Exec Board To Meet In Vancouver

SAN FRANCISCO — With the question of Canadian autonomy high on the agenda, the ILWU's International Executive Board will meet in Vancouver, B.C., on Monday and Tuesday, Nov. 19-20.

Other matters before the Board will include current upwelling negotiations with the Big Five in Hawaii, the status of the union's efforts to send a delegation to the People's Republic of China and possible alliances with other groupings of unions in the maritime field.

The union's four titled officers said they selected Vancouver as the site of the meeting in order to provide for fullest possible discussion of special Canadian problems.

The ILWU's Twentieth Biennial Convention adopted resolutions giving the union's Canadian Area greater autonomy as well as a simplified financial structure. Implementation of these new policies will be under discussion.

The convention advanced the Canadian Area the sole prerogative for granting charters in its area. It also voted to consolidate per capita accounts in Canada into one financial structure under the administration of the Canadian Area.

The changes are in keeping with a drive by affiliates in Canada of US-based unions to achieve greater independence from their Internationals.

There will also be a report on ILWU relations with other unions in Canada, most notably closer ties that have been developing with the East Coast International Longshoremen's Association.

The 16-member Executive Board will be meeting at the Rembrandt Hotel, 1160 Davie Street, Vancouver.

CHINA DELEGATION

The Board at its last meeting here in San Francisco in August selected a seven-member delegation in response to an invitation to visit the People's Republic of China.

Shortly after make-up of the delegation was announced, the Chinese changed their minds and, in effect, withdrew the invitation. The reason given was offense at some material that had appeared in The Dispatcher and which the Chinese regarded as unfriendly.

The union appealed to the Chinese to reconsider, pointing to the ILWU's long record of friendship with the people of China. So far no reply has been received to the appeal. The Board is expected to decide if any further steps should be taken.

The last Board meeting also instructed the four titled officers to "get information" on possible alliances with other maritime unions.

One possibility to be explored was some sort of relationship with the Maritime Trades Department of the AFL-CIO.

The officers are scheduled to report to the Board on this matter as well as a number of others, including the new headquarters into which the union has just moved here.

President Harry Bridges is also scheduled to make recommendations on possible union action in relation to imprisoned Chilean longshore union leaders. (See story elsewhere on this page).

THE SUBJECT WAS CHILE — ILWU President Harry Bridges (top left) confered with Fernanda Navarro (above right), secretary to the widow of the late President Allende of Chile, on the current plight of unionists imprisoned by the Chilean junta. Below, ILWU officers listen to Miss Navarro's story. From left to right, Bridges, Vice-Pros. George Martin, Sec.-Treas. Louis Goldblatt and Vice-Pros. William H. Chester, With Miss Navarro are Vice-Pros. Bert Donlin of Local 10 and Victoria Mercado of the ILWU's Domestic Committee for Non-Intervention in Chile. Meeting took place in Bridges' now office while he was still in the process of moving in.

Chile Told, "Don't Harm Dockers".

SAN FRANCISCO — The government of Chile has been notified officially through its consul here that members of the ILWU will be most disturbed if any harm betrays four Chilean longshore union leaders imprisoned by the military junta.

Without spelling out what action the union might take, ILWU President Harry Bridges made it clear the union is profoundly concerned with the fate of men "whose only crime is that they supported their duly elected government."

The union's four titled officers also conveyed the same sentiments to the secretary of Mrs. Allende, the widow of the late Chilean president, deposed by the junta's coup of Sept. 11.

She told how she reached a safe place at the house of some friends at the time of the coup and subsequently flew out of Chile on the same plane that took Mrs. Allende to Mexico.

She was accompanied by Victoria Mercado of the ILWU's Domestic Committee for Non-Intervention in Chile and was escorted to ILWU headquarters by Bert Donlin, vice-president of Local 10.

Earlier Miss Navarro conferred at Local 10 with Local 10 President Bob Rohatch, Local 6 President Curtis McClain, and Local 2 President Bob Edwards.

Miss Navarro said that Luis Figuerors, head of Chile's largest labor organization, the disbanded 800,000 member Central Workers Confederation, is presently safe in a foreign embassy in Santiago.

SF Port Shows Higher Income This Year

SAN FRANCISCO — The Port of San Francisco reports a higher net income for the fiscal year ended June 30, 1973, than for either of the two prior fiscal years.

The Port registered a $451,528 surplus for the period as compared with $89,181 for 1971-72 and $264,461 for 1970-71.

Both the two recent fiscal years included strike periods, that for 1971-72 being by far the more severe. During that year a longshore strike closed the port for nearly all shipping for 135 days. During 1972-73 a 40-day Masters, Mates & Pilots' strike shut down American-flag shipping.

However, fiscal 1970-71 was a non-strike year.

Port Director Miriam E. Wolff credits the 1972-73 gain largely to a 21.5 percent increase in port operating income partly offset by an increase in operating expenses and a decreased loss in Belt Railroad operating costs.

PUSH FOR PENSION GAINS — ILWU President Harry Bridges stresses the need for pension gains in talk to Local 12's annual pensioner's banquet in North Bend, Ore., Nov. 1. From left, William Lawrence, president Pacific Coast Pensioners Assn., President Joe Jakovac of Local 12, and Mrs. Delpha Jakovac. Bridges also addressed stop work membership meeting. (See On the Beam, page 2, for pension comments).
"Welcome Aboard — Grab a Bucket!"

Voting And The Mood Of The People

POLITICAL EXPERTS ALL over the United States are going to be busy these days trying to figure out what the relatively few elections that were held on Tuesday, November 6, mean in terms of the various crises of today's living—Watergate, the Middle East, Chile, the cost of living—you name it.

Obviously, an off-year collection of elections like we had this year doesn't prove very much. The pattern of voting is too uneven. There just simply are not enough common yardsticks with which to do much measuring. But the public demands measurements. So they will be made. As a union dedicated to the principle of giving down to the rank and file when you need an answer, the ILWU cannot help but be overjoyed at the defeat of Governor Ronald Reagan's Proposition 1 tax reform initiative on the California ballot. (He called it a tax cut, but it really wasn't.)

This union, in common with the rest of the California labor movement, raised the cry of alarm against Proposition 1. We called it a "tax hoax." We viewed it with extreme alarm. We saw Reagan's plan as a demagogic, clever, neatly-timed device to further his ambitions to become President. And organized labor can take its share of the credit.

THE RESULTS of the election in California were gradually different. Proposition 1 was defeated by a margin that may reach a half-million votes. We think this says something in terms of the nation as a whole and in terms of labor's political muscle.

Labor everywhere in the United States can take much heart and learn a great deal from the fight waged against Proposition 1 in California. This was an election in which all of the adverse factors that usually make it hard for labor were at work.

It was an election that found people in a cynical mood about politics in general because of Watergate and satellite scandals. Such feelings often make for a low turnout of voters.

While some California cities, notably San Francisco and San Diego, had local elections to excite voter interest, in most of the state the complex Reagan tax plan was the only issue on the ballot. This kind of a situation makes for a low voter turnout, and a low turn-out usually favors the advocates of propositions like Reagan's.

The voter turnout was low, but Reagan still lost. Actually, the voter turnout (45 percent) was surprisingly high considering all of the factors.

And in San Francisco—California's strongest labor city—the Reagan plan was clobbered by an almost two-to-one margin.

When the votes were counted and Reagan had conceded defeat, the spokesman for the California Labor Federation said, "The people have demonstrated how intelligent they are."

CERTAINLY THE PEOPLE are telling us something about a no-nonsense mood on the part of the electorate. The people are tired of gimmicks, and it's obvious a majority of those who cast ballots considered Reagan's plan a gimmick.

At the very least they weren't going to vote for something they didn't understand—and Reagan's plan was very hard to understand.

In a larger sense the vote can be considered a basic rejection of Reagan himself by the voters after seven truculent and veto-happy years in Sacramento.

This says something for the labor segment of that vote. When Reagan was elected first in 1966, a lot of working people obviously voted for him despite the fact the formal labor endorsements were on the other side. This was true to a degree when he was re-elected in 1970.

But now it's true no longer.

The defeat of Proposition 1 is a body blow to Reagan's ambitions to become President. And it's a clear indication that, in the time of Watergate, the voters of California have at least become wary of Reagan's slick generalities.

Labor, which has had to endure veto after veto of hard-won legislative gains from Reagan's pen, can now look forward to building its state programs on a basis of better voter understanding.

And organized labor can take its share of the credit.

On the Beam

by Harry Bridges

WE'RE WATCHING certain aspects of the auto union very closely. The United Auto Workers have concluded their contract negotiations with Chrysler and Ford, and both pacts contain major pension improvements. Whatever happens in talks still continuing with General Motors-UAW settlement there will almost certainly contain similar pension improvements. The pattern has been established.

Basic to the settlement is "30-and-out." A worker may retire after 30 years of service, regardless of age.

In evaluating the UAW pension settlement there are certain factors to keep in mind:

(1) The amounts of retirement benefits made public by the UAW and noted below include the amount due the retiree from both the auto company pension plan and from Social Security.

(2) The pension settlement is for six years. The benefits are improved in stages over the first five years of the plan. A worker retiring at a particular date is not eligible for the higher benefits that take effect at some later date.

(3) Under the basic auto industry pension plans different classifications of workers, receiving different hours, rates of pay, accrue different pension benefits for each year of service. The benefit levels reported by the UAW and mentioned below apply to what is considered a typical production worker, not necessarily all, or even a substantial majority of auto workers whose benefits might be from those reported.

THE NEW EARLY retirement provision enables a worker to retire with 30 years of service, at age 62, to retire with a pension benefit of $650 a month starting March 1, 1974. This goes to $825 a month including Social Security, when the retiree reaches 63 or on October 1, 1975, whichever comes later. This means of course the industry's share of the pension is at that point reduced.

A worker already of age 62, when he gets his 30 years in, goes out at $825 per month, Social Security included, beginning October 1, 1974.

At later dates in the contract, running until October 1979, the benefit levels increase—to $650 per month in total in 1976, and to $700 per month on October 1, 1977. These increases in the pension levels is predicated on both more generous accruals under the auto industry pension plans and higher Social Security benefits.

We need not go into the technical details of the plan's operations at this writing.

Over the six-year term of the pension agreement, some workers will undoubtedly decide to defer their retirements beyond the time they are first eligible to retire so that they may receive the higher benefit of $650 or $700 when those rates go into effect in later years of the agreement.

The Ford Plan is understood to be the same as Chrysler, with the exception that Ford foundry workers can retire after 29 years of service instead of 30.

For present retirees, the pension program provides increases of $33.75 per month over the next three years and an additional $33.75 per month over the following three years, increased payments for medicare coverage, and what the UAW describes as a four percent "restoration" increase for 30-year workers who retired under the 1970 UAW-Chrysler agreement. The "restoration" increase means an increase in the retirement levels is predicated on both more generous accruals under the auto industry pension plans and higher Social Security benefits.

In other words, in negotiating pension improvements present retirees with fixed pensions should at least get a cost-of-living increase in Social Security.

We have done a little pioneering in the pension field ourselves, but much more remains to be done.

These developments are important for our union. Pension improvements will loom large in future negotiations. Pensions for present and future retirees are going to have to go up.

The point of all this is, as the UAW recognizes, that the labor movement has to do something about inflationary pressures on people with fixed incomes.

THE FOREGOING does not cover all aspects of the new auto contract, but it is a hell of a long way.

I only wanted in this column to talk about the pension aspects.

Our Research Department will prepare a full analysis when all of the auto talks are completed. The wage provisions may not be so hot.

They call for three percent, plus 12 cents the first year and three percent plus 12 cents in each of the next three years, with cost of living increases in addition.

Our membership probably would consider the wage provisions to be unacceptable, but that decision rested with the Chrysler and Ford workers.

The key point for us is that pensions in all of our various contracts, including the latest UAW-Chrysler agreement, have gone to the "30-and-out" and $700 a month, including Social Security, five years from now can be used as a bargaining weapon by the entire labor movement of the US.
Full Support to Sears Strike Promised

SAN FRANCISCO — The basic issue involved in the San Francisco Bay Area strike against Sears Roebuck is whether a corporation headquartered 2,000 miles away will be allowed to undermine prevailing wage and working condition standards on the West Coast.

John F. Hennig, executive officer of the California Labor Federation, AFL-CIO, warned at a press conference in announcing that the State AFL-CIO is giving full support to the strike, now in its 11th week.

"Whether Sears will negotiate benefit programs and other job conditions with the unions representing their employees in the Bay Area or continue adamantly to impose their standards regardless of working conditions without negotiations from their Chicago headquarters is the basic issue," Hennig said.

The strike, which began August 25, involves some 600 San Francisco Bay Area Sears employees.

The union includes members of Local 1100 of the AFL-CIO Department of Teamsters and Retail Store Employees Union Local 410, both affiliates of the AFL-CIO Retail, Wholesale and Department Store Union.

The unions have held their final election the third week of November and will return to the shop for the duration.

In Eugene Sentiment Is For Impeachment

EUGENE — A poll on the impeachment of President Nixon conducted by the Eugene Register-Guard notes a 56 percent to 41 percent vote in favor of ouster proceedings.

Out of 10,454 responses sent in, there were 8,345 votes in favor of impeachment should the President not resign.

New Benefits for Cal Workers

SACRAMENTO — California workers will find many social insurance benefits substantially improved due to the recent enactment of a number of labor-backed bills.

The state Assemblyman, Bruce McMillan, said he believes the social insurance benefits for them by a total of $113 million.

• Unemployment Insurance — Maximum weekly benefit payments are raised from $75 to $119 on April 1, 1974; retroactive to the first day if the employee was unemployed due to the disablement.

• Disability Insurance — Maximum weekly benefit climbs from $105 to $119 on April 1, 1974; and widows with dependents will see disability benefits increased from $25,000 to $40,000.

• Pregnancy Benefits — Disability benefits will be paid if a doctor certifies that pregnancy is causing complications or disabling conditions.

The benefits go into effect January 1, 1974.

• Waiting Period Cut — The waiting period for workers' compensation disability benefits is cut from seven to three days effective April 1, 1974.

• Wage Credits — Credits on wage credits for disability benefits to protect injured or disabled workers becomes effective January 1, 1974.

B.C. Labor Speaks For Autonomy, Against New Code

VANCOUVER, B.C. — A strong demand for autonomy for Canadian sections of International unions and reaffirmation of labor's firm opposition to regressive features of the province's new labor code highlighted the 18th annual convention of the B.C. Federation of Labor held here Oct. 28-Nov. 2.

Over 600 delegates attended the week-long gathering representing more than 250,000 members. Canadian locals of the ILWU sent 15 delegates. Don Garcia, Canadian Area ILWU president, is also a member of the executive council of the Federation.

Noting that unity of all Canadian trade unionists is "impeded by constitutional and structural forms of several unions" that "deny Canadian trade unionists the right to run their own affairs," the convention, by special resolution, urged its parent body, the Canadian Labor Congress, to "fight vigorously" for "the functional autonomy of all Canadian locals of international unions."

GROUND RULES

Canadian autonomy, it declared, should include Canadian conventions of the membership of International unions, the right to decide all policy matters, to negotiate terms of all collective agreements, to decide on strike action, and the election of its own officers.

There should be no revoking or granting of charters against the wishes of the Canadian membership, no frustration of mergers or affiliations necessary to Canada, and no obstacles to cooperation or working arrangements among Canadian unions.

Continuing its criticism of the new labor code adopted by the provincial legislature on Oct. 29 in which the labor-backed New Democratic Party has the majority and forms the government, the convention drew attention to "the problem of the government and MLA's not upholding the labor policies on which they campaigned" before election.

NEGATIVE FEATURES

Granting that the new code had "some useful provisions," it stressed that these were overshadowed by inadequacies and negative features, including:

• The extended exclusion of fishermen, agricultural workers and licensed professionals from coverage under labor legislation.

• Organizational picketing, that is the right to picket non-union jobs, is still illegal.

• The section on technological change, in effect, makes strikes impossible and is "weak and ineffective."

• The shop union is undermined by a "revocation without warning" of the "right to picket non-union jobs, is still illegal."

• The appointment of a labor ombudsman is "an insult to labor."

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Chester Hails Opening of SF Rapid Transit Service

ILWU Vice President William Chester (left), chairman of the BART board of directors, emerges from test run on the new rapid transit system.

SAN FRANCISCO — For thousands of San Francisco area commuters, and for ILWU vice president William Chester, Monday, November 5 was a day worth waiting for. Monday marked the day that the Bay Area Rapid Transit District — the first new rail rapid transit system to be built in the US in 56 years, started revenue service between downtown San Francisco and suburban Daly City.

Chester has been a member of the BART board of directors since 1976, and was named chairman of the board last year. He was appointed by Mayor Joseph L. Alioto, who joined the directors officiating at the formal opening ceremonies for the San Francisco stretch on Saturday, November 3.

Service has been in operation in the East Bay for over a year. Right now, there are some 25,000 BART customers who pay about $100 a month to ride in from outlying Concord, Fremont and Richmond to downtown Oakland — at speeds of up to 80 miles per hour. Still to come is service through the underground tube between San Francisco and Oakland, to link up the two halves of the 75 mile system. Opening of the transbay tube is expected next spring or summer.

LOTS OF HEAT

BART, of course, has had lots of well-publicized problems — money problems, technical problems with new equipment, construction delays, and even its first strike. The directors and staff have been subjected to frequent criticism. But Chester is convinced that the system will win more and more friends among riders — and taxpayers — as it moves toward completion. "The critics," he said, "will keep riding around in their buses anyway."

Joining those who availed themselves of free rides on BART during the opening day ceremonies Nov. 3, Chester reported that those he talked with seemed genuinely pleased with the rapid and quiet service, despite some opening day snafus. Commute time from Daly City to downtown Montgomery Street Station is estimated at 13 minutes.

"This system was designed with working people in mind," Chester said, "and I am convinced that working people are going to like it and be proud of it." Chester pointed out that when the system is completed it will be "finesse in the country," and a model for future rapid transit development.

LABOR’S ROLE

Aside from the importance of the inauguration of the service itself, the ILWU vice president also pointed out that this is the first time that the labor movement has been able to play an important role in mapping out and developing such a system, and he added that it was expected that labor would continue to play an important role in the future development of rapid transit and other civic projects in the Bay Area.

It was clear, according to observers, that the opening day BART crowd was comprised largely of those who hoped that the new system would alleviate the misery of driving their separate cars to and from work every day. It was too early to tell, though, what the effect would be on long range commuting patterns of Bay Area residents, although expectations are high that once the East Bay and San Francisco connection is made, the rush-hour commute nightmare will be at least improved for many workers.

Major hang-up for the first travelers appeared to be the use of the ticket machines. BART general Manager B.B. Stokes pointed out that commuters had similar problems in the first few days of East Bay service, but that "after people use the machines once they understand them."

The ILWU vice president was appointed to the BART board in January, 1976. He was handed vice-chairman in January, 1977, and chairman a year later.

He pointed out that the last two mayors of San Francisco — John F. Shelley and Alioto, have gone particularly out of their way to place ILWU members in such key positions. He noted that while previous mayors appointed labor officials to various commissions, they had been reluctant to give such recognition to the ILWU.
The economic pressures of rising costs and decreasing returns do not allow agricultural land to produce as much income in the future. American Farmers and its plantations are in an export-heavy business, and they are under a foreign advantage. It will, therefore, be necessary to either expand or seek ways to overcome disadvantages or increase the value of the product to maximize return to the consumer.
BC Council Seeks Plan for Vancouver Port Development

VANCOUVER, BC — The Pacific Coast Maritime Council has called for a 20 year plan for the development of the Port of Vancouver, public operation of all publicly owned port facilities, and an equal share by labor with government and business in the operation of these facilities.

The Pacific Coast Maritime Council is composed of 15 unions directly engaged in port activities, including all 18 locals of the Canadian Area ILWU. Its president is Don Garcia, president of the Canadian Area ILWU. The demands were made in a brief submitted to the Federal Government.

The brief points out the great possibilities of Vancouver becoming a major world port in view of the world trend to detente and increased trade between socialist and capitalist countries. Vancouver must build the most modern facilities, it says, if it is to be competitive.

Until now, it charges, “all development of the Port of Vancouver has been designed to serve private interests,” with development decisions based on “pressures from private business interests, political favoritism and the relationships between these business interests and the political party in power in Ottawa.” This, it says, made any long term planning impossible.

LONG TERM INTERESTS

The Council calls for a 20 year plan to serve the long term interests of the people of B.C. and Canada in which the people and “particularly labor which operates the facilities on the waterfront and comprises the vast majority of the population, must have a decisive say.”

The Council called for a new type of Port Authority composed of an equal number of representatives from business, labor and government. It demands that the executive body that runs the day to day operations of the port should be similarly representative of the three groups. “Labor cannot accept or cooperate,” it says, “with a port authority that has just taken labor representation.”

The Council points out that federal government policy now is to build port facilities and then turn their operation over to private business interests. “This is a denial to the people of Canada, of the opportunity to operate these publicly built facilities in the public interest; it takes away the opportunity of adding profitable revenues to the public treasury that could be used to modernize and expand port facilities, and it is a misuse of public funds in that it is a gift of public funds to business interests that now don’t have to put up their own funds to build facilities.”

FURTHER DEVELOPMENT

“All publicly built and publicly owned facilities,” it asserts, “on the waterfront should be publicly operated in the public interest with profits set aside for further port development.”

The Council also demanded that:

- The building of new facilities including a waterfront roadway, a new passenger terminal, and a new large dry dock facility.
- The building of a Canadian merchant marine through a government agency.
- All Canadian coastwise trade be reserved to Canadian registered and Canadian manned ships, and that Canadian exports go out through Canadian ports, and imports destined for Canada come in through Canadian ports.

Sugar Wage Floor Urged

SAN FRANCISCO — The California AFL-CIO has called on the federal government today to establish a wage floor of at least $3 per hour for workers in the heavily subsidized sugar beet industry next year.

SISTER SHIP—The 25,000 ton roll-on/roll-off trailership Matsonia slides down the ways at the Sun Shipbuilding yard in Chester, Pa. She will join her Matson sister ship, the Lurline, in the California-Hawaiian trade at the end of the year. By that time one or the other, or perhaps both, ships will be calling at Oakland in addition to Los Angeles.

Soviet Miners—The Canadian area ILWU and New Westminster longshore Local 502 played host last month to a group of 26 touring Soviet dockers. The visitors, who are composed of 407 workers, are from a group known as the ship workers of the Kola region of Russia. A large majority of the group is fifth from the left. Bruce Ferguson, secretary of ILWU Local 502 led the Soviet group on a tour of the Roberts Bank coal terminal, just south of Vancouver. The visiting miners expressed interest in the way the company is run.

Following the tour, they were the guests of the ILWU at a reception, with an official welcome extended by ILWU regional director Craig Fritchett.

Calling All ILWU Members

Do you know some workers who don’t make union wages? Who are being pushed around? Who have no security on the job?

In other words, do you know workers who want to be organized into the ILWU? If so, please write or telephone in:

Northern Calif. Regional Office
150 Golden Gate Ave.
San Francisco, Calif. 94102
Phone: (415) 775-0533

Sacramento Area:
3707 North Cheyenne St.
Sacramento, Calif. 95818
Phone: (916) 371-4638

Phone: Home—(206) SK 9-8468
Local 25—(206) 343-3468

Southern Calif. Regional Office
William Piercy, Regional Director
5859 S. Figueroa St.
Los Angeles, Calif. 90037
Phone: (213) 753-5594
Donald Wright, Int’l Rep.

Northern Calif. Regional Office
LeRoy King, Regional Director
2681 E. Hastings St.
Vancouver, B.C.
Phone: (604) 254-8141

Canadian Area Office
Craig Fritchett, Regional Director
2661 E. Hastings St.
Vancouver, B.C.
Phone: (604) 254-8141

Hawaii Office
Robert McElrath, Regional Director
451 Atkinson Building
Honolulu, Hawaii 96814
Phone: (808) 848-1161
Thomas Trask, Int’l Rep.

'Minibridge' Fight — What It's All About

PHILADELPHIA — The use of the “minibridge” system of cargo handling is coming under increasing fire from East Coast dock labor, employers and port bodies.

The “minibridge” concept refers to a system which links a domestic port region with an overseas region by combined ship and rail facilities at a cost equal to an all-water route. For example, imagine a containerized cargo originating in inland Pennsylvania bound for Japan. Ordinarily, the container would come into the port of Philadelphia where it would be shipped out through the Panama Canal to its destination.

Under the minibridge system, however, the cargo is loaded on a train at Philadelphia, whisked across the country and loaded on a ship for the Orient at a West Coast Port—with a substantial savings in time, and at exactly the same cost as an all-water route. Similarly, cargo from the West Coast bound for Europe can move in the same way.

EAST COAST BEEFS

However, the East Coast International Longshoreman’s Association—joined by a large number of port authorities and employers from Boston to Houston—has charged that the movement west is far greater than expected and that therefore substantial work opportunity and revenue are being lost.

The ILA and its allies are seeking immediate injunctive relief from the federal courts, while the investigation goes on.

LEGAL MOVES

The issue is now before both the federal courts and the Federal Maritime Commission. The FMC agreed to investigate the legality of the system earlier this summer—but this investigation could take as long as two years.

The ILA and its allies are seeking immediate injunctive relief from the federal courts, while the investigation goes on.
The Beers You Should and Shouldn't Drink

SACRAMENTO — The California Beer Industry Council has named the following as the 10 best beers available in the state: Corona, Coors, Diageo, Guinness, Heineken, Michelob, Schlitz, Stella Artois, Yuengling and Bandele.

The union has been on strike for four months, and the members are on short strike with both Congressmen Brock Adams and Senator Warren G. Magnuson, both Washington Democrats, both registering high on the score board with the ILWU. "As the old man does listen to you when you talk and discusses things head-on and freely."

A Point Made Again

A few years ago, I wrote a letter to this newspaper. I made the point this paper was not being used as a political advancement for a few who wanted their names printed all over the place. And if I may quote myself, I still say that there are a thousand of us who feel the same way. I also said that as long as this paper was not being used as a political advancement for a chosen few, you could send me two copies. If not you could cancel my subscription.

HUNT TROPHIES. Longview Longshoreman, Arne Auvinen, tripped "north to Alaska" for moose hunt; found it wild but fruitful.

A recent letter and photograph from Elsie Auvinen, wife of Hank Auvinen of Longview, Washington, a member of Local 21, gave a short but brow-raising account of an Alaskan moose hunt, participated in by Hank, Wallie Audiner, also a member of Local 21, and Arne Auvinen, formerly a member of Local 21, now a Walking Boss and member of ILWU Local 52.

Shortly after receiving the letter, I called the Auvinen residence in Longview and Hank answered the phone. He passed on the following details about the trip:

"We flew to Fairbanks where we rented a carryall-type station wagon and headed out into the boundless about 250 miles southeast of Fairbanks. It was wild country, Fred, we saw grizzly and plenty of moose but not another human being during our four-day hunt in the area."

"Wallie got the first moose and Arne the second which was the largest of the two. We saw more moose. I could have drowned another last day, but there just wasn't any room in the vehicle to store it. It would have been pointless to try to send it to me, but it is delicious table fare. It costs about 19 cents a pound to fly moose meat home."

"All in all, we put about 1,000 pounds of boned-out meat in our cooler and everybody who tasted it agreed it was delicious table fare. It costs $30 for a non-resident hunting license and $100 each for a moose tag. You might be interested in knowing that we did not have a guide."
We Can Have Industry And A Clean Environment

ASTORIA—ILWU Local 50 adjourned its regular stop work meeting October 34 to the membership could accompany President Bob Reiter and Regional Director G. Johnny Parks urges a balanced approach between industry and environmental protection. The hearing in Astoria on construction of an aluminum plant at Warren- ton, Ore.

BALANCED APPROACH—ILWU Northwest Regional Director G. Johnny Parks urges a balanced approach between industry and environmental protection. A hearing in Astoria on construction of an aluminum plant at Warren-тон, Ore.

The fishermen, he said, are satisfied with the $400,000 study AMAX is contracting to have done on the estuary. Testifying for tough standards were the Willapa oystermen, the League of Women Voters, and fruit growers from the two-county area are the highest in five years. The new contract, which will expire on November 4, 1973, provides for the reeitainment of workers, including cost of living clause, holiday and vacation improvement, and other fringe benefits.

Negotiators were also able, for the first time, to implement the area pension program. The negotiating committee consisted of business agents Bill Burke and Evelyn Johnson, along with Bell Band members Reuben Chavez, Julie Najera and Edna Garcia.

Local 40 Pension Party Draws Big Crowd—May Move

PORTLAND—ILWU Local 40's 17th Annual Pensioners Party drew so many old-timers, wives and widows to the Clark’s Inn October 27 that there was no way we can't have both business and a clean environment— even if it costs some money.

Other supporters of the AMAX plant included Mayor Harry Stenbock, the Seaside Chamber of Commerce, Port of Astoria, and Ross Lindstrom, executive secretary of the Columbia River Fisheries Protective Union, who said the gillnetters' primary concern is with the Young's Bay estuary.

The Governor was severely criticized by state Senator Bill Holstrom (Clat- sporam—Columbia counties) for his change of stance. Unemployment figures in the two-county area are the highest in five years.

DEQ is expected to make its final recommendation on air emission standards for the proposed plant at a meeting of the Environmental Quality Commission in Portland November 26.

The Japanese firm, Mitsubishi, Co., has an option to produce aluminum in the AMAX plant. Half of the aluminum produced would go into export.

Bell Band, Local 6 Sign Area Agreement

OAKLAND, Calif.—Seventy Local 6 members at Bell Band, a large manu- facturer of potato chips, have approved a new three-year contract which essentially goes along with the area wage settlement reached last summer.

The new contract, which will expire on November 4, 1973, provides for the reeitainment of workers, including cost of living clause, holiday and vacation improvement, and other fringe benefits.

Negotiators were also able, for the first time, to implement the area pension program. The negotiating committee consisted of business agents Bill Burke and Evelyn Johnson, along with Bell Band members Reuben Chavez, Julie Najera and Edna Garcia.

Local 12, North Bend

Local 12, ILWU, Portland, Ore., will hold its primary election December 12-13, 1973, and final election December 19-20-21, 1973, to fill the offices of president, vice president, secretary-treasurer, two business agents, LRC members and 15 members of the executive board. Nominations will be open at the stop-work meeting Novermber 18, 1973, and will close at the meet- ing on December 6, 1973. Polling will be between the hours of 6 a.m. and 6 p.m. December 13 through December 14, 1973, for the primary. For the final election polling will be between 6 a.m. and 6 p.m. December 19 through December 21, 1973, at 84 Union Street, Seattle.

Local 40, Portland

Local 40, ILWU, Portland, Oregon, will hold its primary election on No- vember 26, 1973, and final election on December 12-13, 1973, to fill the offices of president, vice-president, secretary-treasurer—business agent, recording secretary, sergeant-at-arms, three trustees, six executive board mem- bers, two dispatchers, one LRC and five grievance committee members. Nominating petitions must be filed in the hall on or be- fore November 14, 1973. Ballots will be mailed to the members.

The fishermen, he said, are satisfied with the $400,000 study AMAX is contracting to have done on the estuary. Testifying for tough standards were the Willapa oystermen, the League of Women Voters, and fruit growers from the two-county area are the highest in five years. The new contract, which will expire on November 4, 1973, provides for the reeitainment of workers, including cost of living clause, holiday and vacation improvement, and other fringe benefits.

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Local 12, North Bend

Local 12, ILWU, Portland, Ore., will hold its final election December 19 through 15, to fill the offices of president, vice-president, secretary-treasurer, recording secretary and sergeant-at-arms, six executive board members. Nominations will be made November 1 through December 6. Polling will be between the hours of 7 a.m. to 3:30 p.m. at ILWU Dispatch Hall, 2064 Sheridan Avenue, North Bend, Oregon. Run-offs, if necessary, will be December 17 through December 22, 1973.