China Trip Plans Hit Snag

SAN FRANCISCO — A hitch has developed in arrangements for an ILWU delegation to make a visit to the People's Republic of China.

It is now unlikely that seven-member delegation will be able to depart at the end of this month as it had hoped to do.

The union's four titled officers announced this week they have sent a new request for clearance to the Chinese People's Association for Friendship With Foreign Countries and are awaiting a reply.

LETTER SENT

The hitch developed, the officers said, when the Association sent a letter under date of Aug. 18 expressing serious dissatisfaction with the two articles that appeared in The Dispatcher, the ILWU's official newspaper, earlier this year.

Specifically, the Chinese objected to the report of an ILWU overseas delegation that visited Taiwan, which appeared in the Feb. 23 edition of The Dispatcher, and to a column by President Harry Bridges, which appeared in the April 27 edition.

The delegation to Taiwan in its report printed in The Dispatcher had mentioned some remarks against the People's Republic of China made to them by Madame Chiang Kai-shek.

Bridges in his column had dealt with the revival of Chinese trade unions as reported from Hong Kong by Tillman Durdin, China expert for The New York Times. The Chinese felt this report to be distorted.

The officers said members of the delegation to China were told by Madame Chiang that discussions would not be altered the union's official and traditional policy of friendship toward the People's Republic of China.

The officers assured the Chinese that neither of the articles in any way altered the union's official and traditional policy of friendship toward the People's Republic of China.

The officers said members of the delegation will be informed that the date of the trip will have to be changed, and they will be kept informed of developments.

Unresolved Dock Issues Settled

Maiden Voyage — Matson's new Lurline, first roll-on/roll-off ship in the Pacific Coast-Hawaii trade, clears the breakwater at the entrance to Los Angeles harbor on Sunday evening, Sept. 9, on route to Honolulu. The giant ship was loaded by members of ILWU Local 13. For details, turn to pages 4 and 5.

Pact Protects Women Members

Longview — A contract of crucial significance in the effort of while collar workers to improve their salaries and fringe benefits has been inked here between ILWU Local 43, the bargaining agent for office workers in the Welch panel plant, and the Welch Corporation.

The office workers, eight in number, belong to the local's unit 2. Since they are women, and the gains won include benefits for sick children, as well as the right to maternity leave and to use sick leave to cover the first day of such absence, the agreement is expected to become a benchmark in labor negotiations involving the rights of women workers, and to encourage women to seek union membership.

Two members of Unit 2, Barbara Simpson and Elsie Williams, served on the negotiating committee with Carl Pedigo of Local 43, and one of them, Ms. Simpson, signed the agreement in behalf of the workers, and initiated the addendum covering salary increases.

This provided for pay increases in four stages over a 13-months period, with the first one retroactive to Janua-
A Consistent China Policy

THE 10TH CONGRESS of the Chinese Communist Party, held from Aug. 24 to 28, reflects, as we read the reports, a confidence in the political and economic stability of the People's Republic of China.

In October, 1949, ILWU President Bridges, in particular caught our eye. It was the fact that China has no internal or external debts.

Contrast that with the situation in the United States. We doubt that the United States with all its wealth and power will be able to make a similar claim for many, many years.

China has come a long way since Chiang Kai-shek was driven from the mainland in 1949 and the People's Republic firmly established.

The situation today is a far cry from the days when President Truman was threatening to "unleash" Chiang from Taiwan, when Quemoy and Matsu were daily tension headlines, and when the U.S. Seventh Fleet was prowling the China coast.

The members of this union can take a certain satisfaction in the very relations between the United States and China have come to their present vastly improved state.

AS THE MEMBERS OF OUR UNION well know, the policy of the ILWU toward the people of China has been marked by consistency during all the years of the union's history.

Back in the late thirties we were involved in a long series of strikes and work stoppages up and down the Pacific Coast in protest against the shipment of scrap iron and oil to Japan during the period of Japan's renewed aggression against China.

Later, after the emergence of The People's Republic of China, we campaigned for recognition of the People's Republic by the United Nations. The ridiculous farce that gave Chiang Kai-shek's refugee group a seat on the Security Council has been ended.

President Nixon's visit to China lowered some more barriers. The trade that has followed—and which promises to grow—is something we have urged over and over again. It could revitalize the ports of the Pacific Coast.

It's only a matter of time before there is formal recognition of the People's Republic by the United States.

Recently our union had the privilege in San Francisco and in Hawaii of greeting a delegation of journalists from the People's Republic of China.

We welcomed them to our hiring halls, took them on a tour of dock facilities in San Francisco and to plantations in Hawaii. They were given something they very much wanted—a chance to talk to workers in their homes and on the job.

This is the kind of exchange that can solidify and expand the potentials of the new relationship with China.

I T IS EXTREMELY DISTURBING to note that on the day the visitors were taken aboard the Lurline there were pickets at the entrances to Matson's dockyard. They were from Teamsters Local 680, a general truck drivers local. They carried signs charging the ILWU with "jurisdictional raid."

This charge is ridiculous and should be laid to rest as quickly as possible.

The Teamster claim to "roll-on/roll-off" work stems apparently from the fact that the trailers that constitute most of the Lurline's cargo are loaded and unloaded on and off specialized tractors that are owned by Matson. They are driven by longshoremen from our union who have been given special training by Matson.

Fortunately, the pickets only appeared at Terminal Island for one day. John Pandera, the president of our Local 13 in San Pedro, reported the pickets were the act of just that Local and did not have the sanction of higher Teamster bodies.

We understand that the Pacific Maritime Association was prepared to get an injunction removing the pickets in the event they were not removed voluntarily.

However, as the issues come up again, we want to make our position crystal clear. The Teamsters cannot charge us with doing work traditionally done by Teamsters. Any such claim is a lot of hogwash. There is no basis in fact or tradition for raising the jurisdictional issue in the loading or unloading of roll-on/roll-off ships.

On the Beam
by Harry Bridges

WHEN MATSON'S NEW S.S. Lurline docked at Terminal Island in Los Angeles harbor last week I am told they took visitors on a tour of her aboard the kind of mini-buses they use in places like Disneyland.

It was probably the first time visitors ever toured a merchant vessel by car. They were driven on and driven off, never setting foot on her deck. This says something about the changes that are taking place on the waterfront and some of the challenges faced by our union.

The new Lurline brings the roll-on/roll-off concept to the basic trade between the Pacific Coast and Hawaii.

She is a 700 foot, 35,000 ton ship that replaces an aircraft carrier. She has no winches. She has no hatches. She has no gear in the traditional sense of the word. She's a tall ramp and elevators and sideports. She is the future, and she must be faced.

The ILWU is no stranger to facing up to the problems created by mechanization. For almost a score of years now this union has tussled with the realities of a rapidly changing industry. At one time there were as many longshoremen in the port of San Francisco alone as there are now on the entire Pacific Coast. The union has sought to the best of its ability to cushion and protect its membership and, at the same time, win for that membership a share of the profits shipowners are making from the changes.

Now we have to adapt to more changes.

On the Beam
by Harry Bridges

WHEN MATSON'S NEW S.S. Lurline docked at Terminal Island in Los Angeles harbor last week I am told they took visitors on a tour of her aboard the kind of mini-buses they use in places like Disneyland.

It was probably the first time visitors ever toured a merchant vessel by car. They were driven on and driven off, never setting foot on her deck. This says something about the changes that are taking place on the waterfront and some of the challenges faced by our union.

The new Lurline brings the roll-on/roll-off concept to the basic trade between the Pacific Coast and Hawaii.

She is a 700 foot, 35,000 ton ship that replaces an aircraft carrier. She has no winches. She has no hatches. She has no gear in the traditional sense of the word. She's a tall ramp and elevators and sideports. She is the future, and she must be faced.

The ILWU is no stranger to facing up to the problems created by mechanization. For almost a score of years now this union has tussled with the realities of a rapidly changing industry. At one time there were as many longshoremen in the port of San Francisco alone as there are now on the entire Pacific Coast. The union has sought to the best of its ability to cushion and protect its membership and, at the same time, win for that membership a share of the profits shipowners are making from the changes.

Now we have to adapt to more changes.

On the Beam
by Harry Bridges

WHEN MATSON'S NEW S.S. Lurline docked at Terminal Island in Los Angeles harbor last week I am told they took visitors on a tour of her aboard the kind of mini-buses they use in places like Disneyland.

It was probably the first time visitors ever toured a merchant vessel by car. They were driven on and driven off, never setting foot on her deck. This says something about the changes that are taking place on the waterfront and some of the challenges faced by our union.

The new Lurline brings the roll-on/roll-off concept to the basic trade between the Pacific Coast and Hawaii.

She is a 700 foot, 35,000 ton ship that replaces an aircraft carrier. She has no winches. She has no hatches. She has no gear in the traditional sense of the word. She's a tall ramp and elevators and sideports. She is the future, and she must be faced.

The ILWU is no stranger to facing up to the problems created by mechanization. For almost a score of years now this union has tussled with the realities of a rapidly changing industry. At one time there were as many longshoremen in the port of San Francisco alone as there are now on the entire Pacific Coast. The union has sought to the best of its ability to cushion and protect its membership and, at the same time, win for that membership a share of the profits shipowners are making from the changes.

Now we have to adapt to more changes.
Up, Down Coast Wheat Ships Are Moving

PORTLAND — Wheat, main export item on the Columbia River, is in the headlines again.

On the day this was written, there were 14 grain vessels in the river — among them the Krios (shown on page 2) loaded with wheat at the LDC grain dock.

Thirteen other vessels were loading or at anchor (waiting for berths or for the prime charter to take effect) here or at Vancouver, Kalama and Longview.

EMBARGO LIFTED

China, the vast Asian country the ILWU delegation hopes soon to be visiting has taken delivery of 4.5 million bushels of wheat through Northwest ports in the last two months, according to the Oregonian, while undisclosed sales of US wheat to China since July 1, when the first 1973 wheat hit the market, totaled 122.8 million bushels.

Three million tons are reported to have been shipped to longshoremen, 3,955,000 short tons.

Not all the wheat shipped was grown in Oregon and Washington, but all was fumigated through Northwest ports.

The embark on the three elevators (due to the boxcar shortage) was lifted to relieve the congestion, as grain ship after grain ship cleared the Columbia River bar.

MORE COMING

What the Oregonian described as a huge flood of“ grain carriers is scheduled to hit the river ports this month.

Not all the grain was, or is destined for China. A major portion of the 3,955,279 short tons, which the Portland Merchants Exchange says was exported as of July 31, went to Japan. And some went to the Soviet Union.

PLENTY OF MEAT — There was no lack of meat at Local 50’s Labor Day picnic. Here Ron Biddle, John Kallio and Chuck McBride cut up the beef, while Bob Rediger, president of the Local unwraps the meat as it comes from the pits.

That’s a lot of meat, 2,000 members and friends attended the traditional bash.

PLENTY OF BEER

At 1 p.m. September 3, the beef was dug out of the pits, unwrapped and cut into mouth-watering portions by Local 50 secretary Ron Biddle, John Kallio, Chuck McBride and Bob Rediger, while Glen Wygandt and Curt Olson shucked the corn and dipped it into huge containers of melted butter.

“We had 100 leaviers of bread to but- ter,” recalled Virginia Renke, wife of Local 50 member Thomas Renke. (Some leaviers were involved in a series of tests by government leaders con- cerning the shape of “Stage Three” of this nation’s wage-price control sys- tem.)


OTHER MEMBERS


Don’t worry, the beef was good, tables, set up under a huge canvas canopy, were: Eva Perkins, Billie Kal- lio, Barbara Tenny, Johnnie Rova, Rene Wohlfil, Mrs. Richard Veirckete, Mrs. Bob Tenny and Lois Stranahan.

Seventeen kegs of beer were broached for the happy crowd by “bartenders” Razanta, Malmborg, Arena and L. Smith.

The day was further enlivened by a horse shoe tournament, volleyball, and games and boatrides on the lake for the kids in craft furnished by Dale Larson, Rich Perkins, G. Roebert, D. Colley, and H. Corde.

British Move Toward ‘Stage III’

LONDON — Leaders of British trade unions met in a series of talks with government leaders con- cerning the shape of “Stage Three” of this nation’s wage-price control sys- tem.

While delegates to the recent conven- tion of the Trades Union Congress re- jected an effort by militants to break off the talks, they did criticize the Tory government’s “anti-inflation” policies as “unfair and unworkable,” and de- manded action to halt rising prices.

The government’s present Stage Two program, which permits limited price increases is scheduled to run out at the end of October. A move in- itiated by Clive Jenkins, general sec- retary of the Association of Scientific, Technical and Managerial Staffs to seek a total union boycott of the British meat pay board was only narrowly defeated at the TUC conference.

San Francisco, Seattle

SAN FRANCISCO — The great world- wide demand for grain, coupled with plans that the People’s Republic of China has developed through the port of Seattle, has resulted in a dramatic increase in shipments through the San Francisco Grain Terminal.

At least 100,000 tons will be handled through the terminal this month, less, of the facility, and the prospect is it will handle over 300,000 tons next year. The grain is mainly destined for the Soviet Union, Japan and China.

SEATTLE — A major movement of grain for the People’s Republic of China has been developing through the port of Seattle.

Carroll Corp., operator of Seattle’s Grain Terminal 86, which negotiated a 300,000 ton sales last spring, has loaded a number of vessels out of the terminal here.

Office Workers

Continued from Page 1 —

any 1 of this year, and the fourth one on January 1, 1974.

Total increases in the several catego- ries during this period range from $188 to $250 a month.

The contract provides for union recog- nition and union security, with a spe- cial proviso that those covered by it must be employed for at least 200 hours a month and that time shall be required to act as strike- breaking employees on any picket line sanctioned by Local 43.

The health and welfare and pension programs will be similar to those in the Local 43 contract.

Other contract provisions cover 2- week’s vacation; a 500,000 ton wheat sale to China last year is just starting.

Union (the same treatment accorded to Jewish immigration to Is-

Sen. Henry Jackson, (D-Wash.) wants to knock out the most-favored-nation status granted in the bill to the Soviet Union (the same treatment accorded the foreign trade bill now in Congress might have quite an impact on work in the grain ports.

Of the total tonnage, 1,835,667 short tons are shipped, from here, 94,62 short tons from Astoria, 598,113 short tons from Longview, 514,762 short tons from Klamath, and 327,279 short tons from Vancouver.

That’s a lot of man hours of work for longshoremen, clerks and super- cures.

And shipments from the 1973 grain year are just starting.

Emancipation of the foreign trade bill now in Congress might have quite an impact on work in the grain ports.

Sen. Henry Jackson, (D-Wash.) wants to knock out the most-favored-nation status granted in the bill to the Soviet Union (the same treatment accorded the foreign trade bill now in Congress might have quite an impact on work in the grain ports.

San Francisco, Seattle

SAN FRANCISCO — The great world- wide demand for grain, coupled with plans that the People’s Republic of China has developed through the port of Seattle, has resulted in a dramatic increase in shipments through the San Francisco Grain Terminal.

At least 100,000 tons will be handled through the terminal this month, less, of the facility, and the prospect is it will handle over 300,000 tons next year. The grain is mainly destined for the Soviet Union, Japan and China.

SEATTLE — A major movement of grain for the People’s Republic of China has been developing through the port of Seattle.

Carroll Corp., operator of Seattle’s Grain Terminal 86, which negotiated a 300,000 ton sales last spring, has loaded a number of vessels out of the terminal here.

Office Workers

Continued from Page 1 —

any 1 of this year, and the fourth one on January 1, 1974.

Total increases in the several catego- ries during this period range from $188 to $250 a month.

The contract provides for union recog- nization and union security, with a spe- cial proviso that those covered by it must be employed for at least 200 hours a month and that time shall be required to act as strike- breaking employees on any picket line sanctioned by Local 43.

The health and welfare and pension programs will be similar to those in the Local 43 contract.

Other contract provisions cover 2- week’s vacation; a 500,000 ton wheat sale to China last year is just starting.

Union (the same treatment accorded to Jewish immigration to Is-

Sen. Henry Jackson, (D-Wash.) wants to knock out the most-favored-nation status granted in the bill to the Soviet Union (the same treatment accorded the foreign trade bill now in Congress might have quite an impact on work in the grain ports.

Of the total tonnage, 1,835,667 short tons are shipped, from here, 94,62 short tons from Astoria, 598,113 short tons from Longview, 514,762 short tons from Klamath, and 327,279 short tons from Vancouver.

That’s a lot of man hours of work for longshoremen, clerks and super- cures.

And shipments from the 1973 grain year are just starting.

Emancipation of the foreign trade bill now in Congress might have quite an impact on work in the grain ports.

Sen. Henry Jackson, (D-Wash.) wants to knock out the most-favored-nation status granted in the bill to the Soviet Union (the same treatment accorded the foreign trade bill now in Congress might have quite an impact on work in the grain ports.

Of the total tonnage, 1,835,667 short tons are shipped, from here, 94,62 short tons from Astoria, 598,113 short tons from Longview, 514,762 short tons from Klamath, and 327,279 short tons from Vancouver.

That’s a lot of man hours of work for longshoremen, clerks and super- cures.

And shipments from the 1973 grain year are just starting.

Emancipation of the foreign trade bill now in Congress might have quite an impact on work in the grain ports.

Sen. Henry Jackson, (D-Wash.) wants to knock out the most-favored-nation status granted in the bill to the Soviet Union (the same treatment accorded the foreign trade bill now in Congress might have quite an impact on work in the grain ports.

Of the total tonnage, 1,835,667 short tons are shipped, from here, 94,62 short tons from Astoria, 598,113 short tons from Longview, 514,762 short tons from Klamath, and 327,279 short tons from Vancouver.

That’s a lot of man hours of work for longshoremen, clerks and super- cures.

And shipments from the 1973 grain year are just starting.

Emancipation of the foreign trade bill now in Congress might have quite an impact on work in the grain ports.

Sen. Henry Jackson, (D-Wash.) wants to knock out the most-favored-nation status granted in the bill to the Soviet Union (the same treatment accorded the foreign trade bill now in Congress might have quite an impact on work in the grain ports.

Of the total tonnage, 1,835,667 short tons are shipped, from here, 94,62 short tons from Astoria, 598,113 short tons from Longview, 514,762 short tons from Klamath, and 327,279 short tons from Vancouver.
Canadian Job Action Defends Dock Jurisdiction

NEW WESTMINSTER, B.C. — New Westminster Local 502, ILWU has taken successful job action to enforce its collective agreement concerning the unloading of autos from Japan.

The action was taken against Nissan Automobile Company, which brings in Datsun cars. The company has established an industrial location in New Westminster and been provided with a commission.

Nissan took the position that stevedoring companies would contract only to deliver the cars ship side in a roll-on/roll-off operation.

The ILWU claimed that this was not a fulfillment of the collective agreement, that delivery of cars ship side was only a temporary place of rest and did not constitute proper delivery to Melchin Transport, which is under Teamster union jurisdiction. The union argued further that Melchin has no jurisdiction in the dock area.

To reinforce its claim ILWU members occupied the cars and halted delivery. At the same time they threw a picket line around Nissan in New Westminster.

The shipload of cars was then moved to another dock where the cars were unloaded by longshoremen in accordance with the terms of the collective agreement.

Six days later Nissan gave up five acres of its dock area to the contracting stevedoring company. The ILWU now delivers all cargo to the five acre site and only cars from the dock assembly to the exit gate.

"This was a basic test of the collective agreement," declared Canadian Area ILWU president Don Garcia, "and ends runaway companies and abuses of FIO (free in and out) contracts. The import of autos has been increasing steadily for the past several years. This has been the second attempt by Japanese auto companies with the agreement prevails.

The jurisdiction of the new dock is with the New Westminster Local 502 of the ILWU.

SF Belt System Sold

SAN FRANCISCO — The Port of San Francisco has gotten out of the railroad business, selling its Belt Railroad recently to a private businessman.

The Belt system, which is used to shuttle railway cars around the waterfront, has been a steady drain on Port finances for years, as more and more cargo was being carried by truck.

The new owner is Willis Kyle, a California steel maker who has made a hobby out of buying marauding transit systems, revitalizing them, and putting them into the black. Among his prizes are the Lahaina, Kaanapali and Pacific Railroad on the island of Maui in Hawaii and the Oregon, Pacific and Eastern Railroad.

It has been suggested that the Belt line could be used to bring commuters closer to their place of work.

Glenn Perry photo

Roll-on/How It

(See also "On The Beam," Page 2.)

LOS ANGELES — The members of ILWU Local 13 who came out of the Wilmington hiring hall to load the first cargo aboard Matson’s new roll-on/roll-off freighter, the Lurline, spent a lot of time just looking at her.

She was certainly different. She has no masts except a single one for the necessary signal, radio and radar apparatus atop her superstructure.

She has no gear, no winches, no hatches. She’s roll-on/roll-off, and almost everything aboard works in a different manner.

As, ILWU members in Los Angeles and Hawaii and, eventually, in Oakland will learn in the weeks ahead.

MANNING COMPLIMENT

As everyone expected, it doesn’t take many men to work this 700-foot, 25,000 ton vessel.

When she arrived here late September 5, she was empty except for a deck cargo of lock blocks for securing trailers. So the experience here was not atypical as future visits involving both discharge and loading will be.

For this visit the union was asked to dispatch 14 swing men or lashers, nine utility truck drivers, two combination forklift operators and one button man to operate the elevator to the lower hold.

Despite delays caused by problems in rigging elaborate boarding ramps, the Lurline was completely loaded in a period of three days and sailed at 6 p.m. Sunday, September 9.

Matson officials expect to improve drastically on this in the weeks ahead as everyone becomes more familiar with the ship.

A cargo expert for Alexander & Baldwin, Matson’s parent company, who came over from Honolulu to supervise loading, said the hope is to load around 8000 tons in Hawaii in 11 hours.

John Pundt, president of ILWU Local 13, who toured the ship in company with Bob Robath, president of Local 15, San Francisco, said he thought the manning scale would be higher than the 26 men here when a two-way situation prevails.

NLRB Holds Final Container Freight

WASHINGTON, D.C. — Final agreement on the validity of the ILWU-PMA Container Freight Station agreement are being held here by the National Labor Relations Board, as this issue of The Dispatcher goes to press.

ILWU President Harry Bridges and
Roll-off, Works

BUILT IN

Fittings for lashing trailers to the deck are built-in to the ship, and once a trailer is in place a lash can secure it in a matter of minutes. (See pictures this page).

The Lurline is, Matson officials say, designed to supplement, not replace, current container service. They say they are looking for new cargo for her.

The Hawaiian Legislator, a conventional container ship, was loading bow to bow with the Lurline during the new ship’s maiden visit here.

Mon working the ship say there are bugs that still have to be straightened out. Some reported a tendency on the part of Matson’s special tractors to overheat after periods of long idling, especially in close quarters.

On Thursday, Sept. 6, the day visitors were taken aboard the new ship, pickets from Local 612 of the Teamsters appeared at the Matson dockyard gates, raising the issue of jurisdiction.

PIECkTS DEPART

Jake Koenig, secretary-treasurer of the local, charged the ILWU drivers trained by Matson were handling the Matson tractors. (See “On The Beam,” Page 2.)

Pandora said the picketing was not authorized by higher Teamster officials, and the pickets did not appear the next day after Matson prepared to take the case to the National Labor Relations Board and obtain an injunction.

The pickets did not delay loading activity, but half the ship’s cargo already was in the dockyard.

After the pickets appeared the ILWU received a wire signed by William M. Caldwell declaring, “The International Longshoremen’s Association is not interested in any way, and to formally notify Cal Cartage Co. because it had been seized and stuffed and unstuffed by longshore labor.

Therefrom, on June 30, 1971, longshoremen in Southern California refused to handle a container forwarded by Cal Cartage Co. because it had been stumped by a non-longshore workforce.

INJUNCTION

Cal Cartage took the ILWU and PMA into court, and in the spring of 1972 a US judge in Los Angeles upheld the company and enjoined the enforcement of the CPS agreement pending a ruling by the NLRB.

NLRB Administrative Trial Judge James T. Rasbury has already decided that the board should rule against the ILWU-PMA pact. “I cannot equate the preparatory work of staffing or unstuffing containers with loading or unload- ing cargo aboard a ship,” he said.

Rasbury recommended that the board require the PMA and the ILWU to cease implementation of the agreement in any way, and to formally notify Cal Cartage that there would be no further objections to the use of non-longshore labor.

For further information on the testimony and decision, see the next issue of The Dispatcher, October 12.

LOCK BLOCK—Rudy Ruhi of Local 13 in Wilmington kneels under trailer to tighten special lock blocks used aboard Matson’s new roll-on/roll-off Lurline to secure trailers to deck.

Local 26 Leadership Classes

LOCK BLOCK—Rudy Ruhi of Local 13 in Wilmington kneels under trailer to tighten special lock blocks used aboard Matson’s new roll-on/roll-off Lurline to secure trailers to deck.

Local 26 began a new series of classes in “union leadership” classes September 12. The series of Wednesday night sessions, which will run until January 8, will cover such subjects as contract enforcement, economics, health and safety, grievance handling, labor history, the conduct of union meetings, and similar areas.

A “Local 26 Graduation Certificate,” will be awarded to all students who complete a minimum of 10 of the 15 sessions. Presentations will be made at a stewards banquet, following completion of the course.

Vancouver Takes Bowling Trophy

LONGVIEW—The 8th Annual ILWU Bowling Tournament here ended with the “Traveling Trophy” going to Vancouver, where it will remain for the next 12 months.

Participants came from Local 14, Eureka; Local 12, North Bend; Local 50, Astoria; Local 21, Longview; Local 24, Aberdeen; Local 4, Vancouver; Local 92, Portland; Local 52, Seattle; and Local 404, Victoria, B.C.

The 1974 Tournament will be held in Victoria.

SAN FRANCISCO — Forty years ago longshoremen on the San Francisco waterfront were discovering that a victory in one skirmish does not win a battle or a war.

On Sept. 14, 1933, they had refused to show their hated company union blue books on the Matson docks, walked off the pier and destroyed their books, Matson called the gangsters back without demanding a show of books, and the Matson ships in port were worked. The event was hailed by the men as a significant victory in the battle to get out from under the company union.

But they soon discovered it wasn’t going to be that easy.

The Oct. 3, 1933 issue of “The Waterfront Worker, a mimeographed paper published by a group of rank and file members in the International Longshoremen’s Association, revealed that more than 40 longshoremen “have been knocked off” or involved in ILWU activity.” The ILA was then the vehicle by which the longshoremen hoped to acquire a company union.

COUNTERATTACK

“And no doubt,” said the mimeographed paper, “a determined effort will be made to reestablish the B.B. on the docks. If the shipowners refuse to meet the demands of the rank and file stevedores in the front and the rapid worsening of our present rotten conditions. . . .

The paper called for the formation of rank and file committees on each dock, “which will take up small grievances and will represent the minor and major ones.”

The methods were spelled out. For example, a stevedore is knocked off for belonging to the ILA. The Company Committee immediately call the stevedores together and all walk off the dock in an organized manner. If the shipowners refuse to meet the demands of the rank and file stevedores in the front, committees on other docks should be formed and the working men should come out in sympathy.

Elsewhere the paper reports, “Four men were locked off the Matson dock so far, the last two a little over a week ago because they were wearing ILA buttons.” The paper, ever-critical of the official ILA leadership, complained the union had “failed to take any real action about it.” The problem, said the paper, was “lack of aggressive leadership.”

Re-reading the mimeographed pages 40 years later one is reminded how much terminology has changed. The phrase “stevedore” is used repeatedly in describing longshoremen. Today it is used almost exclusively to describe a category of employer—the stevedoring company.

The Oct. 3, 1933 issue also deals with the issue of black longshoremen.

“Many of us,” says the bulletin, “fail to grasp the importance of uniting with the Negro stevedores in the ongoing struggle with the shipowners to break the B.B. and win humane conditions for every container on the front.”

The term Negro, of course, has been supplanted today by the term Black, but the issues were the same.
Unions Fight for Public Hospitals

WASHINGTON, D.C. — Thanks largely to action taken by US maritime unions, the coming sessions plans to close down eight public health hospitals have been frustrated.

The hospitals are generally located in port areas and have provided immense help to seamen and others. When the Health, Education and Welfare Department, earlier this year, actually began to close the hospitals in an "economy" move, the Seafarers' International Union (SIU) and the National Maritime Union (NMU) brought suit in US district court to gain the closings.

A preliminary injunction keeping the hospitals opened was issued last week. Delegates to the ILWU 20th Biennial Convention in April also expressed their intent of having the hospitals be permitted to remain open, and pledged assistance in any efforts to halt the administration's plans.

Labor Unions Back Jack Block For Port Post

SEATTLE — Jack Block, a walking bombardment for the Seattle mayoral ballot, has received substantial labor support in his campaign for the position being vacated by Frank Kitman (SIU) and the National Maritime Union (NMU) brought suit in US district court to gain the closings.

A preliminary injunction keeping the hospitals opened was issued last week. Delegates to the ILWU 20th Biennial Convention in April also expressed their intent of having the hospitals be permitted to remain open, and pledged assistance in any efforts to halt the administration's plans.

VANCOUVER, B.C. — The Canadian Labor Congress has commended the action of the 20th Biennial Convention of the ILWU in granting still further autonomy to its Canadian section.

The two resolutions on the subject endorsed unanimously by the confederation provide that the Canadian Area of the ILWU may grant and revoke charters, and apply for ILWU certifications in Canada without reference to the international union and that the capacities of the international union and the Canadian Area be consolidated in Canada under the sole administration of the Canadian Area.

The Canadian Area ILWU already has its own constitution, elects Canadian officers and determines its own policies. The per capita tax to the international is voluntary under the international constitutional and all per capita collected in Canada has been spent in Canada except for a $5 contribution to the international union building fund.

In a special article in the April-June 1973 issue of Canadian Labor, the official organ of the Canadian Labor Congress, the actions of the International Convention were described as "tremendously encouraging developments, in the sense of making the Canadian Area a unitary entity, autonomous compared with other international unions and capable of solving the problems peculiar to our area within the framework of the ILWU and the conventions of the ILWU." The statement also praised the interest of the delegates to the convention who "showed a great degree of unity, solidarity and determination to solve the problems of the area on the basis of a model for other international unions in Canada."

Tacoma Advances 37 "B" Men to "A"

TACOMA — Thirty-seven "B" men advanced to "A" registry here, were sworn in, and "this is a coincidence that probably doesn't happen very often," according to the top officials of the United Steel Workers of America.

Following the initiation ceremony, Bridges made a brief talk, directed to the new members, warning of the new responsibilities and obligations to the union in the years ahead.

Local 23 President Phil Lelli, on behalf of the rank and file, thanked Bridges for coming to the meeting. He told the new members they were "duly honored," since Bridges' visit came at the time they were being sworn in, and "this is a coincidence that probably doesn't happen very often."

Other visitors included Coast Committee member Fred Huntsinger, and North-West Regional Director G. Johnny Parkinson, International Executive Board member George Giniss also was at the meeting.

Local 6 Plans Benefit Dance for Farm Workers

SAN FRANCISCO — Warehouse Local 6 will sponsor a benefit dance to raise money for the United Farm Workers, at 9 p.m., Saturday, October 13 at 90 Hegenberger Road, Oakland. The donation will be 50c in advance, $1.00 at the door, with special door prizes to be offered.

The Local 6 Farm Workers' Support Committee is also sponsoring the boycott of table grapes and lettuce, joining food caravans for Farm Workers pickets and other activities to help the beleaguered union.

New Pact Won for Portland Watchmen After Long Talks

PORTLAND — A new contract between the Ship, Industrial Service Workers and Watchmen, Local 28, and the Port of Portland was signed August 15, following negotiations begun in February.

The agreement, which is to run for three years, features a 5.5 percent hourly wage increase this year, retroactive to April 10; and a 5.5 percent increase next year, with the third year "open for the only" president Walter C. Zimmerman reports.

Meeting in Warehouse 3 and 4, which had been temporary posts, were made full-time jobs, to be bid on a seniority basis.

The local moved the regular meeting date from the first Wednesday of the month to Saturday to enable Zimmerman, who had bid on one of the jobs, to "associate as president." Zimmerman views this as a vote of confidence.

The local negotiators were Howard Sanders, secretary of the local; Frank Griffiths, Art Bardsey, John Dewney and Zimmerman, assisted from the beginning by Dick Wise, wage checker of Local 6, and Jim Byrne of Local 40.

Wise and Byrne were presented with buttons at recent membership meetings of their respective locals, "to express our feeling that without their support the longshoremen and clerks, we could not have achieved an equitable working agreement," Zimmerman said. He made the presentation to Wise, while Sanders made the presentation to Byrne.

Bay Area Labor Pledges Support to Sears Strikers

SAN FRANCISCO — An ad hoc committee of San Francisco Bay Area trade union leaders, has pledged full support to a two-week old strike by workers at Sears Roebuck stores, members of Local 1100 of the Department Store Employees Union. Represented on the committee are the leadership of most of the AFL-CIO Central Labor Councils around the bay, numerous AFL-CIO affiliates, Teamsters and ILWU.

4 Incumbents Endorsed For SF Supervisor

SAN FRANCISCO — The ILWU will be backing four incumbent supervisors and one challenger in the race this November for five seats on San Francisco's Board of Supervisors.

The San Francisco Joint ILWU Legislative Committee voted on Sept. 10, after interviewing candidates for the Board, to endorse incumbents George Chian, Dianne Feinstein, Peter Tam and Dorothy von Beroldingen.

In addition, the committee voted to back the candidacy of Jack Morrison, former ILWU member, who is seeking to return to the Board.

NOT ENDORSED

The one candidate who was not endorsed by the ILWU was Tom O'Connell, the San Francisco supervisor who is running in the Democratic primary for the District 7 seat.

The ILWU, along with other labor groups, has endorsed Supervisor Morrison for re-election.

The ILWU has been more than two hours listening to candidates for the Board. supervision.

The union group also is endorsing Supervisor Thomas C. Scandal and City Attorney Norris "Buck" Borucki.

The committee is composed of representatives of Teamsters, Local 2, Warehouse Local 6, Longshore Local 10, Ship Clerks Local 34, Watchmen's Local 75, Bay Area Pensioners and Auxiliary Local 16.

The committee session was chaired by Vice-Chairman George Walch of Local 34. Keith Erickson of Local 6 served as secretary. Also on the dais were International Vice-President William H. Chester and Dave Jenkins of Local 10.

First Female Wharfinger

LOS ANGELES — The first woman wharfinger in this port's history — with the possibility of a temporary assignment in World War II — has been appointed.

Fern Lester, a clerk-typist in the wharfinger's office for the past seven years, got the job by simply coming in on her own. The job is now open for the first time in the civil service exam for the position of the port's representative on the docks.

"I know that some waterfront people will question the idea of a woman wharfinger," Mrs. Lester said, "but those I've met so far were very pleasant."
**Letters To The Editor**

I became a naturalized American citizen March 14th.

I'm a retired longshoreman from Local 8, Portland, and I'm single. I'd make a suggestion to you that when you put the list of retired fellows and widows that don't have a pension down the local of the widows.

WALLACE V. KUNKLE
ILWU Local 8 (Ret).

P.O. Box 713
Garberville, CA

Starting with September reports local will be listed—Editor.

**History Important**

I enjoyed reading your biography of Samuel Plimsoll, who was the father of the movement to regulate shipping. It is available in the main San Francisco Public Library.

Thanks to Canadians

I would like to thank the following members of Local 10 for showing me around the docks of Vancouver during my recent visit: J. H. Colvin; President Louis Kaufman, Business Agents Fred Morris, Irv Forrester and Les Copan.

The events on waterfront history is "The Longshoreman" by Burns, published in 1915. It is available in the San Francisco Public Library.

Because the lessons of the past can help us win a better future, I hope to see more articles of an historical nature in our paper.

NICK GRANICH
ILWU Local 10

**Docks, Widows on Pension List**

SAN FRANCISCO — Following is the September, 1973, list of dock workers retired under various ILWU-PMA plans.


Local 56: Thomas M. Carlson, Leonard G. Olson, Arthur W. Veitch, Joseph J. Maloney; Local 57: Robert R. Knoop; Local 60: Robert R. Knoop; Local 63: Donald W. Bender, Mark M.


**Docks, Widows on Pension List**

SAN FRANCISCO — Following is the September, 1973, list of dock workers retired under various ILWU-PMA plans.


Local 56: Thomas M. Carlson, Leonard G. Olson, Arthur W. Veitch, Joseph J. Maloney; Local 57: Robert R. Knoop; Local 60: Robert R. Knoop; Local 63: Donald W. Bender, Mark M.


**Docks, Widows on Pension List**

SAN FRANCISCO — Following is the September, 1973, list of dock workers retired under various ILWU-PMA plans.


Local 56: Thomas M. Carlson, Leonard G. Olson, Arthur W. Veitch, Joseph J. Maloney; Local 57: Robert R. Knoop; Local 60: Robert R. Knoop; Local 63: Donald W. Bender, Mark M.


**Docks, Widows on Pension List**

SAN FRANCISCO — Following is the September, 1973, list of dock workers retired under various ILWU-PMA plans.


Local 56: Thomas M. Carlson, Leonard G. Olson, Arthur W. Veitch, Joseph J. Maloney; Local 57: Robert R. Knoop; Local 60: Robert R. Knoop; Local 63: Donald W. Bender, Mark M.

Canadian Rail Workers Still Full of Anger

VANCOUVER, B.C. — Canada’s 36,000 non-operating railway workers have been forced to end their strike by a special act of Parliament on Sept. 1, which railway workers bitterly opposed as “strike breaking legislation.”

The act provides for an increase to non-operating railway workers of $36 an hour retroactive to Jan. 1, 1972, plus a 6.5 percent increase on Jan. 1, 1974 and another 1.5 percent increase on July 1, 1974.

The act described these increases as “minimal,” and imposed compulsory arbitration in further negotiations on wages as well as job security and pensions.

IGNOMINIOUS REQUIRED

The act also imposed compulsory arbitrations on shopcraft and operating unions currently in negotiations with Canada’s two national railways. It provided wage increases of 8.5 percent retroactive to Jan. 1, 1972, 6.5 percent on Jan. 1, 1974 and a further 1.5 percent increase on July 1, 1974.

The original act, introduced by the minority Liberal government, provided only for a 30c increase for the non-ops, which had been recommended by the chairman of a three member federal board and accepted by the Canadian Pacific Railway a few days before parliament met.

An amendment by the New Demo- cratic Party increased the increase to $36 and was defeated. A further amendment to in- crease it to 34c was also defeated by the New Con- servative Party members of parliament voting for it and the Liberal Party voting against it.

Dissenting Vote

The demand of the non-ops had been for a $36 an hour increase the first year and a 21 percent increase in the second year of the contract.

The legislation, as finally passed was the leaders of the eight railway unions involved met and ordered their members to return to work on Sept. 2, as provided in the legislation.

The vote result was that 96 of the 120 locals voted to stay out. The CBRT is the only all-Canadian union involved. All the others are international unions with their headquarters in the U.S.

CBRT members, said D.N. Secord, president of the union, “are not just loyal to you but stick with you when the going is rough, then they really have to be with you.”

Pledge of Help

The new mayor described the San Pedro area as “one of the most neg- lected parts of our whole city” and pledged efforts to make sure “that Neg- ligation ends”.

Bradley has appointed Nate DiBiasi of Local 13, president of the ILWU’s, to the ILWU Family Night dinner Sept. 7 in San Pedro. Directly below Bradley facing camera is Nate DiBiasi, president of the ILWU’s, and another 1.5 percent increase on July 1, 1974.

More Grin

Nixon Vetoes Minimum Wage Improvement

WASHINGTON, D.C. — President Nix- on last week vetoed a bill which would have raised the federal minimum wage from the present level of $1.60 to $2.20 by next year.

AFL-CIO president George Meany immediately issued a statement declar- ing the veto a “calculated, cruel blow,” de- signed to “make the poor of this coun- try front-line troops in the war against inflation.” The vetoed bill would also have extended coverage to another seven million workers.

The minimum wage bill passed the House of Representatives without the two-thirds majority needed to defeat a presidential veto, and there was there- fore little chance that labor forces would be able to muster the votes to carry it this session. A vote on over- rule is, however, scheduled for Septem- ber 19.

Weaker Bill

The President, in his veto message, asked Congress to pass a weaker bill, which would increase the wage floor for non-farm workers to $1.80 an hour and up to $2.30 within the next three years. He also called for action setting the minimum wage for teenagers at a lower level; this has been strongly op- posed by organized labor and has been a major stumbling in the past to im- provements in the bill.

The railways still remain in what has been described as a “chaotic” state, with the bitterest opposition of railway workers from coming western Canada, and particularly British Columbia.

San Pedro — The tall, black mayor said, “I really want to thank you for all the help you have given me.”

The occasion was an ILWU Family Night dinner at St. West Sixth Street here on Friday evening, Sept. 7, honor- ing the new mayor. Four hundred peo- ple attended.

The event was sponsored by the Southern California District Council of the ILWU, and a number of notables at- tended in addition to members of the legis- lature. Senator Ralph C. Dills and Assemblyman Vincent Thomas, both Democrats, were also there.

Bradley praised the ILWU members who stuck with him after an unsuccessful attempt of his predecessor, former Mayor Sam Yorty in 1969. “When friends,” he said, “are not just loyal to you but stick with you when the going is rough, then they really have to be with you.”

Pledging Help

The new mayor described the San Pedro area as “one of the most neg- lected parts of our whole city” and pledged efforts to make sure “that Neg- ligation ends”.

Bradley has appointed Nate DiBiasi of Local 13, president of the ILWU’s, to the ILWU Family Night dinner Sept. 7 in San Pedro. Directly below Bradley facing camera is Nate DiBiasi, president of the ILWU’s, and another 1.5 percent increase on July 1, 1974.

More Grin

Nixon Vetoes Minimum Wage Improvement

WASHINGTON, D.C. — President Nix- on last week vetoed a bill which would have raised the federal minimum wage from the present level of $1.60 to $2.20 by next year.

AFL-CIO president George Meany immediately issued a statement declar- ing the veto a “calculated, cruel blow,” de- signed to “make the poor of this coun- try front-line troops in the war against inflation.” The vetoed bill would also have extended coverage to another seven million workers.

The minimum wage bill passed the House of Representatives without the two-thirds majority needed to defeat a presidential veto, and there was there- fore little chance that labor forces would be able to muster the votes to carry it this session. A vote on over- rule is, however, scheduled for Septem- ber 19.

Weaker Bill

The President, in his veto message, asked Congress to pass a weaker bill, which would increase the wage floor for non-farm workers to $1.80 an hour and up to $2.30 within the next three years. He also called for action setting the minimum wage for teenagers at a lower level; this has been strongly op- posed by organized labor and has been a major stumbling in the past to im- provements in the bill.

The railways still remain in what has been described as a “chaotic” state, with the bitterest opposition of railway workers from coming western Canada, and particularly British Columbia.

San Pedro — The tall, black mayor said, “I really want to thank you for all the help you have given me.”

The occasion was an ILWU Family Night dinner at St. West Sixth Street here on Friday evening, Sept. 7, honor- ing the new mayor. Four hundred peo- ple attended.

The event was sponsored by the Southern California District Council of the ILWU, and a number of notables at- tended in addition to members of the legis- lature. Senator Ralph C. Dills and Assemblyman Vincent Thomas, both Democrats, were also there.

Bradley praised the ILWU members who stuck with him after an unsuccessful attempt of his predecessor, former Mayor Sam Yorty in 1969. “When friends,” he said, “are not just loyal to you but stick with you when the going is rough, then they really have to be with you.”

Pledging Help

The new mayor described the San Pedro area as “one of the most neg- lected parts of our whole city” and pledged efforts to make sure “that Neg- ligation ends”.

Bradley has appointed Nate DiBiasi of Local 13, president of the ILWU’s, to the ILWU Family Night dinner Sept. 7 in San Pedro. Directly below Bradley facing camera is Nate DiBiasi, president of the ILWU’s, and another 1.5 percent increase on July 1, 1974.

More Grin

Nixon Vetoes Minimum Wage Improvement

WASHINGTON, D.C. — President Nix- on last week vetoed a bill which would have raised the federal minimum wage from the present level of $1.60 to $2.20 by next year.

AFL-CIO president George Meany immediately issued a statement declar- ing the veto a “calculated, cruel blow,” de- signed to “make the poor of this coun- Try front-line troops in the war against inflation.” The vetoed bill would also have extended coverage to another seven million workers.

The minimum wage bill passed the House of Representatives without the two-thirds majority needed to defeat a presidential veto, and there was there- fore little chance that labor forces would be able to muster the votes to carry it this session. A vote on over- rule is, however, scheduled for Septem- ber 19.

Weaker Bill

The President, in his veto message, asked Congress to pass a weaker bill, which would increase the wage floor for non-farm workers to $1.80 an hour and up to $2.30 within the next three years. He also called for action setting the minimum wage for teenagers at a lower level; this has been strongly op- posed by organized labor and has been a major stumbling in the past to im- provements in the bill.

The railways still remain in what has been described as a “chaotic” state, with the bitterest opposition of railway workers from coming western Canada, and particularly British Columbia.

San Pedro — The tall, black mayor said, “I really want to thank you for all the help you have given me.”

The occasion was an ILWU Family Night dinner at St. West Sixth Street here on Friday evening, Sept. 7, honor- ing the new mayor. Four hundred peo- people attended.

The event was sponsored by the Southern California District Council of the ILWU, and a number of notables at- tended in addition to members of the legis- lature. Senator Ralph C. Dills and Assemblyman Vincent Thomas, both Democrats, were also there.

Bradley praised the ILWU members who stuck with him after an unsuccessful attempt of his predecessor, former Mayor Sam Yorty in 1969. “When friends,” he said, “are not just loyal to you but stick with you when the going is rough, then they really have to be with you.”

Pledging Help

The new mayor described the San Pedro area as “one of the most neg- lected parts of our whole city” and pledged efforts to make sure “that Neg- ligation ends”.

Bradley has appointed Nate DiBiasi of Local 13, president of the ILWU’s, to the ILWU Family Night dinner Sept. 7 in San Pedro. Directly below Bradley facing camera is Nate DiBiasi, president of the ILWU’s, and another 1.5 percent increase on July 1, 1974.

More Grin

Nixon Vetoes Minimum Wage Improvement

WASHINGTON, D.C. — President Nix- on last week vetoed a bill which would have raised the federal minimum wage from the present level of $1.60 to $2.20 by next year.

AFL-CIO president George Meany immediately issued a statement declar- ing the veto a “calculated, cruel blow,” de- signed to “make the poor of this coun- Try front-line troops in the war against inflation.” The vetoed bill would also have extended coverage to another seven million workers.

The minimum wage bill passed the House of Representatives without the two-thirds majority needed to defeat a presidential veto, and there was there- fore little chance that labor forces would be able to muster the votes to carry it this session. A vote on over- rule is, however, scheduled for Septem- ber 19.