay day 25 cents an hour for work they did in June, after the back pay checks were made ready for the Aug. 21 pay day by the Pacific Maritime Association after the Cost of Living Council of the Economic-Stabilization Program gave approval finally to the 25 cents-an-hour payment negotiated by the ILWU with the PMA back in May at the start of this year’s negotiations.

Approval of the 25 cents and other economic features of the new contract was announced Aug. 23 here in a joint statement by ILWU President Harry Bridges and PMA President Edmund J. Flynn.

The 13,000 longshoremen and clerks covered by the contract had begun receiving raises of 40 cents an hour as of July 1, the effective date of the pact, but COLC approval had been needed to make 25 cents of that 40 cents retroactive to June 1.

The reason COLC approval was needed was that June fell within the time period of the old contract, pay provisions of which had been decreed by the Pay Board, predecessor to the COLC.

While pay provisions of the new contract — Continued on Page 3

The Roll-on/Roll-off Era Is Here

SAN FRANCISCO — The term roll-on/roll-off already is commonplace in maritime circles.

Along with phrases like “lift-on/lift-off” and acronyms like LASH (lighter-aboard-ship), they tell the story of the vast changes wrought by mechanization on the seas and waterfronts of the world.

Already in the last decade and a half these techniques have revolutionized the lives of longshoremen, created new problems in collective bargaining and reduced drastically the waterfront work force.

And more is yet to come.

Ships that scarcely look like ships anymore — ships that must appear as hallucinations to old salts who cherish beauty of line — come surging out of the mists of each new day at incredible speeds and displacing vast tonnage.

The NEW LURLINE

At the headquarters of the venerable Matson Navigation Company at 100 Mission Street here they are sending out press releases about two new ships that will “complement Matson’s lift-on/lift-off container service.”

They will do more than that. They represent the next giant step in moving containerized cargo.

One of them, the SS Lurline, is due in Los Angeles within a few days.

Matson’s advertisements to the trade call their roll-on/roll-off design “the most significant innovation in Pacific shipping since intermodal containerization.”

The Lurline will handle, the company says, “almost anything that can travel on a highway — flats, tank cars, trailers, even small boats, cars, trucks, buses, automobiles, cement mixers . . . you name it.”

Other roll-on/roll-off ships already are calling at Pacific ports, delivering, for example, Japanese automobiles to Benicia, but Matson’s entry of two ships into the Pacific Coast-Hawaii trade marks a basic alteration in the ever-changing pattern of trade and commerce.

It is just 15 years since Matson introduced large scale containerization to the trade route. Now the company is putting to sea the two giant floating parking lots that add a whole new concept to longshoring, to say nothing of ship design and seamanship.

There are bigger and faster ships afoot than the 25,000-ton, 24-knot SS Lurline that will come into Los Angeles three days after Labor Day, but she marks the change in an era.

(120,000 deadweight ton tanker, SS Arco Anchorage, the largest vessel ever to enter San Francisco Bay, unloaded crude oil recently at Benicia.)

The days when Matson ships and Dollar liners cleared Honolulu with their hatches crammed with broken bulk slingloads of canned pineapple are over.

The “roll-on/roll-off” concept, born with the LSTs (landing ship, tank) of World War II (or maybe with Noah’s Ark), is becoming the mode of mechanization. Longshoring, once concerned with driving winches, lifting slings and cargo slawage, now becomes the art of cargo handling.

BRIDGE TO FUTURE—Shoreside cranes in Honolulu lift off the ramps that will be used for roll-on/roll-off operations when Matson’s new 25,000-ton Lurline reaches Hawaii on her maiden voyage. Tentative arrival date is September 11.

Ramps, fabricated at Kaiser Steel’s Napa Metal Products division in California, were barged to Oakland and then journeyed to Hawaii as dock cargo aboard Matson’s Hawaiian Legislator.

Canada Opt for Free Economy—No Controls

VANCOUVER, B.C. — The government of Canada has again rejected wage and price controls.

The decision was made at a cabinet meeting that has been called to consider rapidly rising prices. Inflation in Canada is currently running at 7.7 percent, almost twice as high as last year. Between July 1972 and July, 1973 food prices rose by 14.7 percent.

Wage and price controls were rejected, said Prime Minister Trudeau, because "the government has decided that the greatest single aid to counter inflation is to lower prices. The most immediate and effective steps to bring prices down are to be found in improved productivity and the increased efficiency of labor and management. "

"The remedy for wage and price controls is coming from big corporations, from many daily newspapers and from the Progressive Conservative Party, which holds 107 seats in the House of Commons, compared to 109 for the ruling Liberal Party. The labor-backed New Democratic Party has 31 seats.

While rejecting wage and price controls, the government did impose controls on the export of hogs and cattle to the U.S., and also took steps to boost pensions effective October 1—by providing for quarterly adjustments to meet the full rate of inflation.

"Our union is adamantly opposed to wage controls of any kind," said Canadian ILWU president Dan Garcia in commenting on the government’s action, "even when it is accompanied by so-called price controls."

We know from past experience in Canada that when price controls are instituted, prices still have a way of going up. Furthermore price controls do not cover such important matters as rents and rates of interest. And as a matter of policy, governments never impose controls on profits. The net result of wage controls, with or without so-called price controls, is to increase prices for working people, increase profits for big business and prevent workers from gaining any of the benefits of technological change and increased productivity."

Australian Trip Depends on Dates For China Trek

SAN FRANCISCO — Whether ILWU President Harry Bridges visits Australia next month depends, he says, on when clearance comes through for the union’s delegation to visit the People’s Republic of China.

If the two trips cannot be dovetailed, Bridges says he will have to forego the invitation of the Waterside Workers of Australia to attend their All Ports Conference scheduled to open Sept. 17.

Bridges says his plans for attending the Australian meeting were predicated on joining the ILWU’s China bound delegates in Hong Kong in late September. This he could do at only slightly less air fare.

But as this issue of The Dispatcher went to press no confirming word had come from China as to when the ILWU delegation could leave.
Changing Labor Day

ANY MEMBERS OF THE ILWU — and there are still many — who recall old Labor Day parades must wonder a little at the way the holiday has changed. Anyone who can recall seeing thousands of longshoremen and warehousemen marching up San Francisco's Market Street in their working garb must — or should — pause to think about what has happened to this traditional American holiday.

Labor Day has become some sort of an escape hatch. Mostly what is done about Labor Day is that labor editors write about it. The garb must — or should — pause to think about holiday.

There are profound reasons for the change, and they should not be obscured by sentiment. It is a mistake to get all tear-eyed because longshoremen in black jeans and bichory shirts and white caps no longer come swinging up Market Street in the bright September sun.

The cold hard fact of the matter is that labor's file power was manifest publicly was in the old San Francisco Labor Day parades and others like them. So maybe there was grumbling at home in the old days about having to go to the parade, but when that vast array of labor power swept into view, it did not go unnoticed in the seats of economic power.

When it takes hours for the workers of a single community to march past a given point behind the banners of their unions it is a tangible thing. It's tangible for the workers themselves. It lets them see their own strength. That probably was the greatest single plus of the old parades. The marchers came away with a sense of their own power.

Employers are delighted to tell working people to take off for Labor Day. After all, it was invented to supplant a more revolutionary May 1 Labor Day, which is of US origin.

So, with all of the talk one hears about "big labor" and "labor racketeers," the fact remains that the opposition scarcely ever misses a chance to close a tactical opening against labor.

But the key strength remains. That can never be taken away. It is the most precious thing labor has. Any time labor decides it has the right not to work and decides to exercise that right, there is very little the employer can do about it.

ONE OF THE PLACES where such rank-and-file power was manifest publicly was in the old San Francisco Labor Day parades and others like them.

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NEW YORK, Aug. 31—Labor Day is the union movement can well ask for what should Labor Day really stand.

Labor Day is meaningful only if the content. Unless we do something with it, it becomes nothing more than an occasion for empty good wishes, a time for hollow platitudes, a ritual delivered in solemn tones but devoid of meaning.

As the editorial on this page points out, some of labor's traditional ability to demonstrate its strength on this day has been taken away from it. But the day is still there. It's nature has become something of a challenge. It should be something more than the last outing of the summer.

The question of how labor should draw attention to itself on this day has been clouded by the practices of the past. The problems facing working people should be phrased in terms of today.

On the Beam

by Harry Bridges

THERE ARE THOSE, even in the ranks of organized labor, who scorn the traditions and the rewards of the past—especially when the past is made a sort of crutch for anything that happens in the present. Perhaps some of this scorn is deserved. However, there is strength in the past, but we cannot be forever looking backward.

We now have greater priorities than we had in FDR's day. Those three ill's are still with us, but we now have more to demand.

We in labor have more strength than we had in the thirties. We also should have more wisdom. Perhaps we do. The jury is still out. But Labor Day should be a day for great testimony. Instead it has become a weekend to get out of town.

Labor Day should become, as it was in the beginning, a day for the demonstration of labor's strength.

In this age of ever-increasing mechanization, Labor Day should be made to stand for above and over all else a reduction in hours of work. A greater share of the profits of American industry must go to the worker. A cut in hours is one way to achieve this.

The enemies of labor who go around complaining about "big labor" serve to remind us that unions still have to fight for the right to exist, to organize, and as a last resort, to strike—without being hampered by injunctions and other devices of establishment power. Everyone knows about the US labor movement knows about the strength of our relatively small union. But our struggle, exercised alone, amounts to little.

Our strength must be exercised in concert with others. There are even cynics who ask, "What labor movement?" when conversation gets around to unions in the United States. But there is power, vast power, in the ranks of organized workers in the United States, and there is a vast additional power in the ranks of the unorganized.

Once this vast power is forged into a course of concerted action, then the priorities labor sets for itself can become actualities.

As far as we're concerned, this is the real meaning of Labor Day.
COLC Says Any Pay Guarantee Surplus Can Be Used Only for Pensions

Continued from Page 1—

The COLC said if any money is left over from the Pay Guarantee Plan it can be used for only one purpose. It must go into the pension fund and can be used only for paying pensions under the scale of benefits now called for in the contract.

Donald M. Irwin, administrator of the COLC, described the contract as follows in his letter to Flynn and Bridges: "These funds not distributed to employees under the provisions of the new Pay Guarantee Plan on June 30, 1973, shall be utilized solely for the purpose of reducing the PMA's unfunded pension liability for those pension benefits now provided in the current agreement."

In other words, the only use to which any surplus in the Pay Guarantee Fund can be put is at the end of the current fiscal year for pensions — and that doesn't mean using it to increase pension benefits.

The COLC also stipulated that, although the 25 cents can be paid for the month of June, it must be charged to the current agreement that the two parties would make "must be submitted to the Council at least 30 days prior to the implementation of such modification."

Both Flynn and Bridges said the Council's terms are satisfactory to their respective parties.

The key paragraph in Irwin's letter says... "...we have determined that the economic improvements sought forth in the collective bargaining agreement are unreasonably inconsistent with the stabilization program."
An Alert Seaman Spots A Vessel Riding Above Mark at LA Dock

SAN PEDRO — When The Dispatcher started work on the feature on this page about the Plimsoll mark, one veteran longshoreman asked, “A what mark?”

That strange collection of lines, circles and letters found on the sides of every ship is not known, it seems, to everyone — even some who boil every day within sight of one.

In fact, a local paper, anticipating perhaps The Dispatcher’s story, had one recently about the Plimsoll mark in which it noted that many waterfront observers didn’t know what the mark was. What the mark says, in effect, to the owners of the ship is, “Watch your load line. Don’t load her too deep.”

The purpose of the mark is to let shippers know just how much cargo to load onto their ships. At the same time it tells everyone else just when the ship should be loaded no further.

EASY TO READ

The Plimsoll mark is easy to read and is assigned to each ship after thorough computation and survey establish the amount of freeboard a ship should have for safety. The top line of the figure is the deck line and the encircled line establishes the summer load line. The freeboard is the distance between the load line and the deck line and the encircled line establishes the maximum load line.

Other markings indicate a load line for tropical fresh water, fresh water, winter Atlantic and winter North Atlantic. Cargo vessels display a complete load line. However, passenger vessels display only part of the load line.

These marks are grooved into the hull plating so they can’t be conveniently relocated after a paint job.

And if these markings aren’t showing, the owner is in trouble. However, it’s very rare that the load line law is broken. A penalty, established by international maritime nations, of $50 per ton of cargo for New York.

In those days seamen risked their lives aboard overloaded and unseaworthy ships and did double duty as sailors and dockworkers for a shilling (or twenty-five cents) a month. Mistrusted, poorly fed, they frequently signed off at the end of a voyage and were exploited by managers of “crimping houses.” Nothing had been done for them since the lime-and-juice clause in the Seamen’s Act of 1884, and that was more honored in the breach than in the observance.

To Poor Jack, Plimsoll decided to consecrate his life.

Born in Bristol, England, February 10, 1824, the fourth son of Thomas and Priscilla (daughter of Josiah Willing of Plymstock), Plimsoll went to, and graduated from, Dr. Eaden’s school in Shffield. After working a short time as a solicitor’s clerk, then as manager of a brewery, he went, in 1853, to London to seek his future in the coal business. Falling in that, he made a new start in Callao, Peru, with Anthony Gibbs & Sons, who had a contract with the Peruvian government for transporting guano to all parts of the world: a lucrative trade, attracting American, German, Spanish and other capital as well, with guano at $45 a ton plus freight. Gibbs’ Peruvian representative was a Mr.

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As soon as the vessel came up overloading. Furthermore, vessels who have encountered mishaps at sea with their load line submerged have been denied recovery of losses from their insurance brokers.

But occasionally the law is broken.

This happened recently in the Port of Los Angeles when the Panamanian flag ship Yavona arrived from the Philippines with 14,800 long tons of sugar on its way to New York.

WASTES AT ISSUE

Lt. Max Miller, Coast Guard Marine Inspection: The ship was on mark when she arrived in port and was cleared by the Customs, but due to an engine problem she remained in port 12 days. Since vessels are not allowed to dump any wastes into the harbor, the Yavona accumulated some 600 long tons of waste water — galley water, bilge water — during the engine repair.

That was just enough water to take the ship below its prescribed load line. But nobody noticed.

Lt. Miller says, “Fortunately, a very knowledgeable seaman noticed the violation and notified the Coast Guard.”

After marine inspection, it was determined that the ship lacked between seven and 10 inches of the required freeboard and the expensive task of unloading — at 62 tons per inch — began.

A huge tank was brought along dockside and the contaminated, oily ballast was pumped from the ship. Such operations are extremely expensive not only in cost for removal, but additional port expenses and delays of the vessel.

As soon as the vessel came up to its marks, it set sail with its cargo for New York.

Every longshoreman knows, or should know, what a Plimsoll mark is, but how many know about the man for whom it was named?

Samuel Plimsoll was an English Member of Parliament for Derby between 1880-1880, who succeeded finally in putting through in 1886 his merchant shipping act requiring that a mark be placed on the sides of ships indicating their maximum load line and be visible above the water at all times. For this he became known as The Sailor’s Friend. The practice now is international. He ran up against stiff opposition in Parliament, many MPs being shipowners, and answered their abuse by saying that he had “no desire to ruin shipowners’ reputations but only to save sailors’ lives,” and “to prevent a shipowner from being a law unto himself.”

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Tubbs, who began the practice of having his Mr. Reid designate the height on the stem of his vessel, and saving a great deal of false swearing, and with an evil reputation,' whose artistry is now possible.

To a shipowner, who remarked to him at the time of the Matson strike in 1874, that he was surprised to learn that Plimsoll had lost his temper in Parliament, in 1885 and 1886, after a spell of illness Plimsoll died on November 23 at the age of 74. He was survived by his wife and children, who resided at Folkstone, a seaport in Kent.

After a spell of illness Plimsoll died June 3, 1886, at the age of 74. He was survived by his wife and children, who resided at Folkstone, a seaport in Kent. The International Longshoremen's Association, AFL, recently charted on the coast, took the initiative of the rank and file to solve the blue book union at the Matson dock. The Waterfront Worker report on the revolt against the blue book union at the Matson dock was published by the cooperative of the Maritime Workers Industrial Union. The Waterfront Worker was the successor to The Waterfront Worker report on the revolt against the blue book union at the Matson dock. The Waterfront Worker report on the revolt against the blue book union at the Matson dock was published by the cooperative of the Maritime Workers Industrial Union. The Waterfront Worker was the successor to The Waterfront Worker report on the revolt against the blue book union at the Matson dock.

**Burial at Sea Is Now Possible**

MENDOCINO — Men and women who have died by the sea now can be buried at sea. Under a bill signed by Gov. Leo de Vail of the Cape Mendocino Maritime Agencies announces California law now permits burial at sea, in a metal capsule, of people who have died by the sea. The capsule is buried at sea, and the capsule is buried at sea.

B.B. Don't let this action go unpublicized. The September 15, 1933 issue of The Waterfront Worker of the way the Matson strike was the first to carry the designation, "issued by a rank and file group in the ILA." Previously the designation had been that the paper was published by the ILA. The Waterfront Worker report on the revolt against the blue book union at the Matson dock was published by the cooperative of the Maritime Workers Industrial Union. The Waterfront Worker was the successor to The Waterfront Worker report on the revolt against the blue book union at the Matson dock.

**ILA delegates who were present at the time of the Matson strike were able to see a great deal of unofficial support deserve credit. But, we ask, why unofficial?** This typified the attitude of the rank and file editors of that paper toward the union's officialdom. They saw themselves as gadflies.

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Big Win in Dredging Battle to Save Astorias $3.5 Million in Dock Payroll

ASTORIA—Only one gang was working in the Port of Astoria on the day this story was written. “Work has been very slack,” said Local 50 dispatcher Joe Reneke.

During the first six months of this year, says Assistant Port Manager Ray Henschel, work was down 50 percent from the same period last year. But conditions in the job-short port are on the upturn.

The improvement, observers feel, will be due largely to the efforts of Local 50 officials, port commissioners, Port Manager George Grove, the ILWU regional office and Astoria mayor Harry Steinbock, who charged in July that five or six ships had quit calling due to shallow water in the slips, caused by silting.

DREDGING NEEDED
Port officials applied some time ago for a dredging permit and permission to dump dredging spoils in the Columbia’s estuary. They were turned down because of objections from federal and state agencies and environmental groups.

“It’s a question of whether people in Clatsop county want a port, or whether they want us to go out of business,” said Commissioner Martin West, who said bluntly at a tempestuous meeting of the port commission last year.

Local 50 President Bob Reiter charged the “handwaving on the wall” was plain to see, with ships being turned away by the steaming upriver because of insufficient draft at the slips.

He said longshoremen and others failed to understand why the resource agencies and Army Corps of Engineers were unable to solve the silting problem. “Almost every ship went aground not long before in an upriver port,” the “Corps was there dredging within the water, and dumping the spoils on a land fill.”

ATTACKS BUREAUCRATS
Commissioner Martin West took aim at the Engineers and resource agencies for refusing to review the Port’s plans, pointing out that when a ship went aground in an estuarine area or in one of the Columbia River disposal sites.

“The people are bureaucrats, accountable to no one!” he said angrily.

The “battle with the bureaucrats” reached boiling point in mid-June, when the commissioners, traveelay delays and buck-passing, voted four-to-one to instruct the port manager to begin assembling equipment preparatory to dredging, with or without a permit.

The dissenting vote cast by West, and said he was not prepared to go to jail for dredging without a permit, possible under an 1899 law, says Oregonian Correspondent Russell Dark.

Chairman Rissman, a member of Local 50, who voted with the majority, said: “It’s either dredge or shut down the port... this is an emergency.”

NEW OBSTACLE
Then a new obstacle surfaced. US Department of the Interior spokesman revealed that the Port’s application for a dredging permit had been denied because of findings by the Bureau of Fish and Wildlife of mercury levels in water near the slips, 300 to 400 times higher than permitted by the Environmental Protection Agency.

Northwest Regional Director John Johnson, Retts, met with congressman Wendell Wyatt on the subject. (Astoria is in Wyatt’s bailiwick.)

“If the dredging can’t take place, the port will dry up,” Parks pointed out. “We are losing a $3.5 million longshore cargo item, and could still be in the元素 disposal sites. CREEP.”

“It’s a question of whether people in Astoria will wind up in the poor house,” he said angrily.

“We will be losing a $3.5 million longshore cargo item, and could still be in the poor house.”

The dredging permit came through last year.

The growth of organized labor from the early craft unions, through the growth of unions in the public and private sectors, (A) and then over the actual content of the collective bargaining process (B), Mondays, beginning September 10, 1973 at University of California Labor Center, Berkeley.

EL CAMINO COLLEGE, VIA TORRANCE, CALIF.

American Labor Movement (LUS 10)
A course on the history of the American labor movement, with particular attention to political, economic and legal forces which have shaped the character of the labor movement. 7-10 p.m. Wednesdays, beginning September 12 at Merritt College.

Racial and Ethnic Identity in American History (LUS 19)
Examines racial and ethnic identity issues and problems as part of the historical struggle of working people for social and economic justice. Focuses on more and new power structures in society and their effects on major institutions, particularly organized labor. 7-10 p.m. Tuesdays, beginning September 11, plus three Saturday meetings, at Merritt College.

Labor Relations and Collective Bargaining (LUS 12 A-B)
This two-quarter sequence will provide an overview of the labor-management relations in the private and public sectors, (A) and then over the actual content of the collective bargaining process (B), Mondays, beginning September 10, 1973 at University of California Labor Center, Berkeley.

College Labor Studies Programs Are Set to Roll

San Francisco City College
American Labor Movement (LUS 70)
An analysis and interpretation of the American labor movement from its beginning to the present day, including discussion of contemporary issues. 7-9 p.m. Tuesdays, beginning September 18, room 274, Arts Building. Instructor: David Selvin, editor of San Francisco Labor Today and author of numerous books on US labor history.

Labor Relations and Collective Bargaining (LUS 73A)
The first part of a two-part course focusing on the law governing labor relations in the private sector, and the emerging law covering public workers. The second half of the course will deal with the actual collective bargaining process. 7-10 p.m. Wednesdays, beginning September 19, room 274, Arts Building. Instructor: Roland C. Davis, San Francisco labor attorney.

Labor and Politics (LUS 71)
An introduction to organized labor’s interest and involvement in American politics, with an emphasis on the relationship between labor’s legislative, political and collective bargaining goals. 7-9 p.m. Thursdays, beginning September 13, room 210. Instructor: Hugh McClenahan, San Francisco Labor Federation.

For further information call 807-7727, ext. 581 during the day, and 507-7411 after 6 p.m.

Merritt College, Oakland
American Labor Movement (LUS 10)
A course on the history of American labor movement, with particular attention to political, social, economic and legal forces which have shaped the character of the labor movement. 7-10 p.m. Wednesdays, beginning September 12 at Merritt College.

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Legal Foundations: Labor Law & Minority Rights (LUS 11)
Covers the development of basic legal frameworks and doctrines governing labor-management relations and the rights of minorities in the context of a federal-state legal system. 7-10 p.m. Tuesdays, beginning September 12, 1973, at University of California Labor Center, Berkeley.

Grievance Handling and Arbitration (LUS 14)
A practical and applied study of grievance handling as a continuation of the collective bargaining process. 7-10 p.m. Thursdays, beginning September 13, 1973 at University of California Labor Center, Berkeley.

Responsibilities and Psychology of Leadership (LUS 15)
A non-technical exploration of interpersonal relationships affecting the ability of individuals to function effectively in leadership roles. 7-10 p.m. Wednesdays, beginning September 12, at UC Labor Center, Berkeley.

Communications for Labor Leadership (LUS 18)
Covers basic communication skills needed in union leadership. 8:30 a.m. to 9:30 p.m., every other Saturday, beginning September 15, 1973, at University of California Labor Center, Berkeley.

Arithmetic Review for Labor Leadership (48A)
7-10 p.m. Thursdays, beginning September 13, at Merritt College.

Uses of Accounting in Labor Relations (48B)
7-10 p.m. Wednesdays, beginning September 12, at University of California Labor Center, Berkeley.

Effective Reading and Writing (51 A-B)
With particular regard to use in union leadership and labor relations. 51 A offered 7-10 p.m. Mondays, beginning September 10 at Merritt College. 51 B offered 7-10 p.m., Thursdays, beginning September 13 at Merritt College.

For further information call Merritt College, 351-4011, ext. 234, or University of California Labor Center, 462-8233.

The dispatch is a Los Angeles Times publication.
Better Controversial . . .

The Aug. 3, Issue of The Dispatcher lifted me to a new optimistic high. It is great. It is great.

Your reply to the controversial letter, "A View," dated July 6, 1973, in which you implied the complaint you get "precious few" letters, no doubt will prompt other letters and filings to win, I think the feature "40 Years Ago" is great.

The letter made two points. It argued that the man's name was Shelby Daffron and that he was a longshoreman, not a seaman, as reported in The Dispatcher, at the time he was killed during the 1934 maritime strike. Word here is that Daffron was also a sailor and Lucy was known to his fellow workers as Shelby but was christened Shelby. So that is the name on the tombstone.

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An Apology

I was brought to my attention recently by a story in the Sky Harbor Phoenix newspaper of a letter listing officers elected at the Federalized Auxiliaries 16th Biennial Convention omitted the name of Helen Kaunisto, who was re-elected vice-president for Southern California. Mrs. Kaunisto served as chairman of the convention organizing committee and her auxiliary (Auxiliary 8, Wilmington) sent 10 delegates to the meeting. She deserved to be mentioned, and I had intended to list him as the official. I feel that the carbon copy in my files shows I failed to do so. As a reporter of many years' experience, my face is red! KATHLEEN RUUTILAA Portland

Letter From London

I am enclosing a regular mailing list reader of The Dispatcher over a long span of years. I have learned from its reporting of the struggles of the West Coast Longshoremen. At same time, many of them have visited my home in London as delegates on the London waterfront. So I am very conscious with the West Coast Happenings.

However, the purpose of my letter is to call the attention of The Dispatcher to its editorials. They are a fine example to the British Trade Union Journals here in Britain.

The courage to express the Dispatcher's opinion on the internal political situation, and on the international scene, in my opinion, deserves to be acknowledged by the rank and file of The West Coast waterfront. To my knowledge the ILWU was the only United States trade union to recognize and give clear support to the blind's cover may even scare away a bird or two. But when you see the look of wonder in the youngster's eyes as they fondle their first quail or duck, you'll get the thrill of a lifetime and witness the birth of a bird hunter.

For Farm Workers

As officer of Local 10 and for many years a supporter of the Farm Workers, with Ernesto Galarza and Cesar Chavez, I personally commend Brother Bridges for his "On The Beam" column dated July 6, 1973.

I hope that with this type of outstanding support the "campesino" will have a good contract.

Bert Donlin, Vice-President, Local 10
Local 6 Asks Help For Strikers
At West Chemical
EMERYVILLE, Calif. — Thirteen members of ILWU Local 6 at West Chemical Co. have asked all of their fellow members to help them out of a pretty sticky situation.

These members, who service toilets in various plants and offices in the area — went on strike after negotiations for a new contract had failed to produce an agreement, with the company proposing a $1.00 per hour wage cut for some workers, as well as a two-week work week.

Local 6 is asking, therefore, that all members who service toilets at these plants where they work, and if the infecting service is provided by West Chemical Co., notify your employer to discontinue service until after the strike, or they may be confronted with a picket line.

AFL-CIO and Teamster locals have pledged their full support.

Billy Lufano on the Mend from Surgery
SAN FRANCISCO — Billy Lufano, Local 6 chief dispatcher for the last 26 years, is recovering well after undergoing triple by-pass open-heart surgery last May at St. Mary’s Hospital.

The medical team was headed by surgeon Elias Hanna and cardiologists Arnold Goldschlager and Hollister Brennan.

Placed on a strict routine for recuperation by his doctors — including a three-mile hike each day — Billy says he hopes to be back on the job pretty soon.

"I want to thank the many Local 6 members for their cards and prayers which really kept me going when things were bad," he said. Those who want to drop a line or a card should send it to Billy, c/o Local 6, 255 - 9th Street, San Francisco, and it will be sent along.

Longshore Vote Sought For New Alaskan Ports
KLAWOCK, Alaska — The ILWU filed August 31 a petition for a National Labor Relations Board election covering longshoremen here and in two other communities on Alaska’s island of Craig Island and Hydaburg.

The recent construction by Louisiana-Pacific Corp. of a huge new sawmill and dock triggered organizational activity on the island, which is in Southeastern Alaska.

The ILWU claims there are about 76 two Ships have called here so far, but "ships will be calling regularly now on," Northern Regional Director G. Johnny Parks says. He noted that this "will mark still another new port for us."

Prince of Wales Island is much larger than Annette Island where longshoremen voted for ILWU affiliation on August 10. (See story, The Dispatcher, August 24.)

Both islands are in the Alexander Archipelago.

Di Biasi Named to LA Harbor Commission
LOS ANGELES — ILWU lobbyist Nate Di Biasi has been appointed to a seat on the Harbor Commission by California Governor Ronald Reagan.

It was announced at a meeting of the ILWU Southern California District Council earlier this month.

A longtime member of Local 13, Di Biasi is also a member of California’s District Council as well as of his own Local 13, and is a familiar face at International Longshoremen’s and Warehousemen’s Union meetings.

He is now president of the district council as well.

The appointment was made by Los Angeles’ new mayor, Thomas Bradley, who will be honored at a reception to be held by the council on September 7.

Optimism on Hawaii Docks
HONOLULU — Prospects for at least two more years of labor peace on Hawaii’s docks appear excellent, according to Local 142’s newspaper, Voice of the ILWU.

The Voice points out that except for a 2½ day stoppage last summer, Hawaii’s dock workers haven’t been on strike since 1949–54.

The optimism is based on the fact that some 64 issues relating to "satellite waterfront groups" — security, maintenance, and CFU Workers have been nearly cleared up in mediation sessions headed by veteran arbitrator Sam Kagel, who was asked by both sides to settle Safety Ruling
WASHINGTON, DC — Employers, from now on, will be forced to eliminate on-the-job hazards rather than simply hand out protective equipment, if a recent Labor Department ruling is actually enforced.

The ruling by the Occupational Safety and Health Review Commission, in a case involving lead exposure at an American Smelting and Refining plant, suggests that such hazards such as noise or toxicity would have to be eliminated, where technologically possible, rather than simply requiring workers to wear ear plugs or respirators.

The American Smelting and Refining was charged with exposing its workers to an illegal amount of inorganic lead in the air, and also with failing to test some of its employees had absorbed excessive amounts of lead in the air, and also with failing to test whether their exposure exceeded safe levels. If so, it imposed a fine of $600, and gave six months to make the necessary changes.

The American Smelting and Refining was fined $800 and given six months to make the appropriate changes.

The decision could be appealed to a federal circuit court.

ILWU Supports Canada Railway Strikers
VANCOUVER, BC — The ILWU Canadian area has pledged full support to 50,000 striking railways workers here, honoring their call to strike eight striking unions that no railway cars be loaded in the Port of Vancouver.

As this issue of The Dispatcher went to press, the continuation of the strike was threatened by the federal government action. Prime Minister Pierre Trudeau has called Parliament back into early session to order a bill to force the striking workers back on the job.

In the absence of a negotiated settlement, the Parliament was expected to pass the proposed strike-breaking legislation by Friday, August 31 — a full year after striker action by Trudeau broke up an ILWU British Columbia dock strike.

The railway strike, which began August 23, shut down all operations on the Canadian Pacific and Canadian National Railway systems, and has also paralyzed all ferry and telegraph services. Involved are some 50,000 men, representing clerks, porters, telecommunications workers, maintenance men, roundhouse employees and others.

The unions are demanding a 35 cent per hour wage increase, and are offering a two-year contract, while employer offers have been even lower. They reduced their wage demands twice during negotiations in an effort to avoid a strike.

Aside from ILWU action in the Port of Vancouver, longshoremen in New Westminster also voted to refuse to load railway cars, in support of the strike.

Local 13, Wilmington
Nominations for union office are now open. Voting will be held on September 11–13, at the 14th Annual General Meetings open from 6 a.m. to 7 p.m. At stake are the following officer and committee positions: welfare officer, business agent, six stewards, three secretary-treasurers, ten district council delegates and ten vacant seats.

Local 17, Broderick
BRODERICK, Calif. — The following officers have been re-elected to their positions of warehouse Local 17: president, Ovide Brundon; vice president, Sidney Clark; financial secretary-treasurer, Charles Martinez; business agent, Joe Martinez; dispatcher, Jack Looser; board of trustees, Dane Sawyer, Edmond Sheehy III and Roy Johnson; Northern California District Council, Wm. Broderick Walker and Frank P. Thompson, Jr.

Also elected was a 21-man executive board.

There will be a run-off election for the offices of recording secretary and sergeant-at-arms. All ballots must be postmarked no later than September 6, 1973.

CORRECTION
The story detailed METALAKATA, Alaska on page 8 of the August 17 Dispatch peaked a serious typographical error. The names of men responsible for the organizational effort which gave ILWU a new port in south-central Alaska was misplaced.

We apologize to Sayer McAlpine! It’s not Sayers McAlpine.

ALASKA LOCALS RATIFY CONTRACT
PORTLAND — The agreement reached July 6 in Juneau, between the ILWU and the All-Alaska Employers Association, has been ratified by overwhelming majority vote in the locals involved, Northwest Regional Director G. Johnny Parks announced.

(See the August 3 Dispatcher for details of the pact, which paid out a number of historic firsts.)